ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

http://www.catc.ca.gov

August 16-17, 2017

Oakland, California

August 16, 2017

1:00 PM	**Commission Meeting** **Oakland City Hall** **Council Chambers** **1 Frank H. Ogawa Plaza** **Oakland, CA 94612**
5:30 PM	**WTS San Francisco-Bay Area Reception** **SPUR** **1544 Broadway** **Oakland, CA 94612**
7:30 PM	**Commissioners' Dinner** **Lungomare** **1 Broadway** **Oakland, CA 94607**

August 17, 2017

9:00 AM	**Commission Meeting** **Oakland City Hall** **Hearing Room 3** **1 Frank H. Ogawa Plaza** **Oakland, CA 94612**
Upon Adjournment	**Commission Tour** **Yerba Buena Moscone Central Subway Station** **4th and Clementina** **San Francisco, CA 94103**

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

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NOTICE: Times identified on the following agenda are estimates only. The Commission has the discretion to take up agenda items out of sequence and on either day of the two-day meeting, except for those agenda items bearing the notation "TIMED ITEM." TIMED ITEMS which may not be heard prior to the Time scheduled but may be heard at, or any time after the time scheduled. The Commission may adjourn earlier than estimated on either day.

Unless otherwise noticed in the specified book item, a copy of this meeting notice, agenda, and related book items will be posted 10 calendar days prior to the meeting on the California Transportation Commission (Commission) Website: www.catc.ca.gov. Questions or inquiries about this meeting may be directed to the Commission staff at (916) 654-4245, 1120 N Street (MS-52), Sacramento, CA 95814. If any special accommodations are needed for persons with disabilities, please contact Doug Remedios at (916) 654-4245. Requests for special accommodations should be made as soon as possible but no later than at least five working days prior to the scheduled meeting.

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

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

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):

CTC Meeting – October 18-19, 2017 in Modesto, CA

Tab #	Item Description	Ref. #	Presenter	Status*	

* "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 Transportation Agency (CalSTA) item.

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

	GENERAL BUSINESS				
1	Roll Call	1.1	Bob Alvarado	I	C
2	Welcome to the Region • Alameda County Transportation Commission	1.12	Art Dao	I	R
3 8 Ayes	Resolutions of Necessity - Appearance --08-SBd-58-PM R5.22 Kramer Service Corporation Resolution C-21556 --08-SBd-58-PM R5.21 Kramer Apartments Corporation, a California Corporation Resolution C-21557 --08-SBd-58-PM R5.31 Kramer Apartments Corporation, a California Corporation Resolution C-21558	2.4a.	Stephen Maller Michael Whiteside	A	D
4	Approval of Minutes for June 28-29, 2017	1.2	Bob Alvarado	A	C
5	Commissioners' Meetings for Compensation	1.5	Bob Alvarado	A	C
	REPORTS				
6	Commission Executive Director	1.3	Susan Bransen	A	C
7	Commissioner Reports	1.4	Bob Alvarado	A	C
8	CalSTA Secretary and/or Undersecretary	1.6	Brian Kelly	I	T
9	Caltrans Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D
10	FHWA California Division Administrator	1.11	Vincent Mammano	I	F
11	Regional Agencies Moderator	1.8	Patricia Chen	I	R
12	Rural Counties Task Force Chair	1.9	Maura Twomey	I	R
13	Self-Help Counties Coalition Chair	1.10	Keith Dunn	I	R
	POLICY MATTERS				
14	Innovations in Transportation • Ford Smart Mobility	4.3	Garth Hopkins Aniela Kuzon	I	C
15	State and Federal Legislative Matters	4.1	Eric Thronson	A	C
16	Budget and Allocation Capacity	4.2	Eric Thronson Steven Keck	I	D
17	Road Charge Pilot Program Update	4.5	Curtis Vandermolen	I	C
18	Road Repair and Accountability Act of 2017 – Senate Bill 1 Implementation Update	4.4	Mitch Weiss	A	C
19	Hearing on the 2018 State Transportation Improvement Program Guidelines	4.24	Teresa Favila	I	C
20	Adoption of the 2018 State Transportation Improvement Program Guidelines Resolution G-17-22	4.6	Teresa Favila	A	C
21	Adoption of the 2018 STIP And Aeronautics Account Fund Estimate Resolution G-17-25	4.20	Mitch Weiss Steven Keck	A	C/D

Tab #	Item Description	Ref. #	Presenter	Status*	
22	Update on the 2017 Report of the State Transportation Improvement Program Balances, County and Interregional Shares	3.5	Teresa Favila	I	C
23	Adoption of 2017 Active Transportation Program – Greenhouse Gas Reduction Funds Resolution G-17-26, Amending Resolution G-16-32	4.26	Laurie Waters	A	C
24	Adoption of the 2017 Local Streets and Roads Funding Reporting Guidelines Resolution G-17-23	4.10	Laura Pennebaker	A	C
25	Presentation of the Draft Local Partnership Program Guidelines	4.27	Jose Oseguera	I	C
26	Overview of Draft 2018 California State Rail Plan	4.7	Garth Hopkins Coco Briseno	I	D
27	Overview of the SB 1 Planning Grant Program	4.21	Garth Hopkins Coco Briseno	I	D
28	Presentation on the 2018 Draft Transit and Intercity Rail Capital Program Guidelines	4.25	Teresa Favila Brian Annis	I	T
	INFORMATION CALENDAR		Stephen Maller		
29	**Informational Reports on Allocations Under Delegated Authority** --Emergency G-11 Allocations *(2.5f. (1))*: $134,230,000 for 42 projects. --SHOPP Safety Sub allocations: *(2.5f. (3))*: $77,466,000 for 12 projects. -- Minor G-05-16 Allocations: *(2.5f. (4))*: $2,568,000 for four projects.	2.5f.		I	D
	Monthly Reports on the Status of Contract Award for:				
30	State Highway Projects, per Resolution G-06-08	3.2a.		I	D
31	Local Assistance STIP Projects, per Resolution G-13-07	3.2b.		I	D
32	Local Assistance ATP Projects, per Resolution G-15-04	3.2c.		I	D
33	**Quarterly Report – FY 2016-17 – 4th Quarter:** Aeronautics – Acquisition and Development (A&D) and Airport Improvement Program (AIP)	3.3		I	D
	Other Reports:				
34	Monthly Report on Local and Regional Agency Notices of Intent to Expend Funds on Programmed STIP Projects Prior to Commission Allocation per SB 184	3.4		I	C
	BEGIN CONSENT CALENDAR		Stephen Maller		
35	Approval of Projects for Future Consideration of Funding: 03 – Placer County Western Placerville Interchange Project Construct interchange improvements to Placerville Drive and Forni Road on US Highway 50. (MND) (PPNO 1217A) (STIP) (SHOPP) Resolution E-17-55 *(Related Item under Reference No. 2.5c. (2).)*	2.2c.(5)			C
36	Approval of Projects for Future Consideration of Funding: 03 – Sacramento County Sacramento Valley Station (SVS) Area Improvements Projects Extend the Green Line Service to the Sacramento Valley Station. (MND) (PPNO HSR02) (Proposition 1A) Resolution E-17-56 *(Related Items under Reference No. 2.6f. (2) & 4.23.)*	2.2c.(6)		A	C

Tab #	Item Description	Ref. #	Presenter	Status*	
37	Approval of Projects for Future Consideration of Funding: 01-Lak-175, PM R25/27.5 Lak 175-Middletown Shoulders Construct roadway improvements including shoulder widening on a portion of SR 175 in Lake County. (MND) (PPNO 3080) (SHOPP) Resolution E-17-47 03-Nev-80, PM 19.0/19.4 Nev-80 Floriston Sand and Salt House Demolition and Relocation Project Demolish and rebuild an existing sand and salt house on Caltrans right-of way on Interstate 80 in Nevada County. (ND) (PPNO 4296) (SHOPP Resolution E-17-48 03-Sac-50, PM L0.2/R6.1 Sac 50 Phase 2 High Occupancy Vehicle Lane Project Construct HOV Lanes in both directions on a portion of U.S. 50 in Sacramento County. (MND) (EA 3F360) (Local) Resolution E-17-49 04-CC-242, PM R0.1/R1.9 State Route 242/Clayton Road Ramps Project Construct roadway and interchange improvements on SR 242 at Clayton Road in Contra Costa County. (ND) (EA 3G820) (Local) Resolution E-17-50 08-Riv-15, PM 46.7/49.7 Interstate 15/Limonite Avenue Interchange Improvements Project Construct interchange improvements on Interstate 15 at Limonite Avenue in Riverside County. (MND) (EA 0E1500) (Local) Resolution E-17-51 05-Mon-101, PM R41.3/R41.8 Salinas River Bridges Seismic Retrofit Project Construct seismic improvements to an existing bridge on SR 101 in Monterey County. (MND) (PPNO 2454) (SHOPP) Resolution E-17-58 *(Related item under Reference No. 2.5b. (1).)*	2.2c.(1)		A	D
38	Two Relinquishment Resolutions: --05-Mon-101-PM-100.3/101.3 Right of way along Route 101 from Dunbarton Road to the San Benito County line, in the county of Monterey. Resolution R-3992 --08-SBd-58-PM R33.4, 08-SBd-15-PM 71.5/72.0 Right of way along Route 15 at L Street, in the city of Barstow. Resolution R-3993	2.3c.		A	D
39 8 Ayes	6 Resolutions of Necessity Resolutions C-21559 through C-21564	2.4b.		A	D
40	Director's Deeds Items 1 through 15 Excess Lands - Return to State: $6,809,000 Return to Others: $0	2.4d.(1)		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
41	Allocation Amendment – STIP Transit: Request to revise the Budget Year in the vote box for the Monterey County Coast Daylight/Caltrain Track Improvements project (PPNO 1971), approved under Resolution MFP-12-09, by splitting the total allocation of $200,000 as $172,961 in FY 11-12 and $27,039 in FY 16-17. Resolution MFP-17-01, Amending Resolution MFP-12-09.	2.6a.		A	D
42	Allocation Adjustment - Aeronautic Lump Sum: Request to adjust the FY 2016-17 Aeronautics Lump Sum for the Set Aside to Match Federal Airport Improvement Program (AIP) grants by $565,000; from $2,000,000 to 1,435,000. Resolution FDOA-2018-01, Amending Resolution FDOA-2015-11 *(Related Item under Reference No. 2.7a.)*	2.7c.		A	D
43	Request to correct Waiver 15-35, which extended the period of project completion for the Bowman Road Bridge project, in Tehama County. (PPNO 2148) Waiver 17-38, Amending Waiver 15-35	2.8c.(4)		A	D
44	Technical Correction – TCRP Project: Corrections needed to revise the program code for two projects, approved at the May 2017 meeting, for TCRP Project 98 – Peach Avenue Widening and TCRP Project 112 – Kings County General Roadway Overlay and Restriping.	2.9a.		A	D
45	Technical Correction – TCRP Project: Correction needed to revise the resolution number, approved at the January 2017 meeting, for the program amendment for TCRP Project 106-Campus Parkway (Segment 4). The resolution approved was TFP-16-12, Amending TFP-09-03 and should be TAA-16-14, Amending Resolution TAA-09-03.	2.9b.		A	D
46	Technical Correction – TCRP Project: Corrections needed to revise the Expenditure Authorization (EA) and Project ID, for TCRP Project 116 – Northeast Corridor Enhancements (PPNO 3148) approved at the June 2017 meeting, under Resolution TFP-16-29 and Resolution TFP-16-23	2.9c.		A	D
47	Approval of the Semi Annual Proposition 1B Status Report	4.16		A	C
	END OF CONSENT CALENDAR				
	ENVIRONMENTAL MATTERS				
48	Approval of Project for Future Consideration of Funding: 09-Iny-395 PM 29.2/41.8 Olancha/Cartago Four-Lane Project Widen and realign a portion of U.S. 395 in Inyo County. (FEIR) (PPNO 0170) (STIP) Resolution E-17-53	2.2c.(3)	Jose Oseguera Phil Stolarski	A	D
49	Approval of Project for Future Consideration of Funding: 09-Mno-395 PM 88.42/91.55 Aspen Fales Shoulder Widening Project Widen shoulders on a portion of U.S. 395 in Mono County. (FEIR) (PPNO 2600) (SHOPP) Resolution E-17-54	2.2c.(4)	Jose Oseguera Phil Stolarski	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
50	Approval of Project for Future Consideration of Funding: 07-LA-110, PM 24.0/30.4 SR-110 Safety Enhancement Project Construct roadway improvements on a portion of SR 110 in Los Angeles County. (FEIR) (PPNO 4617 & PPNO 4588) (SHOPP) Resolution E-17-57 *(Related Item under Reference No. 2.5d. (2).)*	2.2c.(7)	Jose Oseguera Phil Stolarski	A	D
	PROGRAM UPDATES				
	Project with Costs that Exceed 20 Percent of the Programmed Amount				
51	Request to allocate $192,630,000 for the Kramer Junction STIP project on Route 58 in San Bernardino County; construction capital for $172,630,000 (23.8 percent over the programmed amount) and construction support for $20,000,000 (27.6 percent over the programmed amount). (PPNO 0215C) Resolution FP-17-09	2.5d.(1)	Stephen Maller John Bulinski	A	D
52	Request to allocate $9,491,000 for one SHOPP Collision Reduction project on Route 110 in Los Angeles County; construction capital for $8,660,000 (43.6 percent over the programmed amount) and construction support for $831,000. (PPNO 4617) Resolution FP-17-06 *(Related Item under Reference No. 2.2c (7) & 2.5b. (1)).)*	2.5d.(2)	Stephen Maller Carrie Bowen	A	D
53	Request to allocate $17,767,000 for one SHOPP Roadway Preservation project on Route 126 in Ventura County; construction capital for $15,837,000 (23.7 percent over the programmed amount) and construction support for $1,930,000. (PPNO 4685) Resolution FP-17-07	2.5d.(3)	Stephen Maller Carrie Bowen	A	D
54	Request to allocate $39,143,000 for one SHOPP Roadway Preservation project on Route 110 in Los Angeles County; construction capital for $33,403,000 and construction support for $5,740,000 (91.3 percent over the programmed amount). (PPNO 4681) Resolution FP-17-08	2.5d.(4)	Stephen Maller Carrie Bowen	A	D
	POLICY MATTERS				
55	2018 Facilities Infrastructure Plan (Five Year Capital Plan)	4.12	Stephen Maller Mary Ann Mitchell	I	D
	Zero Emission Vehicles				
56	Overview of the Governor's Zero Emission Vehicle Action Plan	4.11	Stephen Maller Tyson Eckerle John Kato	I	R
57	Caltrans Zero Emission Vehicle Program	4.22	Stephen Maller Ellen Greenberg	I	D
58	Request to: --Revise 3 ZEV projects currently programmed in the 2016 SHOPP SHOPP Amendment 16H-018	2.1a.(1b)	Stephen Maller Bruce De Terra	A	D
59	Request of $2.9 million for 11 ZEV preconstruction support phases for environmental, design and R/W support: • $1.1 million for PA&ED for 5 projects • $1.6 million for PS&E for 3 projects • $0.2 million for R/W support for 3 projects Resolution FP-17-03	2.5b.(3)	Stephen Maller Bruce De Terra	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	PROGRAM UPDATES				
	SHOPP Amendments - Approval				
60	Request to: --Add 81 new projects into the 2016 SHOPP --Revise 13 projects currently programmed in the 2016 SHOPP SHOPP Amendment 16H-017	2.1a.(1a)	Rick Guevel Bruce De Terra	A	D
	SHOPP Allocations				
61	Request of $664,070,000 for construction and construction support for 70 SHOPP Projects. Resolution FP-17-01 *(Related Items under Reference No. 2.5d. (2), 2.5g. (5) & 2.2c. (7).)*	2.5b.(1)	Rick Guevel Bruce De Terra	A	D
62	Request of $140.1 million for 159 SHOPP preconstruction project phases for environmental, design and R/W support: • $51.4 million for PA&ED for 49 projects • $74.1 million for PS&E for 57 projects • $14.6 million for R/W support for 53 projects Resolution FP-17-02	2.5b.(2)	Rick Guevel Bruce De Terra	A	D
63	Rescind Project 5 (East Sand Slough Bridge to Stice Road Rehabilitation project in Tehama County) for $5,640,000 approved under Resolution FP-16-56 in June 2017. (PPNO 3453/EA 3E720) Resolution FP-17-10, Amending Resolution FP-16-56 *(Related Item under Reference No. 2.5b. (6).)*	2.5b.(5)	Rick Guevel Bruce De Terra	A	D
64	Request of $5,920,000 for the East Sand Slough Bridge to Stice Road Rehabilitation SHOPP project, in Tehama County. (PPNO 3453/EA 3E720) Resolution FP-17-11 *(Related Item under Reference No. 2.5b. (5).)*	2.5b.(6)	Rick Guevel Bruce De Terra	A	D
	STIP Allocations				
65	Request of $5,542,000 for the locally administered Western Placerville Interchanges Phase 2 STIP project in El Dorado County, on the State Highway System. (PPNO 1217A) Resolution FP-17-04 *(Related Item under Reference No. 2.2c. (5).)*	2.5c.(2)	Teresa Favila Bruce De Terra	A	D
66	Request of $7,922,000 for 25 locally administered STIP projects, off the State Highway System. *2.5c. (3a)* -- $ 342,000 for five STIP projects. *2.5c. (3b)* -- $7,580,000 for 20 STIP Planning, Programming, and Monitoring projects. Resolution FP-17-05	2.5c.(3)	Teresa Favila Bruce De Terra	A	D
	Transit & Intercity Rail Capital Program (TIRCP) Allocations				
67	Request of $7,765,000 for three TIRCP projects. Resolution TIRCP-1718-01 *(Related Item under Reference No. 4.25.)*	2.6g.	Teresa Favila Kyle Gradinger	A	D
	Proposition 1A – High Speed Passenger Train Bond Project Program				
68	Proposition 1A High Speed Passenger Train Bond Program Amendment The Sacramento Regional Transit District proposes to add $985,000 in funding to construction and update the overall funding plan for the Sacramento Intermodal Facility Improvements project. Resolution HST1A-P-1718-01 *(Related Items under Reference No. 2.2c (6) & 2.6f. (2).)*	4.23	Teresa Favila	A	C
	Proposition 1A Allocations				
69	Request of $632,000 for the locally administered Sacramento Intermodal Facility Improvements Proposition 1A project, in Sacramento County. (PPNO HSR02) Resolution HST1A-A-1718-01 *(Related Item under Reference 2.2c. (6) & 4.23.)*	2.6f.(2)	Teresa Favila Kyle Gradinger	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	Aeronautics Program				
70	Approval of the Capital Improvement Plan Element of the California Aviation System Plan4.22	4.13	Rick Guevel Gary Cathey	A	D
71	Aeronautics - Acquisition and Development (A&D) Program Amendment. Resolution G-17-24, Amending Resolution G-16-27	4.14	Rick Guevel Gary Cathey	A	D
	Lump Sum - Aeronautics				
72	Request to allocate $1,189,000 for the FY 2017-18 Aeronautics Program Lump Sum for the Set Aside to Match Federal Airport Improvement Program (AIP) grants. Resolution FDOA-2018-02 *(Related Item under Reference No. 2.7c.)*	2.7a.	Rick Guevel Gary Cathey	A	D
	Lump Sum Allocations – Local Assistance				
73	Request of $1,506,000,000 in Federal Funds for the Local Assistance Lump Sum for Federal FY 2017-18. Resolution FM-17-01	2.5h.	Teresa Favila John Hoole	A	D
74	Request to increase the Fiscal Year 2017-18 Local Assistance State Funds Lump Sum Allocation by $25,000,000, from $106,078,000 to $131,078,000, for the Freeway Service Patrol. Resolution FM-17-02, Amending Resolution FM-16-06	2.5i.	Teresa Favila John Hoole	A	D
	Proposition 1B Program				
75	Trade Corridors Improvement Fund Program Amendment: Add Project No. 126, I-80/SR-65 Interchange Phase 1-Third Lane Project in Placer County Resolution TCIF-P-1718-01 *(Related Items under Reference No 4.19 & 2.5g. (5).)*	4.17	Reza Afhami	A	C
76	Trade Corridors Improvement Fund Baseline Agreement: Approve the Baseline Agreement for Project No. 126, I-80/SR-65 Interchange Phase 1-Third Lane Project in Placer County Resolution TCIF-P-1718-03B *(Related Items under Reference No 4.17 & 2.5g. (5).)*	4.19	Reza Afhami	A	C
77	Trade Corridor Improvement Fund - Amendment to the Baseline Agreement: The Sonoma County Transportation Authority proposes to amend the baseline agreement for Project 124 (US 101 Marin-Sonoma Narrows HOV project - Phase 2) in Sonoma County, to update the funding plan and construction start date. Resolution TCIF-P-1718-04, Amending Resolution TCIF-P-1617-10B	2.1c.(5)	Reza Afhami Bruce De Terra	A	D
	TCIF Allocation				
78	Request for $3,600,000 for TCIF Project 126 – I-80/SR 65 Interchange Phase 1-Third Lane project, Placer County. (PPNO TC126) Resolution TCIF-A-1718-01 *(Related Items under Reference No 4.17, 4.19 & 2.5b. (1).)*	2.5g.(5)	Reza Afhami Bruce De Terra	A	D
	Active Transportation Program (ATP)				
79	Request of $4,252,000 for 12 ATP projects. Resolution FATP-1718-01	2.5w.(1)	Laurie Waters John Hoole	A	D
	Advance -ATP Allocation				
80	Request of $1,379,000 for the locally administered West La Mesa Pedestrian and Bicycle Connectivity ATP project, in San Diego County, programmed in FY 18-19. (PPNO 1229A) Resolution FATP-1718-02	2.5w.(2)	Laurie Waters John Hoole	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
81	Request of $2,550,000 for the locally administered Downtown Los Angeles Arts Districts Pedestrian & Cyclist Safety ATP project, in Los Angeles County, programmed in FY 19-20. (PPNO 5286) Resolution FATP-1718-03	2.5w.(3)	Laurie Waters John Hoole	A	D
	TIME EXTENSION REQUESTS				
	Contract Award Time Extension				
82	Request to extend the period of contract award for the City of Baldwin Park – Maine Avenue Corridor Complete Streets Improvements project, in Los Angeles County, per ATP Guidelines. (PPNO 5186) Waiver 17-32	2.8b.(1)	Laurie Waters John Hoole	A	D
83	Request to extend the period of the contract award for two SHOPP projects per Resolution G-06-08. Waiver 17-33	2.8b.(2)	Rick Guevel Bruce De Terra	A	D
	Project Completion Time Extension				
84	Request to extend the period of project completion for the City of Rialto – Safe Routes to School Program, in San Bernardino County, per ATP Guidelines. (PPNO 1164) Waiver 17-34	2.8c.(1)	Laurie Waters John Hoole	A	D
85	Request to extend the period of project completion for the eLocker and Folding Bicycle Rental project on the Capitol Corridor, per STIP Guidelines. (PPNO 75-2127L) Waiver 17-36	2.8c.(3)	Teresa Favila Kyle Gradinger	A	D
	Project Expenditure Time Extension				
86	Request to extend the period of expenditure for the County of Humboldt – Humboldt Bay Trail project, in Humboldt County, per STIP Guidelines. (PPNO 2391) Waiver 17-37	2.8d.(1)	Teresa Favila John Hoole	A	D
	RIGHT OF WAY MATTERS				
87	Airspace Lease: Transbay Joint Powers Authority Request to Approve Terms, Conditions, and Execution of Long Term Lease	2.4c.	Stephen Maller Jennifer S. Lowden	A	D
88	Conveyance of Excess State Owned Real Property on LA-710 --Item 1 Excess Lands - Return to State: $310,000 Return to Others: $0	2.4d.(2)	Stephen Maller Jennifer S. Lowden	A	D
89	Conveyance of Excess State Owned Real Property on LA-405 in Los Angeles County --Items 1 and 5 Excess Lands - Return to State: $72,828 Return to Others: $0	2.4d.(4)	Stephen Maller Jennifer S. Lowden	A	D
	OTHER MATTERS / PUBLIC COMMENT	6.			
	ADJOURN				

Tab #	Item Description	Ref. #	Presenter	Status*

Highway Financial Matters

$ 879,413,280 Total SHOPP Requested for Allocation
$ 206,094,000 Total STIP Requested for Allocation
$ 3,600,000 Total Proposition 1B Bond Requested for Allocation
$ 8,181,000 Total ATP Funds Requested for Allocation
$1,097,288,000 Sub-Total Project Funds Requested for Allocation28

$ 214,264,000 Delegated Allocations
$1,311,552,280 Sub-Total, Highway Project Allocations

$1,311,552,280 Total Value

Total Jobs Created: 23,608 *(Includes Direct, Indirect, and Induced)*

Total Jobs Delayed: 42

Mass Transportation Financial Matters

$ 632,000 Total STIP Requested for Allocation
$ 7,765,000 Total TCRP Requested for Allocation
$ 8,397,000 Total State Allocations

Total Jobs Created: 151 *(Includes Direct, Indirect, and Induced)*

List of Projects Going Forward for CTC Allocation

August 2017 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5b.(1)	**SHOPP Projects**						**Resolution FP-17-01**
1	01	MEN	Var.	4572	0C430	On Route 101, in Willits at Baechtel Creek Bridge No. 10-0013 (PM 45.89); On Route 128, at 34.1 miles west of Ukiah at Beebe Creek Bridge No. 10-0052 (PM 38.8); also on Route 20, at 8.5 miles east of Route 101 at North Fork Cold Creek Bridge No. 10-0072 (PM R41.87). Repair and prevent stream erosion and scour to protect bridge foundation stability by placing rock rip-rap armoring.	$961,000
2	02	LAS	36	3529	4F990	In and near Susanville, from 0.3 mile east of Eagle Lake Road to Route 395. Rehabilitate pavement by grinding and overlay, reconstruct guardrail, repair culverts, construct bulb-outs and ADA curb ramps, and relocate drainage inlets, fire hydrants and utilities. This project will extend pavement service life and improve ride quality.	$14,166,000
3	02	PLU	89	3349	0E180	Near Canyon Dam, from 0.2 mile south to 0.3 mile north of Lake Almanor Spillway Bridge No. 09-0044. Replace bridge to address deterioration of deck reinforcement steel caused by high deck chlorides, to address seismic needs, to make standard shoulders, and to upgrade bridge railing.	$11,230,000
4	02	SIS	5	3535	4G240	Near Edgewood, at the North Edgewood Overhead No. 02-0032L&R. Strengthen and upgrade bridges by attaching fiber reinforced polymer strips on girders to increase permit load capacity, upgrading bridge railing, and replacing approach and departure slabs.	$5,869,000
5	02	SIS	89	3519	4F550	Near McCloud, from 0.2 mile south to 0.2 mile north of Mud Creek Bridge No. 02-0046. Replace bridge to address cracking, deck delamination and unsound concrete and reconstruct bridge approaches. The new replacement bridge will result in upgraded bridge railings, will make shoulders standard, will be built longer and higher to adequately pass 100-year storm events, and will result in improved minimum sight distance.	$4,550,000
6	02	TRI	3	3536	4G250	Near Weaverville, at various locations from 0.1 mile north of East Weaver Road to 0.4 mile north of Rush Creek Campground Road. Repair or replace culvert pipes at 16 locations, including installation of inlets, headwalls, riser pipe, rock slope protection, flared end sections, and a flume. The work will result in reduced runoff and sediment discharges to the Trinity River and its tributaries to improve for established water quality standards and the Total	$3,027,000
7	02	TRI	3	3674	3H000	Near Weaverville, from 1.4 miles south to 0.2 mile north of Slate Creek Road. Continue revegetation and 5 year plant establishment required under general permit conditions for large emergency slip-out project EA 2H560 that occurred in March 2016.	$600,000
8	03	PLA	65	5108	0H260	In and near Roseville and Rocklin, from Route 80 to 0.5 mile south of Pleasant Grove Overcrossing. Construct an auxiliary lane in northbound (NB) direction to improve safety and reduce the frequency and severity of congestion-related collisions by reducing merge conflicts and queue back-ups within the adjacent interchange and Route 80. An additional contribution to the project is included for work to widen for a new NB general purpose mixed-flow "3rd lane" that	$20,700,000
9	03	PLA	65	6913A	0F352	In Roseville, at Galleria Boulevard/Stanford Ranch Road. Install ramp meters and widen southbound on-ramp to provide two ramp lanes and an HOV preferential ramp bypass lane. This project will improve traffic mobility and safety.	$3,600,000
10	04	ALA	80	0064Q	01411	Near Oakland, at the San Francisco Oakland Bay Bridge (SFOBB) Maintenance Complex. Construct SFOBB Maintenance Complex Phase 3 Training Facility: Construct new training facility building and parking lot/equipment operation training area for centralized regional maintenance staff training. The new facility will provide training in three new classrooms, a computer training room, equipment simulators, climbing apparatus, truck training bays, office	$19,429,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
11	04	ALA	580	0130B	4G800	In Castro Valley, from 0.3 mile west of Sunnyslope Avenue to 0.4 mile east of Old Dublin Road at eastbound East Castro Valley Boulevard Undercrossing No. 33-0235L. Partial depth replacement of the bridge deck to repair deck cracking and spalling and to extend the bridge useful life. Project will include a polyester concrete deck overlay and repairs to adjacent damaged roadbed concrete slabs.	$3,484,000
12	04	ALA	680	0587J	3G602	In Fremont, from south of Scott Creek Road to Auto Mall Parkway. Rehabilitate roadway to improve safety and ride quality. Project will crack and seat existing concrete pavement and overlay with new asphalt pavement; construct new approach slabs at bridge structures; install precast transition slabs, drainage, concrete barrier, and loop detectors; and will upgrade guardrail, safety lighting, and ADA curb ramps to current standards.	$22,750,000
13	04	ALA	680	0521M	4G114	In Fremont, from south of Scott Creek Road to Auto Mall Parkway. Install ramp meters and Traffic Operations System (TOS) elements, construct HOV preferential ramp bypass lanes, Maintenance Vehicle Pullouts (MPV), CHP enforcement areas, guardrail, concrete barrier, lighting, retaining walls and drainage improvement features. This project will improve traffic mobility and monitoring.	$11,273,000
14	04	Ala	680	0521K	4G115	In and near Fremont, Pleasanton, and Dublin from 0.4 miles north of Mission Boulevard (Route 238) to 0.3 mile north of Alcosta Boulevard. Install ramp meters, construct HOV preferential ramp bypass lanes, and install Traffic Operational Systems, including closed-circuit TV cameras, changeable message signs, and traffic monitoring stations. Work also includes construction of maintenance vehicle pull-outs, CHP enforcement areas,	$16,334,000
15	04	ALA	880	0483W	4H580	In and near Fremont, Union City, Hayward, San Leandro, and Oakland from 0.4 mile north of Fremont Boulevard Overcrossing to High Street Separation and Overhead. Rehabilitate pavement by grinding existing pavement and overlaying with asphalt; also, upgrade curb ramps to meet ADA standards. This project will extend pavement service life and improve ride quality. An additional contribution to the project is included for work necessary to convert	$52,873,000
16	04	ALA	Var.	0820P	0J000	In Alameda and Contra Costa counties, on various routes at various intersection locations. Install pedestrian crosswalk safety enhancements at uncontrolled intersections and ramps to reduce the number and severity of collisions. Enhancements consist of high visibility crosswalk markings and roadside signs.	$2,305,000
17	04	CC	4	0481D	4G980	Near Concord, at various locations on Route 4 from Route 80 to Route 160; also on Route 24 east of Caldecott Tunnel to Route 680 (PM R0.3 to 9.2) at various locations. Improve highway worker safety by constructing Maintenance Vehicle pullout areas, paving miscellaneous areas beyond the gore to reduce maintenance cleanup activities, and provide vegetation control treatments under the existing guardrail.	$6,501,000
18	04	CC	242	0250B	4G810	In Concord, at Buchanan Field Viaduct No. 28-0186. Repair bridge abutment shear keys and wingwalls damaged by differential settlement, rehabilitate structure by replacing joint seals and elastomeric bearing pads, and replace concrete barrier railing.	$2,370,000
19	04	MRN	101	2119Q	3G210	In and near Sausalito, Corte Madera, and Larkspur at various locations; also, in Tiburon on Route 131 (PM 4.0 to 4.392) at various locations. Upgrade curb ramps, driveways and sidewalks to make compliant with the Americans with Disabilities Act (ADA).	$1,312,000
20	04	MRN	101	0487Q	4G871	Near San Rafael at Miller Creek Bridge No. 27-0004. Address bridge scour conditions by replacing eroded rock slope protection (RSP) and extending the existing streambed using bioengineering methods. Project includes service contract work to be performed by others for advanced tree cutting and willow harvesting that will occur prior to main contract work and within environmental restriction timeframes.	$1,274,000
21	04	NAP	29	0378E	4H200	In and near Napa and Yountville, from 0.4 mile north of Trancas Street/Redwood Road to Mee Lane. Rehabilitate pavement by repairing localized failure, grinding roadway, and overlaying with asphalt to extend pavement service life and improve ride quality. Work includes upgrading ADA curb ramps and guardrail, and repairing or replacing existing culverts.	$20,729,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
22	04	NAP	29	0371Q	3G140	In Calistoga, on Route 29 from postmile 36.9 to 38.0 at various locations; also on Route 128 from postmile 4.0 to 4.5 at various locations. Upgrade 25 curb ramps at 10 intersections to make compliant with the Americans with Disabilities Act (ADA). Work also involves adjustment to roadway pavement at gutters and adjustment to existing recessed electrical boxes.	$1,515,000
23	04	SF	Var.	0158G	4H751	In the City and County of San Francisco, on Routes 80 and 82 at various locations; also in Santa Clara County, on Routes 82, 130, and 152 at various locations. Install pedestrian hybrid beacons and markings to enhance pedestrian crossing safety at existing uncontrolled intersection crosswalks by providing dedicated crossing phases to reduce the number and severity of collisions. Also, upgrade curb ramps and walkways to Americans with	$5,747,000
24	04	SM	1	0045Q	4G650	Near Ano Nuevo Park, at Rossi Road. Permanent restoration of storm damage slip-out by improving surface drainage to stabilize existing embankment, removing and replacing failing northbound roadway pavement and shoulder, and grinding and overlaying southbound direction.	$1,789,000
25	04	SM	1	0636S	4H210	In and near Montara, Pacifica and Daly City, from 1.3 miles north of 2nd Street to Sullivan Avenue Overcrossing (Route 280). Rehabilitate pavement by overlaying existing pavement with asphalt, upgrading signals and guardrail, and upgrading curb ramps and sidewalks to make ADA compliant. This project will extend the pavement service life and improve ride quality.	$15,830,000
26	04	SM	1	0681Q	4G850	In Pacifica, at San Jose Avenue Pedestrian Overcrossing No. 35-0240. Replace existing structure damaged by effects of salt and marine environment and make compliant with requirements of the Americans with Disabilities Act (ADA).	$5,812,000
27	04	SON	116	0730E	1G840	In Sebastopol, from Keating Avenue to Willow Street in southbound direction (Main Street); also from McKinley Street to Joe Rodora Trail in northbound direction (Petaluma Avenue). Upgrade 22 existing curb ramps, 12 driveways, 2250 feet of sidewalk, 14 Accessible Pedestrian Signals (APS), and install 4 new APS to make compliant with the Americans with Disabilities Act (ADA).	$4,091,000
28	06	TUL	198	3034	0S340	In Visalia, from Lovers Lane to west of Route 245. Rehabilitate pavement to extend service life, improve safety and improve ride quality.	$29,970,000
29	07	LA	1	4390	28660	In Long Beach, Signal Hill and Lakewood on various routes at various locations. Install storm water quality best management devices including biofiltration swales/strips, infiltration/detention basins, media filters and gross solid removal devices to meet regulatory requirements.	$15,036,000
30	07	LA	5	4594	29640	In the city of Los Angeles, at Route 5/10/60 Interchange. Construct maintenance vehicle pullouts. Install guardrail, vegetation control, landscape planting for graffiti and erosion control, bridge approach railing and concrete barrier. The project is necessary to improve safety for highway workers.	$6,758,000
31	07	LA	5	4775	30800	In the cities of Los Angeles, Glendale and Burbank, from Main street to south of Verdugo Avenue. Cold plane and overlay pavement, upgrade curb ramps to meet current ADA standards, replace bridge railing, signal poles, electrical boxes and loop detectors. The project is necessary to extend pavement service life and improve ride quality and pedestrian access.	$3,580,000
32	07	LA	10	4599	29660	In the city of Los Angeles, at Santa Monica Viaduct (Br. No. 53-1301). Remove and repaint steel superstructure spans of the bridge to prevent further corrosion to increase the life span of the bridge. Additional deficiencies including joint seal replacement/repair and spall repair will also be addressed during construction operations.	$66,880,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
33	07	LA	10	4916	31800	In Alhambra, Monterey Park, San Gabriel, Rosemead and El Monte, from Fremont Avenue Undercrossing No. 53-647 to Rio Hondo No. 53-657. Reconstruct, repair, clean and seal bridge decks. Repair bridge railing and/or replace approach/departure slabs and joint seals. The project is necessary to extend the service life of these bridges.	$6,186,000
34	07	LA	14	4492	29100	In and near Santa Clarita and Palmdale, from Sand Canyon Road Overcrossing to Avenue S Undercrossing. Upgrade curb ramps, sidewalks, pedestrian push button poles, pavement striping/markings and relocate electrical boxes. The project in necessary to meet ADA standards.	$1,649,000
35	07	LA	57	4494	29120	In San Dimas and Glendora from Route 10 to Route 210, also on Route 60 in and near the cities of Los Angeles, Monterey Park, and Montebello. Construct ADA sidewalks and curb ramps including installation, upgrade and relocation of electrical boxes, pedestrian push button poles and pavement markings. The project is necessary to comply with current ADA standards.	$1,841,000
36	07	LA	60	4595	29580	In and near Monterey Park and Montebello, from Mednick Avenue to Markland drive. Construct maintenance vehicle pullouts, install access gates, relocate irrigation facilities, place vegetation control near traveled way, plant vines along sound walls and upgrade guardrail to current standards. The project is necessary to improve safety for highway workers.	$3,784,000
37	07	LA	91	4387	28670	In the cities of Los Angeles, Long Beach, Signal Hill, Lakewood, Carson and Hawthorn. Construct 40 storm water BMP treatment devices including media filters, biofiltration strips and swales to meet U.S. EPA requirements.	$17,333,000
38	07	LA	91	4500	29170	In Long Beach, at Butler-Artesia Undercrossing (No. 53-2169). Upgrade bridge approach railing to meet current standards and install flashing beacons on the connector. The project is necessary to improve safety.	$2,084,000
39	07	LA	101	4680	30080	In the city of Los Angeles, from Route 5 to Route 110. Grind and replace concrete pavement slabs, repair localized failed asphalt concrete pavement, cold plane asphalt concrete and overlay with rubberized hot mix asphalt, reconstruct curb ramps to meet ADA standards and relocate signal and light poles. The project is necessary to extend pavement service life, improve ride quality and pedestrian access.	$10,001,000
40	07	LA	101	4676	30040	In the cities of Los Angeles and Calabasas, at various locations from Alameda Street to Mureau Road. Pave bridge abutment slopes and exposed areas under the bridge including access at 12 locations, implement various permanent BMP treatment at 46 locations. The project is necessary to meet regulatory requirements.	$23,010,000
41	07	LA	101	4774	30790	In the city of Los Angeles, near Hollywood, from Route 110 to north of Pilgrimage Overcrossing. The project is necessary to upgrade ADA ramps, relocate electrical facilities and ramp pavement resurfacing.	$693,000
42	07	LA	101	4493	29110	In and near Calabasas, Agoura Hills and West Lake Village, from Las Virgenes Road to Lindero Canyon Road; also in and near the cities of Camarillo, Oxnard, and Ventura from Pleasant Valley Road to Padre Juan Canyon Road. Construct and upgrade curb ramps. Install detectable warning surfaces, relocate electrical boxes and traffic signal/lighting/pedestrian push button poles. The project is necessary to meet ADA standards.	$2,880,000
43	07	LA	110	4588	29530	In cities of Los Angeles, South Pasadena, and Pasadena, from West Sunset Boulevard to East Glenarm Street. Install access gates and safety lighting, pave gore areas, construct maintenance vehicle pullouts and place vegetation control near the traveled way. The project is necessary improve safety for highway workers.	$2,863,000
44	07	LA	405	4773	30780	In the city of Los Angeles, near Westwood and Sherman Oaks, from Venice Boulevard to Route 101. Rehabilitate pavement on freeway ramps, upgrade dikes and curb ramps to meet ADA standards. The project is necessary to extend pavement service life, improve ride quality and meet ADA standards.	$2,487,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
45	07	LA	605	4772	30770	In and near Pico Rivera and Industry, from Rose Hills Road to Valley Boulevard. Cold plane and overlay ramps, replace damage concrete slabs and loop detectors, upgrade curb ramps, guardrail and pedestrian crosssing buttons. The project will improve pavement quality and pedestrian facilities.	$1,718,000
46	07	VEN	118	4771	30760	In Moorpark and Simi Valley, from east of Arroyo Simi Overhead to 2.1 miles west of the Los Angeles County line. Rehabilitate pavement on three onramps and upgrade 21 curb ramps to meet ADA standards. The project is necessary to extend pavement service life, improve ride quality and pedestrian access.	$2,180,000
47	07	VEN	126	4834	31240	In and near Santa Paula, from east of Todd Road to west of S. Hallock Drive. Construct storm water quality BMP devices including biofiltration swales and infiltration basins to comply with the NPDES Permit.	$3,992,000
48	07	VEN	126	4703	30140	In and near Fillmore, from Haun Creek Bridge to Los Angeles County line. Cold plane and overlay roadway with rubberized hot mix asphalt, dig out and reconstruct distressed pavement, vegetation control treatment near traveled way, upgrade guardrail and construct ADA compliant curb ramps. The project is necessary to extend service life, improve ride quality and pedestrian access.	$26,114,000
49	08	RIV	10	0010C	0Q890	In Riverside and San Bernardino counties, on Routes 10, 111, and 215 at various locations. Rehabilitate deck, super/substructure and railing, scour mitigation, joint and sign replacement. The project is necessary to extend the service life of the bridges.	$2,125,000
50	08	RIV	10	0015N	1C060	In and near Indio, from Monterey Avenue to Jefferson Overcrossing. Cold plane pavement and overlay. The project is necessary to extend pavement service life and improve ride quality.	$9,163,000
51	08	RIV	111	0098F	1C620	At Salton Sea, from the Riverside/Imperial County line to east of Cleveland Street. Slope stabilization and sediment source control measures including placement of gravel, RSP and installation of energy dissipation devices to minimize sediment transport from Caltrans facilities into the Salton Sea. The project is necessary to meet regulatory permit requirements.	$1,628,000
52	08	RIV	VAR	0107F	0R350	Between Banning and Palm Springs on Routes 10 and 111, at Bridges No.56 -0003 (PM R16.1) and 56-0241R (PM R60.5). Seismic retrofit of two bridges to maintain structural integrity of the bridges.	$5,410,000
53	08	SBD	10	0159J	0K291	In Redlands, from Route 38/Orange Street to Ford Street. Rehabilitate and replace deteriorated concrete and asphalt concrete pavement on the mainline and ramps. The project is necessary to improve safety and ride quality.	$28,270,000
54	08	SBD	38	3008V	0R431	At various locations, from Eagle Mountain Drive to Route 38/18 Separation. Implement sediment controls including native planting to reduce sediment from Caltrans facilities into Big Bear Lake. The project is necessary to meet permit requirements from regulatory agencies.	$1,326,000
55	08	SBD	40	3001C	1F280	Near Needles, at South Fork Piute Wash Bridge No. 54-0872R. Reconstruct failed grouted rock slope protection due to scour and a flash flood. The project is necessary to maintain the integrity of the existing structure.	$799,000
56	08	SBD	210	3001E	1F270	In Redlands and Highland, from north of West Pioneer Avenue to Baseline Street. Place methacrylate on deck, patch spalls, replace joint seals and elastomeric bearings. The project is necessary to extend the bridge service life.	$1,853,000
57	08	SBD	210	3003Q	1G191	In the cities of Upland and Rancho Cucamonga, from Los Angeles County line to 0.2 mile west of East Avenue Overcrossing. Convert existing HOV lane to a continuous access HOV lane in both directions to distribute movement into and out of HOV lane. The project is necessary to improve operations and safety.	$798,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
58	09	INY	168	0611	35210	In Bishop, from Pioneer Lane to Route 395; also on Route 395 from Jay Street to Wye Road (PM 114.9/116.4) Reconstruct curb ramps, driveways and sidewalks, relocate utility poles, street signs, fire hydrants, street and light poles. The project is necessary to improve pedestrian access and meet ADA standards.	$4,312,000
59	10	MER	99	3091	1C180	In Merced and Stanislaus Counties near Turlock, from 0.3 mile north of Bradbury Road to 0.2 mile north of the Stanislaus County line (STA PM R0.0/R0.2). Rehabilitate roadway by replacing roadway section for the outside truck lanes with continuous reinforcement concrete pavement and replacing outside shoulder with asphalt pavement. This project will improve safety and ride quality.	$16,220,000
60	10	SJ	5	0337	0G720	In Stockton, at Route 5/4 Separation Bridge No. 29-0232R/L, Route 4/5 Connector Undercrossing Bridge No. 29-0235R/L and Route 5/4 Connector viaduct Bridge No. 29-0233H. Seismic retrofit of various bridges by removing existing exterior cable restrainer units and installing new cable restrainers in each of the interior bays.	$3,804,000
61	10	SJ	12	3079	0Y550	In Lodi, from South School Street to South Central Street. Upgrade 14 curb ramps, construct 325 feet of new sidewalk, and install Accessible Pedestrian Signals (APS) at two intersections to make facilities compliant with the Americans with Disabilities Act (ADA).	$896,000
62	10	SJ	99	5002	1C300	In Stanislaus and San Joaquin Counties, from 0.8 mile south of Pelandale Avenue to 0.2 mile north of Yosemite Avenue (Route 120) junction (also STA PM R20.9/R24.7). Reduce congestion and improve highway operations and mobility by lengthening lane transitions to benefit merge movements, installing ramp meters and HOV preferential ramp bypass lanes, installing Intelligent Transportation System (ITS) elements, and lowering the mainline	$17,329,000
63	10	TUO	120	0282	3A730	In Stanislaus County near Oakdale, from west of Lancaster Road to county line (STA PM 11.2/T18.2): also, in Tuolumne County near Sonora, from county line to Moccasin Creek Bridge (TUO PM R0.0/R24.1); also, on Route 108 from Route 120 to Route 49 (TUO PM L0.0/L2.8). Rehabilitate pavement by overlaying the existing lanes with rubberized asphalt, grind and replace heavily distressed locations, and upgrade guardrail and end treatments to current	$30,512,000
64	11	SD	8	1062	40870	In the cities of San Diego, La Mesa and El Cajon, from 0.6 mile west of Lake Murray Boulevard overcrossing to Johnson Avenue undercrossing. Cold plane, grind and replace concrete slabs and guardrail. The project is necessary to extend pavement service life and improve ride quality and safety.	$20,632,000
65	11	SD	76	1067	29910	Near Palomar Mountain State Park, at various locations from Gomez Creek Bridge No. 57-0158 to La Jolla Amago Creek Bridge No. 57-0169. Upgrade and replace bridge railing. The project is necessary to improve public safety.	$2,912,000
66	11	SD	79	1123	41430	Near Warner Springs, at Canada Verde Creek Bridge and at Agua Caliente Creek Bridge. Rehabilitate and upgrade bridge railing. The project is necessary to improve public safety.	$2,459,000
67	11	SD	163	1103	41530	In the city of San Diego, from Robinson Avenue overcrossing to San Diego River Bridge. Enhance striping, lighting, upgrade bridge rail end treatments, install concrete barrier and place High Friction Surface Treatment. The project is necessary to reduce the number of vehicles running off the highway.	$8,416,000
68	12	ORA	1	2314	0N260	Near Laguna Beach, from north of Irvine Cove Drive to Moro Ridge Road. Replace sediment and rock retaining system BMP storm water quality device. The project is necessary to meet permit requirements issued by regulatory agencies.	$688,000
69	12	ORA	90	4317	0M910	In La Habra, Fullerton, Brea, and Placentia, from Route 39 (Beach Blvd.) to west of Rose Drive. Construct new curb ramps, improve existing curb ramp facilities, provide continuous sidewalk for improved access, upgrade crosswalks, sidewalks and driveways. The project is necessary to improve pedestrian access and meet current ADA standards.	$6,318,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
70	12	ORA	142	5364	0N600	In and near Brea, from Route 90 to east of Brea Hills Avenue. Cold plane and overlay pavement, upgrade signing/ pavement delineation, reconstruct curb ramps to meet current ADA standards. The project is necessary to extend the pavement service life, improve ride quality and pedestrian access.	$7,040,000
70 Projects						**Total**	**$664,070,000**
2.5b.(2)	**Support Allocations for SHOPP Projects**						**Resolution FP-17-02**
1	01	DN	199	1121	0G130	Near Gasquet, from 0.7 to 0.3 mile south of Hardscrabble Creek Bridge. Install high friction surface treatment (HFST), signs, guardrail, and centerline rumble strip.	$402,000
2	01	Hum	101	2422	0F360	Near Redcrest, from Englewood Park Undercrossing to Eel River Bridge and Overhead. Pavement rehabilitation.	$579,000
3	01	Hum	101	2439	0F820	Near Trinidad, from 1.3 miles south of School Road to 0.4 mile north of Big Lagoon Bridge. Pavement rehabilitation.	$332,000
4	01	Men	1	4626	0F440	In and near Point Arena, from Sonoma County Line to 0.1 mile south of mill Street. Pavement rehabilitation.	$623,000
5	01	Men	1	0154T	36270	In and near Fort Bragg, from Pudding Creek Bridge to 0.6 mile north of Wages Creek Bridge. Pavement rehabilitation.	$336,000
6	01	Men	1	4639	0G060	Near Fort Bragg, from 0.03 mile south to 0.07 mile north of Abalobadiah Creek. Curve improvement and shoulder widening.	$874,000
7	01	Men	101	4442	46630	Near Hopland, from 0.7 mile south of Geysers Road to Hopland Overhead. Pavement rehabilitation.	$362,000
8	02	Sha	299	3680	3H310	In and near the town of Shasta, from west of Crystal Creek Road to Trinity Alley. Roadway rehabilitation.	$4,130,000
9	02	Sis	5	3614	1H480	In Dunsmuir, from Central Dunsmuir Undercrossing to 0.1 mile north of Siskiyou Avenue at Sacramento River Bridge and Overhead No. 02-0002. Replace southbound bridge deck.	$1,440,000
10	02	Tri	299	3668	2H810	Near Salyer, at various locations from 0.1 mile west of White House Gulch road to 0.4 mile west of Slattery Pond Road. Rehabilitate culverts.	$930,000
11	03	But	99	2437	1H860	In and near Chico, from Estates Drive to Garner Lane. Install intelligent transportation system (ITS) elements.	$561,000
12	03	But	162	2635	2H630	In and near Oroville, from Foothill Boulevard to the Gold Country Casino entrance. Construct two-way left-turn lane and widen shoulders.	$927,000
13	03	Nev	20	4000	2H620	Near Emigrant Gap, from 0.3 mile west of Excelsior point Road to 1.3 mile west of Zeibright Road. Curve improvement and widen shoulders.	$3,920,000
14	03	SAC	5	8920	2H700	In Placer, Sacramento, and Yolo Counties, on routes 5, 80, 99, and 113. Replace obsolete microwave vehicle detection system (MVDS) elements.	$148,000
15	03	Sac	50	6177	0H080	In the city of Sacramento, from Route 5 to Watt Avenue. Roadway rehabilitation.	$7,800,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
16	03	Sac	51	6925	0H670	In and near the Cities of Elk Grove and Sacramento, from Grant Line Road to Route 50; also, on Route 51 from Route 50 to 0.1 mile south of the Fort Sutter Viaduct (PM 0.0 to 0.1). Install fiber optic cable.	$700,000
17	03	SAC	80	6717	2H570	In various counties, on various routes. Repair or replace damaged inductive loop vehicle detection elements.	$94,000
18	03	Sac	80	6714	1H190	Near the City of Sacramento, from 0.2 mile east of Longview Drive to 0.4 mile east of Madison Avenue. Pavement rehabilitation.	$50,000
19	03	Sut	99	8378	1H150	In Live Oak, from 0.1 mile north of Coleman Avenue to 0.2 mile north of Ramsdell Drive. Roadway rehabilitation.	$20,000
20	03	Yol	84	9058	2H460	Near West Sacramento, from 3.7 miles north of Clarksburg Road to Levee Access Road. Permanent restoration of damaged pavement and supporting levee embankment.	$2,080,000
21	05	Mon	1	2654	1H460	Near Carmel-By-The Sea, at Garrapata Creek No. 44-0018. Rehabilitate bridge to extend the service life and mitigate corrosion by applying Electrochemical Chloride Extraction (ECE) process and waterproofing to the structure.	$700,000
22	05	Mon	68	2631	1H000	In and near Pacific Grove, from Forest Avenue to Route 1. Upgrade ADA curb ramps, cold plane pavement and place rubberized hot mix asphalt concrete (RHMA).	$482,000
23	05	Mon	101	4020	0N200	In and near Salinas, from 0.4 mile north of Airport Boulevard Overcrossing to 0.3 mile south of San Miguel Canyon Road Overcrossing. Install vehicle detection systems, changeable message signs, cameras, and a vehicle pullout.	$260,000
24	05	SBt	25	2697	1H810	Near Pinnacles National Park, from 0.7 miles north of San Benito Lateral/Old Hernandez Road to 2.4 miles south of Route 146. Improve curve and flatten slope.	$1,181,000
25	05	SCr	1	1967	0J200	Near Davenport, from 1.4 miles north of Swanton Road to 0.6 mile south of Waddell Creek. Replace and upgrade existing corrugated metal pipe (CMP) culverts with reinforced concrete pipe (RCP) culverts.	$964,000
26	05	SLO	1	2630	1G980	In and near Pismo Beach, from Gracia Way to North Pismo (101/1) Separation. Upgrade ADA curb ramps, cold plane pavement and place rubberized hot mix asphalt concrete (RHMA).	$1,156,000
27	05	SLO	101	4022	0N220	In San Luis Obispo County, from 0.3 mile north of Reservoir Canyon Road to 0.3 mile north of North Paso Robles Overhead at various locations. Install vehicle detection systems, changeable message signs, cameras, and loop detectors.	$380,000
28	06	Fre	99	6800	0U420	In and near Selma and Fowler, from 0.1 south of Rose Avenue Undercrossing to Merced Street Undercrossing. Update curb ramps to meet current ADA standards.	$845,000
29	06	Fre	99	6883	0V930	In Fresno County, on Routes 99, 41, 168, and 180 at various locations; also in Madera County on Route 99 at various locations. Repair vehicle detection systems.	$800,000
30	07	LA	110	5188	33500	In Los Angeles County, from Gaffey Street to Route 405; also on Route 210 (PM R0.0/R35.8, Route 605 (PM 19.9/26.0), Route 710 (PM 5.0/9.4) and Route 2 (PM R18.7). Install Bluetooth detection system to monitor travel time.	$40,000

List of Projects Going Forward for CTC Allocation

August 2017 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
31	07	LA	110	5083	33150	In the city of Los Angeles and South Pasadena, between Figueroa Street and Orange Grove Avenue. Convert outside lane to a dynamic shoulder/through lane in response to prevailing traffic conditions.	$2,835,000
32	07	LA	110	5037	32660	In Highland Park and South Pasadena, from south of Avenue 60 to north of Avenue of 64. Place high friction surface treatment (HFST).	$600,000
33	07	LA	138	5155	33290	In Palmdale, at the intersection of Avenue R-8. Upgrade traffic signal system and curb ramps and install drainage inlets.	$329,000
34	08	RIV	Var	3006W	1H530	In Riverside and San Bernardino Counties, on various routes and at various locations. Repair and replace vehicle detection equipment impacting the operations of the District TMC.	$346,000
35	08	SBd	10	3009A	38423	In and near Redlands, from Route 210/10 Junction to the Riverside County line. Install wireless VDS pole, CMS, CCTV, Data Node Cabinet and Fiber Optic elements.	$300,000
36	08	SBd	40	3001S	0R380	Near Needles, from Park Moabi Road to Topock Road at the Colorado River Bridge No. 54-0415. Bridge rehabilitation and/or replacement.	$2,650,000
37	08	SBD	60	3003N	0E33U	In Ontario, from Haven Avenue to Milliken Avenue/Hamner Avenue. Construct auxiliary lane and widen connector and ramps.	$2,700,000
38	08	SBd	215	3007S	47642	In and near the city of San Bernardino, from Route 215/10 Connector to Route 215/15 Junction; also on Route 259 from Route 259/215 Separation to Route 259/210 Junction. Install wireless VDS, CMS, CCTV and Fiber Optic elements.	$376,000
39	10	Cal	4	3255	1H500	Near Angels Camp, at West Branch Cherokee Creek Bridge No. 30-0036. Replace bridge.	$605,000
40	10	Cal	4	3220	1F740	In Calaveras and Amador counties on Routes 4 and 26 at various locations. Install centerline and edge-line rumble strips.	$60,000
41	10	Mpa	49	3233	1C040	Near the community of Mariposa, from Madera County line to the south junction with Route 140. Pavement rehabilitation.	$403,000
42	10	SJ	4	3165	1C500	In Stockton, from 0.1 mile east of Fresno Avenue west of Center Street. Roadway rehabilitation.	$538,000
43	10	SJ	5	3193	1C940	In Stockton, at the Stockton Channel Viaduct No. 29-0176L/R. Bridge deck rehabilitation at spot locations.	$335,000
44	10	SJ	99	3227	1G750	In San Joaquin, Merced, and Stanislaus counties, on Routes 5, 12, 59, 99, and 152 at various locations. Upgrade or replace inefficient and damaged Traffic Monitoring Station elements.	$1,202,000
45	10	Tuo	108	0157	46210	Near Long Barn, from 0.1 mile east of the east junction of Long Barn Road to 2.3 miles east of Cow Creek Road. Pavement rehabilitation.	$687,000
46	11	SD	8	1246	42810	In San Diego County, at various locations, from 0.5 mile west of Midway Drive Undercrossing to 0.6 mile west of Flinn Springs Road Undercrossing. Repair, rehabilitate and replace culvert systems.	$1,173,000
47	12	Ora	5	2859C	0P670	In and near Anaheim, from south of Route 22 to south of Route 39; also on Route 57 (PM 10.7/16.6) and Route 91 (PM R2.6/R4.1 and (PM 0.0/7.2). Create interoperability of transportation management system (TMS) by upgrading ITS elements between Caltrans and local agencies.	$2,380,000

List of Projects Going Forward for CTC Allocation

August 2017 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
48	12	Ora	22	2981	0P520	In the cities of Orange and Santa Ana, from Lewis Street Overcrossing to east of Bristol Street Undercrossing; also in the Cities of Orange and Anaheim, on Route 57, from PM 10.9/11.9. Replace concrete median barrier and add lighting in median.	$591,000
49	12	Ora	39	3279	0Q290	In the city of La Habra, at Fashion Square Lane. Modify traffic signal and add lighting.	$185,000
50	02	SHA	299	3456	3E740	In and near the town of Shasta, from west of Crystal Creek Road to Trinity Alley. Rehabilitate pavement.	$840,000
51	03	BUT	32	2112	4F800	In Chico, from Walnut Street to Poplar Street. Upgrade ADA facilities. (G13 Contingency Project)	$650,000
52	03	ED	50	3312	0H520	In El Dorado County, from the Sacramento County line to east of Stateline Avenue. Upgrade new transportation management system (TMS) elements.	$1,000,000
53	03	SAC	80	6711	0H470	In and near the city of Sacramento, from west of West El Camino Avenue to east of Route 244. Pavement rehabilitation.	$1,110,000
54	03	YOL	5	8572	4F830	In and near Woodland, from the Sacramento County line to Colusa County line. Improvements to reduce maintenance worker exposure.	$400,000
55	04	Ala	580	1494K	0K470	In Oakland at Foothill Boulevard Undercrossing No. 33-0334K. Bridge deck rehabilitation.	$398,000
56	04	Ala	680	1463D	4G113	In and near Fremont, Pleasanton, and Dublin, from 0.3 mile south of Scott Creek Road to 0.3 mile north of Alcosta Boulevard. Install ramp meters, ramp HOV bypass lanes, and traffic operations systems (TOS).	$5,600,000
57	04	ALA	VAR	1488T	3K310	In Alameda County, on Routes 24, 80, 84, 92, 238, 580, 680, 880, and 980 at various locations. Repair and replace existing transportation management system (TMS) elements.	$393,000
58	04	CC	VAR	1488V	3K320	In Contra Costa County, on Routes 4, 24, 80, 242, 580, and 680 at various locations. Repair and replace existing transportation management system (TMS) elements.	$314,000
59	04	MRN	101	0334J	15161	In and near Sausalito, Corte Madera, and Larkspur, from north of Golden Gate Bridge to north of Sir Francis Drake Boulevard. Ramp metering.	$1,500,000
60	04	SCL	680	0481T	0J660	In San Jose and Milpitas, from Route 101 to Scott Creek Road at various locations. Construct maintenance worker safety improvements.	$1,420,000
61	04	SCL	VAR	1488W	3K330	In Santa Clara County, on Routes 17, 85, 87, 101, 152, 237, 280, and 680 at various locations. Repair and replace existing transportation management system (TMS) elements.	$415,000
62	04	SM	VAR	1488X	3K340	In San Mateo and San Francisco Counties, on Routes 80, 92, 101, and 280 at various locations. Repair and replace existing transportation management system (TMS) elements.	$236,000
63	04	SON	VAR	1488Y	3K350	In Sonoma, Marin, Napa, and Solano Counties, on Routes 12, 29, 37, 80, 101, 580, 680, and 780 at various locations. Repair and replace existing transportation management system (TMS) elements.	$600,000
64	05	MON	101	2454	1C960	In and near King City, at the Salinas River Bridge No 44- 32. Bridge seismic retrofit and bridge rail replacement.	$4,875,000
65	05	SB	101	2460	1E000	In and near Buellton, from Gaviota State Park Entrance to north of Alisos Canyon Road. Roadside safety improvements.	$840,000

List of Projects Going Forward for CTC Allocation

August 2017 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
66	05	SB	101	2522	1F500	In Los Alamos, at Route 101/Route 135 Separation No. 51-0073L/R. Replace bridge decks.	$1,800,000
67	05	SB	135	2629	1G970	In and near Santa Maria, from Lakeview Road to Route 101. Upgrade ADA curb ramps, cold plane pavement, and place rubberized hot mix asphalt concrete (RHMA).	$1,869,000
68	05	SB	246	2632	1H010	In Lompoc, at combined segment of Route 246 and Route 1; on Route 246, from 0.3 mile west of V street to H street; also on Route 1, from H street to 12th street. Upgrade ADA curb ramps, cold plane pavement and place hot mix asphalt concrete (HMA).	$3,630,000
69	05	SCR	9	2418	1C650	In Castle Rock State Park, from 5 miles south to 3.3 miles south of Route 35. Construct centerline rumble strips, widen shoulders, and replace guardrail and super elevation corrections.	$1,842,000
70	05	SCR	VAR	2590	1G160	In Santa Cruz County, on Routes 1, 9, 17, 129, and 152 at various locations. Install accessible pedestrian signals (APS).	$883,000
71	05	SLO	41	2532	1F630	In Atascadero, from San Gabriel Road to Route 101 Southbound ramps. Improve and construct new ADA accessible pedestrian pathways and install accessible pedestrian signal (APS) systems.	$1,300,000
72	06	FRE	41	6771	0U160	In Fresno, at the South Fresno Viaduct No. 42-0226L/R. Replace failed joint seals and rehabilitate worn bridge decks with polyester concrete overlay	$750,000
73	06	Fre	43	6886	0V980	Near Selma, from Kings County Line to East Mountain View Avenue. Construct rumble strips and update pavement delineation.	$750,000
74	06	FRE	99	6727	0S460	In and near Kingburg, from Route 201 to south of Second Street. Roadway rehabilitation.	$1,496,000
75	06	Fre	Var	6880	0V920	In Fresno County, on Routes 41, 99, 168 and 180; also in Kern County on Route 99 and Madera County on Route 41. Repair detection systems with wire theft prevention measures. Repair detection systems with wire theft prevention measures.	$319,000
76	06	Mad	99	6789	0U520	In and near Madera, from 0.3 mile north of Avenue 16 Overcrossing to 0.9 mile north of Avenue 20 Overcrossing. Rehabilitate pavement on mainline and ramps.	$1,118,000
77	06	MAD	VAR	6750	0U020	In various counties and on various routes. Establish mitigation bank for future Caltrans projects in Districts 6 and 10 to protect the California Tiger Salamander.	$130,000
78	06	TUL	99	6700	0R170	In Tulare, from north of Bardsley Avenue to north of Prosperity Avenue. Roadside safety improvements.	$624,000
79	07	LA	2	5245	34060	In Los Angeles and Ventura counties, on various routes and at various locations. Repair and rehabilitate ramp metering systems (RMS) and vehicle detection systems (VDS).	$3,047,000
80	07	LA	5	5247	34040	In Los Angeles County, on various routes and at various locations. Repair and rehabilitate ramp metering systems (RMS) and vehicle detection systems (VDS).	$2,962,000
81	07	LA	10	5246	34050	In Los Angeles County, on various routes and at various locations. Repair and rehabilitate ramp metering systems (RMS) and vehicle detection systems (VDS).	$2,295,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
82	08	RIV	10	3005C	1F372	In Riverside County, on Routes 10, 15, 71 and 215 at various locations. Replace existing guide signs with Type XI reflectivity. (G13 Contingency Project)	$722,000
83	08	RIV	10	3002T	1F920	In the cities of Calimesa and Beaumont, from Cherry Valley Boulevard to 14th Street/ San Timoteo Canyon Road; also on Routes 60 and 86 at various locations. Install Changeable Message Signs.	$450,000
84	08	RIV	10	3002G	1E720	In Riverside County, on Routes 10 and 91, at various locations; also in San Bernardino County, on Routes 10 and 15, at various locations. Repair bridge decks.	$660,000
85	08	RIV	10	3002L	1F410	Near Desert Center, at Palen Ditch Bridge No. 56-0040 R/L. Bridge rail replacement.	$393,000
86	08	RIV	74	3002J	1E770	Near Lake Elsinore, at 0.8 mile west of Grand Avenue. Stabilize slope to protect safety of traveling public.	$288,000
87	08	RIV	74	3003P	1F590	In Helmet, from Warren Avenue to Soboba Street. Construct and upgrade pedestrian facilities to current Americans with Disability Act (ADA) standards.	$1,815,000
88	08	RIV	111	3007U	0R302	In Palm Springs, from Gateway Drive to Golf Club Drive. Reconstruct and construct curb ramps.	$1,547,000
89	08	RIV	111	0105C	0R301	In Palm Springs, from Gateway Drive to Golf Club Drive. Reconstruct and construct curb ramps.	$805,000
90	08	SBD	15	3003T	0K121	Near Fontana, from Sierra Avenue to Devore Road. Rehabilitate roadway.	$900,000
91	08	SBD	15	3003V	0K123	In Barstow, from Outlet Center Drive to Mojave River Bridge. Rehabilitate pavement.	$1,200,000
92	08	SBD	210	3003X	1G210	In Rancho Cucamonga and Fontana, from East Avenue to west of Beech Avenue; also on Route 15 at Route 210/15 Separation. Install transportation management system (TMS) elements.	$449,000
93	08	SBD	210	3005A	1F362	In San Bernardino County, on Routes 71, 210, 215 and 259 at various locations. Replace existing guide signs with Type XI reflectivity. (G13 Contingency Project)	$614,000
94	08	SBD	215	3001P	0K840	In the city of San Bernardino, at San Bernardino Maintenance Station (L5726) at 175 Cluster Street. Reconstruct maintenance station.	$1,248,000
95	10	SJ	4	3148	0X310	In Stockton, at Route 4/Route 99 Separation (Farmington Road) Bridge No. 29 -0155. Replace structure to provide standard vertical clearance.	$2,092,000
96	10	SJ	5	3118	0P540	In San Joaquin County on Routes 5 and 580 and in Stanislaus County on Route 99, at various locations. Seismic retrofit of 4 bridges.	$1,992,000
97	10	SJ	99	3206	1C880	Near Stockton, at Wilson Way Overcrossing No. 29-0118C. Remove existing damaged girder and build new overhang and barrier, resulting in reduced bridge width and increased vertical clearance.	$562,000
98	10	SJ	205	3231	1E590	In San Joaquin, Stanislaus, and Tuolumne Counties, on Routes 4, 5, 99, 120, and 205 at various locations. Improve wet roadway surface conditions at 12 locations.	$642,000
99	10	STA	108	3010B	0W902	Near Riverbank, at 2nd Street and 4th Street. Upgrade curb ramps, sidewalk and crosswalks.	$715,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
100	10	STA	108	3010	0W901	Near Modesto and Riverbank, on Routes 108 and 132 at various locations. Upgrade curb ramps, sidewalk and crosswalks.	$1,430,000
101	11	SD	5	1281	42560	In San Diego County, from 0.6 mile south of Route 5/8 Separation to 1.5 miles north of Route 5/76 Separation. Install VDS, CMS, CCTV, Ramp Metering, Traffic Signal and Fiber Optic Network elements.	$1,497,000
102	12	Ora	1	2246	0H150	In Laguna Beach and Newport Beach, from south of Vista Del Sol to Newport Coast Drive. Cold plane pavement and place rubberized hot mix asphalt concrete (RHMA).	$3,200,000
103	12	ORA	1	2300	0M820	In Laguna Beach, from south of Ruby Street to Ledroit Street. Upgrade pedestrian facilities to Americans with Disabilities Act (ADA) standards.	$2,170,000
104	12	Ora	22	2930	0P980	In Garden Grove, at westbound on ramp from Euclid Street. Overlay with open graded friction course.	$381,000
105	12	ORA	55	3573	0N500	In the cities of Orange and Tustin, from north of 17th Street to north of La Veta Avenue. Roadside safety improvements.	$390,000
106	12	ORA	73	4051A	0N720	In the cities of San Juan Capistrano, Laguna Nigel, Laguna Hills, Aliso Viejo, Laguna Beach, Irvine, Newport Beach, and Costa Mesa from Route 5 to Route 405. Upgrade highway safety features.	$2,600,000
107	02	SHA	299	3456	3E740	In and near the town of Shasta, from west of Crystal Creek Road to Trinity Alley. Rehabilitate pavement.	$90,000
108	03	BUT	32	2112	4F800	In Chico, from Walnut Street to Poplar Street. Upgrade ADA facilities. (G13 Contingency Project)	$375,000
109	03	ED	50	3312	0H520	In El Dorado County, from the Sacramento County line to east of Stateline Avenue. Upgrade new transportation management system (TMS) elements.	$580,000
110	03	Sac	50	6177	0H080	In the city of Sacramento, from Route 5 to Watt Avenue. Roadway rehabilitation.	$1,800,000
111	03	SAC	80	6711	0H470	In and near the city of Sacramento, from west of West El Camino Avenue to east of Route 244. Pavement rehabilitation.	$105,000
112	03	Sut	99	8378	1H150	In Live Oak, from 0.1 mile north of Coleman Avenue to 0.2 mile north of Ramsdell Drive. Roadway rehabilitation.	$50,000
113	03	YOL	5	8572	4F830	In and near Woodland, from the Sacramento County line to Colusa County line. Improvements to reduce maintenance worker exposure.	$20,000
114	04	Ala	580	1494K	0K470	In Oakland at Foothill Boulevard Undercrossing No. 33-0334K. Bridge deck rehabilitation.	$21,000
115	04	Ala	680	1463D	4G113	In and near Fremont, Pleasanton, and Dublin, from 0.3 mile south of Scott Creek Road to 0.3 mile north of Alcosta Boulevard. Install ramp meters, ramp HOV bypass lanes, and traffic operations systems (TOS).	$100,000
116	04	ALA	VAR	1488T	3K310	In Alameda County, on Routes 24, 80, 84, 92, 238, 580, 680, 880, and 980 at various locations. Repair and replace existing transportation management system (TMS) elements.	$10,000
117	04	CC	VAR	1488V	3K320	In Contra Costa County, on Routes 4, 24, 80, 242, 580, and 680 at various locations. Repair and replace existing transportation management system (TMS) elements.	$10,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
118	04	MRN	101	0334J	15161	In and near Sausalito, Corte Madera, and Larkspur, from north of Golden Gate Bridge to north of Sir Francis Drake Boulevard. Ramp metering.	$50,000
119	04	SCL	680	0481T	0J660	In San Jose and Milpitas, from Route 101 to Scott Creek Road at various locations. Construct maintenance worker safety improvements.	$110,000
120	04	SCL	VAR	1488W	3K330	In Santa Clara County, on Routes 17, 85, 87, 101, 152, 237, 280, and 680 at various locations. Repair and replace existing transportation management system (TMS) elements.	$10,000
121	04	SM	VAR	1488X	3K340	In San Mateo and San Francisco Counties, on Routes 80, 92, 101, and 280 at various locations. Repair and replace existing transportation management system (TMS) elements.	$10,000
122	04	SON	VAR	1488Y	3K350	In Sonoma, Marin, Napa, and Solano Counties, on Routes 12, 29, 37, 80, 101, 580, 680, and 780 at various locations. Repair and replace existing transportation management system (TMS) elements.	$10,000
123	05	SB	101	2460	1E000	In and near Buellton, from Gaviota State Park Entrance to north of Alisos Canyon Road. Roadside safety improvements.	$34,000
124	05	SB	101	2522	1F500	In Los Alamos, at Route 101/Route 135 Separation No. 51-0073L/R. Replace bridge decks.	$250,000
125	05	SB	135	2629	1G970	In and near Santa Maria, from Lakeview Road to Route 101. Upgrade ADA curb ramps, cold plane pavement, and place rubberized hot mix asphalt concrete (RHMA).	$1,832,000
126	05	SB	246	2632	1H010	In Lompoc, at combined segment of Route 246 and Route 1; on Route 246, from 0.3 mile west of V street to H street; also on Route 1, from H street to 12th street. Upgrade ADA curb ramps, cold plane pavement and place hot mix asphalt concrete (HMA).	$2,460,000
127	05	SCR	VAR	2590	1G160	In Santa Cruz County, on Routes 1, 9, 17, 129, and 152 at various locations. Install accessible pedestrian signals (APS).	$20,000
128	05	SLO	41	2532	1F630	In Atascadero, from San Gabriel Road to Route 101 Southbound ramps. Improve and construct new ADA accessible pedestrian pathways and install accessible pedestrian signal (APS) systems.	$984,000
129	06	FRE	41	6771	0U160	In Fresno, at the South Fresno Viaduct No. 42-0226L/R. Replace failed joint seals and rehabilitate worn bridge decks with polyester concrete overlay	$20,000
130	06	FRE	99	6727	0S460	In and near Kingburg, from Route 201 to south of Second Street. Roadway rehabilitation.	$43,000
131	06	Fre	Var	6880	0V920	In Fresno County, on Routes 41, 99, 168 and 180; also in Kern County on Route 99 and Madera County on Route 41. Repair detection systems with wire theft prevention measures.	$8,000
132	06	MAD	VAR	6750	0U020	In various counties and on various routes. Establish mitigation bank for future Caltrans projects in Districts 6 and 10 to protect the California Tiger Salamander.	$5,000
133	06	TUL	99	6700	0R170	In Tulare, from north of Bardsley Avenue to north of Prosperity Avenue. Roadside safety improvements.	$24,000
134	07	LA	2	5245	34060	In Los Angeles and Ventura counties, on various routes and at various locations. Repair and rehabilitate ramp metering systems (RMS) and vehicle detection systems (VDS).	$200,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
135	07	LA	5	5247	34040	In Los Angeles County, on various routes and at various locations. Repair and rehabilitate ramp metering systems (RMS) and vehicle detection systems (VDS).	$18,000
136	07	LA	10	5246	34050	In Los Angeles County, on various routes and at various locations. Repair and rehabilitate ramp metering systems (RMS) and vehicle detection systems (VDS).	$18,000
137	08	RIV	10	3005C	1F372	In Riverside County, on Routes 10, 15, 71 and 215 at various locations. Replace existing guide signs with Type XI reflectivity. (G13 Contingency Project)	$45,000
138	08	RIV	10	3002T	1F920	In the cities of Calimesa and Beaumont, from Cherry Valley Boulevard to 14th Street/ San Timoteo Canyon Road; also on Routes 60 and 86 at various locations. Install Changeable Message Signs.	$20,000
139	08	RIV	10	3002Q	1F560	In Riverside County, on Routes 10, 62, 74, 86, 86S, 111 and 95 at various locations. Advance Mitigation. (Financial Contribution Only)	$15,000
140	08	RIV	10	3002G	1E720	In Riverside County, on Routes 10 and 91, at various locations; also in San Bernardino County, on Routes 10 and 15, at various locations. Repair bridge decks.	$20,000
141	08	RIV	10	3002L	1F410	Near Desert Center, at Palen Ditch Bridge No. 56-0040 R/L. Bridge rail replacement.	$10,000
142	08	RIV	74	3002J	1E770	Near Lake Elsinore, at 0.8 mile west of Grand Avenue. Stabilize slope to protect safety of traveling public.	$20,000
143	08	RIV	74	3003P	1F590	In Helmet, from Warren Avenue to Soboba Street. Construct and upgrade pedestrian facilities to current Americans with Disability Act (ADA) standards.	$467,000
144	08	RIV	111	3007U	0R302	In Palm Springs, from Gateway Drive to Golf Club Drive. Reconstruct and construct curb ramps.	$3,339,000
145	08	RIV	111	0105C	0R301	In Palm Springs, from Gateway Drive to Golf Club Drive. Reconstruct and construct curb ramps.	$30,000
146	08	SBD	15	3003T	0K121	Near Fontana, from Sierra Avenue to Devore Road. Rehabilitate roadway.	$10,000
147	08	SBD	15	3003V	0K123	In Barstow, from Outlet Center Drive to Mojave River Bridge. Rehabilitate pavement.	$10,000
148	08	SBD	210	3003X	1G210	In Rancho Cucamonga and Fontana, from East Avenue to west of Beech Avenue; also on Route 15 at Route 210/15 Separation. Install transportation management system (TMS) elements.	$10,000
149	08	SBD	210	3005A	1F362	In San Bernardino County, on Routes 71, 210, 215 and 259 at various locations. Replace existing guide signs with Type XI reflectivity. (G13 Contingency Project)	$32,000
150	08	SBD	215	3001P	0K840	In the city of San Bernardino, at San Bernardino Maintenance Station (L5726) at 175 Cluster Street. Reconstruct maintenance station.	$42,000
151	10	SJ	4	3148	0X310	In Stockton, at Route 4/Route 99 Separation (Farmington Road) Bridge No. 29 -0155. Replace structure to provide standard vertical clearance.	$147,000
152	10	SJ	5	3129	1C530	In San Joaquin County on Routes 5 and 99, and in Stanislaus County on Routes 5, at various locations. Upgrade sign panels and replace overhead sign structures.	$52,000

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
153	10	SJ	5	3147	1C620	In various counties on various routes, at various locations. Upgrade Transportation Management System (TMS) elements.	$138,000
154	10	SJ	5	3118	0P540	In San Joaquin County on Routes 5 and 580 and in Stanislaus County on Route 99, at various locations. Seismic retrofit of 4 bridges.	$73,000
155	10	SJ	99	3206	1C880	Near Stockton, at Wilson Way Overcrossing No. 29-0118C. Remove existing damaged girder and build new overhang and barrier, resulting in reduced bridge width and increased vertical clearance.	$7,000
156	10	SJ	205	3231	1E590	In San Joaquin, Stanislaus, and Tuolumne Counties, on Routes 4, 5, 99, 120, and 205 at various locations. Improve wet roadway surface conditions at 12 locations.	$30,000
157	10	STA	108	3010B	0W902	Near Riverbank, at 2nd Street and 4th Street. Upgrade curb ramps, sidewalk and crosswalks.	$180,000
158	10	STA	108	3010	0W901	Near Modesto and Riverbank, on Routes 108 and 132 at various locations. Upgrade curb ramps, sidewalk and crosswalks.	$530,000
159	12	ORA	73	4051A	0N720	In the cities of San Juan Capistrano, Laguna Nigel, Laguna Hills, Aliso Viejo, Laguna Beach, Irvine, Newport Beach, and Costa Mesa from Route 5 to Route 405. Upgrade highway safety features.	$58,000
159 Projects						**Total**	**$140,131,000**

2.5b.(3)	**Support Allocations for ZEV Projects**						**Resolution FP-17-03**
1	03	GLE	5	5129	2H550	At Northbound (NB) and Southbound (SB) Willows Safety Roadside Rest Area (SRRA) (PM R14.6/R14.7); also, in Colusa County at NB and SB Maxwell SRRA (PM R24.4/R24.5), and in Nevada County on Route 80 at the WB and EB Donner Pass SRRA (PM R5.5L/R5.5R). Transportation infrastructure improvement for zero-emission vehicle charging.	$300,000
2	04	SM	280	1453N	3K270	Near Redwood City, at Edgewood Road at Edgewood Park-and-Ride lot. Transportation infrastructure improvement for zero-emission vehicle charging.	$130,000
3	08	SBD	15	3007E	1H660	At Clyde V. Kane Roadside Rest Areas. Transportation infrastructure improvement for zero-emission vehicle charging.	$259,000
4	09	INY	395	2643	37270	In Inyo and Mono Counties at various locations; also in Kern County on Route 58. Transportation infrastructure improvement for zero-emission vehicle charging.	$300,000
5	10	STA	5	3209	1G720	At Northbound (NB) and Southbound (SB) Westley Safety Roadside Rest Area (SRRA) (PM 27.0/27.5); also in Merced County at NB and SB John "Chuck" Erreca SRRA (PM 0.4/0.9), and in San Joaquin County on Route 99 at Lodi Park-and-Ride lot. Transportation infrastructure improvement for zero-emission vehicle charging.	$154,000
6	05	MON	101	2705	1J040	At Camp Roberts Safety Roadside Rest Areas; also in San Luis Obispo County on Route 46 at Shandon Safety Roadside Rest Area (PM 49.5). Transportation infrastructure improvement for zero-emission vehicle charging.	$480,000
7	06	FRE	99	6875	0V910	In Fresno and Tulare Counties at various locations; also in Kern County on Route 5 at various locations. Transportation infrastructure improvement for zero-emission vehicle charging.	$600,000
8	09	INY	395	2643	37270	In Inyo and Mono Counties at various locations; also in Kern County on Route 58. Transportation infrastructure improvement for zero-emission vehicle charging.	$500,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
9	05	MON	101	2705	1J040	At Camp Roberts Safety Roadside Rest Areas; also in San Luis Obispo County on Route 46 at Shandon Safety Roadside Rest Area (PM 49.5). Transportation infrastructure improvement for zero-emission vehicle charging.	$18,000
10	06	FRE	99	6875	0V910	In Fresno and Tulare Counties at various locations; also in Kern County on Route 5 at various locations. Transportation infrastructure improvement for zero-emission vehicle charging.	$50,000
11	09	INY	395	2643	37270	In Inyo and Mono Counties at various locations; also in Kern County on Route 58. Transportation infrastructure improvement for zero-emission vehicle charging.	$100,000
11 Projects						**Total**	**$2,891,000**
2.5b.(6)	**SHOPP Projects**						**Resolution FP-17-11**
1	02	TEH	36	3453	3E720	In and near Red Bluff, from East Sand Slough Bridge to 0.6 mile east of Stice Road. Rehabilitate pavement by grinding roadway, performing dig-outs in localized areas of failure, and overlaying with rubberized asphalt to extend pavement service life and improve ride quality. Also upgrade existing ADA curb ramps. Construct sidewalk and add bicycle lane pavement markings using CMAQ funds	$5,920,000
1 Projects						**Total**	**$5,920,000**
2.5c.(2)	**Locally Administered STIP Project On the State Highway System**						**Resolution FP-17-04**
1	03	ED	50	1217A	37281	In the city of Placerville, on US 50 at Ray Lawer Drive. Upgrade Interchange. Construct Eastbound US 50 offramp and associated improvements to Forni Road and Ray Lawyer Drive.	$5,542,000
1 Projects						**Total**	**$5,542,000**
2.5c.(3a)	**Locally Administered STIP Project Off the State Highway System**						**Resolution FP-17-05**
1	02	SIS		2522		In the City of Montague on 6th and Ridgeview Streets from Spiers to the end. Rehabilitate roadway with 2.5 inches of Hot Mix Asphalt overlay with glass grid paving fabric.	$5,000
2	02	SIS		2541		In the City of Weed on Vista Drive from the intersection of Vista Drive to the travel plaza entrance. Rehabilitate roadway with PPC Rigid Reinforced Concrete.	$100,000
3	02	SIS		2555		In the City of Dorris on North California Street from First to Second Street and Sly to North Street. Rehabilitation and reconstruction of failing areas.	$3,000
4	02	SIS		2556		In the City of Etna on Howell Avenue from State Route 3 to Woodland Street. Rehabilitation and reconstruction of the existing paved roadway.	$4,000
5	02	TEH		2569		In the city of Tehama from the Gyle Road intersection of 99W (formerly old SR 99) and extending north to Red Bluff, ending at the Interstate 5 Overcrossing. Resurfacing & reconfigure pavement delineation/reflective markers, and improvements and signalization at the Interstate 5 Interchange.	$230,000
5 Projects						**Total**	**$342,000**

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5c.(3b)		**Local STIP Planning, Programming and Monitoring Projects**					**Resolution FP-17-05**
1	01	DN	199	1032	41000	Planning, Programming and Monitoring	$44,000
2	01	Hum		2002P		Planning, Programming and Monitoring	$160,000
3	01	LAK		3002P			$76,000
4	01	MEN		4002P		Planning, Programming and Monitoring	$164,000
5	03	NEV		0L83		Planning, programming and Monitoring.	$80,000
6	03	Sac		VARIOUS		Planning, Programming and Monitoring	$1,114,000
7	03	Sie		0L04		Planning, Programming and Monitoring.	$27,000
8	04	ALA		2179			$750,000
9	04	ALA		VARIOUS			$653,000
10	04	CC		2011O			$455,000
11	04	MRN		2127C			$206,000
12	04	NAP		1003E			$165,000
13	04	SCL		2255			$784,000
14	04	SF		2007			$667,000
15	04	SM		2140A			$338,000
16	04	SOL		2263			$203,000
17	04	SON		0770E			$504,000
18	10	Alp		A1950		Planning, Programming and Monitoring.	$19,000
19	10	TUO		0452		Planning, Programming and Monitoring.	$66,000
20	11	SD		7402		Planning, Programming and Monitoring	$1,105,000
20 Projects						**Total**	**$7,580,000**

2.5d.(1)		**Allocations for Projects with Cost Increase Greater than 20 Percent**					**Resolution FP-17-09**
1	08	SBD	58	0215C	34770	In Kramer Junction, from the Kern County line to 7.5 miles east of the Route 395 junction.	$192,630,000
1 Projects						**Total**	**$192,630,000**

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5d.(2)	**Allocations for Projects with Cost Increase Greater than 20 Percent**						**Resolution FP-17-06**
1	07	LA	110	4617	29750	In the cities of Los Angeles, Pasadena and South Pasadena, from Stadium Way to Arroyo Drive and on northbound off-ramp to Route 5. Install metal beam guardrail, concrete barrier, safety lighting, remove raised islands and curb/gutter and relocate overhead signs.	$9,491,000
1 Projects						**Total**	**$9,491,000**
2.5d.(3)	**Allocations for Projects with Cost Increase Greater than 20 Percent**						**Resolution FP-17-07**
1	07	VEN	126	4685	30220	In and near the cities of Ventura and Santa Paula, from Route 101 to Haun Creek Bridge. Rehabilitate pavement and overlay with rubberized hot mix asphalt, grind and replace slabs with rapid set concrete. Reconstruct curb ramps to meet current ADA standards. The project is necessary to extend the pavement service life and improve ride quality and pedestrian access.	$17,767,000
1 Projects						**Total**	**$17,767,000**
2.5d.(4)	**Allocations for Projects with Cost Increase Greater than 20 Percent**						**Resolution FP-17-08**
1	07	LA	110	4681	3009U	In and near the cities of Los Angeles and Carson, from Gaffey Street to College Street. Cold plane and overlay mainline, shoulders and ramps, remove and replace damaged concrete slabs, install new concrete barrier and guardrail, remove and replace approach and departure slabs. The project is necessary to extend pavement service life and improve ride quality and safety.	$39,143,000
1 Projects						**Total**	**$39,143,000**
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**						**Resolution**
1	01	Hum	101	2496	0H490	Near Weott, at 1.1 miles south of Willford Road. Heavy rainfall beginning January 7, 2017 caused multiple saturation-related issues culminating into a landslide. Significant deformations affected all four traffic lanes, but one southbound lane was closed on January 24, 2017 because it was determined unsafe for traffic. Since then, the slide damage continues to distress open lanes and traffic has been rerouted to the northbound lanes around the failed	$13,000,000
2	01	Men	1	4658	0G730	Near Leggett, at 1.2 miles south of Route 101. Following a period of heavy rains starting January 7, 2017, a landslide resulted in complete closure of the roadway. The volume of slide material and continuing movement exceeds Maintenance staff ability to continue to safely control. The site is open to one-way traffic control. The project will provide traffic control, debris removal, place and maintain a debris flow barrier, regrade and stabilize the slope, repair	$8,000,000
3	01	Men	101	4687	0H420	Near Willits, from 1.8 miles north of Heart Arrow Trail to 0.4 mile south of Mariposa Creek Rd. A series of heavy storms beginning early January 2017 through April 2017 caused a landslide. Since March 2017, Maintenance crews have closely monitored and routinely patched the roadway. On May 4, 2017 the southbound lane was closed due to cracking and severe roadway deformation. On May 11, 2017 a geotechnical review confirmed the foundation	$3,850,000
4	01	Men	101	4668	0G970	Near Cummings, at 0.2 mile south of Route 271. On January 7, 2017, a storm event saturated the roadway and caused upward surface displacement (push-ups). Maintenance forces responded by restricting access to the affected area and reported the elevated pavement. The push-ups continued to rise as the saturated soil began to shift, which poses a danger to travelers. This project will dewater saturated soil, repair and improve drainage systems,	$3,150,000
5	01	Men	101	4671	0H090	Near Leggett, at 0.3 mile south of Bridges Creek. On January 6, 2017 heavy rainfall initiated landslide and rockfall destabilizing slope and damaging roadway. As per geotechnical recommendations, Department forces installed temporary rockfall fencing and barrier railing along roadway shoulder. On March 9, additional slide activity fully closed the roadway. The project will remove slide debris, rock scale and grade slope, install rockfall protection	$6,500,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
6	01	Men	175	4681	0H210	Near Hopland, from 1.0 mile east of Buckman Drive Road to 0.5 mile east of McDowell Sidehill Viaduct. Heavy rainfall beginning January 7, 2017 caused a landslide at two locations. The first location (PM 8.8) had slide material deposited onto the roadway from February into March and daily cleanup was required because of the accelerating slide activity. On March 13, a geotechnical assessment determined that the slide reduced access to private	$2,400,000
7	02	Plu	70	3646	1H760	Near Tobin, from 0.9 mile east of Rogers Flat PG&E Maintenance Street to 0.4 mile west of Oldmill Drive. Multiple landslides occurred due to heavy rainfall starting on February 6, 2017. Maintenance forces did not have the resources to address affected areas. As per geotechnical recommendations, a slope excavation of 30,000 cubic yards is required. The project will dispose of landslide debris, perform rock blasting and rock scaling, remove hazardous	$1,250,000
8	02	Plu	147	3694	3H550	Near Canyondam, from 1.0 mile north of Route 89 to 0.7 mile north of Big Springs Road. A series of storm events beginning February 2017 through March 2017 caused accelerated pavement failure. Potholes and a slipout have occurred due to heavy rainfall and melting snow posing an imminent threat to the roadway and embankment. The project will repair water saturated failed pavement concrete slabs, repair drainage system, and repair asphalt roadway	$1,810,000
9	02	Sis	96	3678	3H260	Near Somes Bar, at various locations from Humboldt County line to 0.8 mile west of Bar Road. On January 6, 2017, a series of storm events began damaging multiple locations throughout Route 96. Multiple locations of slides, slipouts, and damaged culverts have been sustained. The project will remove slide debris, repair embankments, repair and clean culverts, install additional drainage systems, place rock slope protection (RSP), and construct temporary	$2,000,000
10	02	Tri	299	3665	2H740	Near Del Loma, at Big French Creek Road. Construct a catchment area at the toe of slope. A series of rock slides continue to occur at this location since January 16, 2016. Geotechnical investigations determined the slope will continue to shed rocks and soil. On February 1, 2016 an Emergency G-11 allocation (EA 2H090) was made to monitor and provide traffic control and site clearing as required to keep the route clear. However, the site continues to be	$14,500,000
11	03	But	162	2637	3H270	In Oroville, at Quincy Place. Heavy storms beginning January 7, 2017 caused a culvert failure. On April 17, 2017 rainfall and debris accumulation formed a sinkhole in the eastbound lane. This project will include culvert replacement, sinkhole repair, and roadway repair. The work is necessary to restore traveler safety and to prevent further damages.	$365,000
12	03	Col	Var	3854	3H260	In Colusa County, Butte County, and Glenn County, on Routes 5, 20, 45, and 162 at various locations. Heavy storm events beginning January 7, 2017 and above average Oroville Dam water releases caused severe flooding in Butte (Route 162), Colusa (Routes 5, 20, and 45), and Glenn (Route 162) counties. On February 18, 2017 Maintenance was notified of severe flooding and shoulder damage on multiple routes. This project will replace 6.4 miles of	$900,000
13	03	ED	89	3467	3H420	Near Meyers, from 0.1 mile north of S. Upper Truckee Road to 0.3 mile south of Grass Lake Road. On May 31, 2017, significant runoff caused roadway and shoulder erosion resulting in a washout. On June 8, 2017 a field review determined higher temperatures and melting snow resulted in higher amounts of water released onto the adjacent roadway and shoulder. This project will include roadside ditch and underdrain reconstruction, drainage system repair,	$2,000,000
14	03	ED	89	3466	3H360	Near Emerald Bay, from 0.2 mile south of Bayview Campground to 0.3 mile south of Eagle Falls Campground. Severe winter storms beginning January 2017 through February 2017 damaged two retaining walls. On May 10, 2017 a sinkhole developed on the northbound shoulder. On May 11, 2017 a field review determined the damage was exacerbated because the retaining wall was placed in the late 1920s. This project will include a soldier pile wall	$5,300,000
15	03	ED	193	3630	1H480	Near Placerville, at 2.0 miles north of South Fork American River Bridge. Repair slipout, replace gabion wall and reconstruct roadway and barrier. On January 30, 2016 a slipout occurred causing partial failure of an existing gabion-style retaining wall and extensive damage to the southbound lane. The damage and resulting lane closure requires 24-hr one-way traffic control for the remaining lane. Further roadway failure and traveler safety are at risk	$300,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
16	03	Nev	49	4135	3H280	In Grass Valley, at 0.2 mile south of McKnight Way. On May 4, 2017, culvert failure caused a sinkhole to form in the northbound left shoulder. The compromised cross culvert failed due to perforations in the invert and substantial corrosion. The project will include jack and bore new culvert, roadway and drainage system repair, pressure grouting, rock slope protection installation, dewatering, and traffic control. The work is necessary to restore	$1,300,000
17	03	Nev	80	4304	3H290	Near Kingvale, from Placer County line to Soda Springs Overcrossing; also in Placer County, from Kingvale Undercrossing to Nevada County line (PM 69.2 to PM 69.7). Heavy storm events beginning January 7, 2017 resulted in five failed culverts. April 25, 2017, a sinkhole developed near the westbound off-ramp. An investigation revealed a failed culvert with severe corrosion which is also eroding nearby	$2,785,000
18	03	Pla	20	4628	3H430	Near Camp Spaulding, from 0.2 mile east of Bear Valley Road to Nevada County line; also in Nevada County, from Placer County line to 0.5 mile west of Route 80 (PM 43.9 to PM 45.1). On January 8 and 13, 2017, Maintenance reported roadway closures caused by flooding and slide activity. Maintenance cleared the debris blocking the roadway, but was unable to assess the damage because of the subsequent snowfall. On June 8, 2017 Maintenance performed	$950,000
19	03	Pla	80	5130	3H010	Near Baxter, at 0.4 mile east of Baxter Overcrossing. A series of heavy storm events starting January 7, 2017 to February 14, 2017 caused a major slide closing all traffic lanes on this route due to mud and debris on the roadway. While slide debris has been removed, snow accumulation along with warm rains delayed slope stabilization. This project will remove slide debris and hazardous trees, stabilize slope, and install underdrain system. Supplemental	$390,000
20	03	Pla	89	5288	3H200	Near Tahoe City, from Truckee River Bridge to Nevada County line; also, in Nevada County, from Deerfield Drive to 0.3 mile north of Alder Drive (PM 0.3 to PM 1.5). On February 24, 2017, accelerated pavement failure resulted from above average rain and snowfall in the Sierra Nevada Mountains. Due to pavement delamination, potholes and raveling are present at various locations. A site review occurred on February 26, 2017 followed by a field investigation	$5,900,000
21	03	Sac	5	5867	3H370	In the city of Sacramento, from 0.1 mile south of Freeport Blvd to Gloria Drive; also, at 0.8 mile east of Watt Avenue (PM R6.2). Severe storms beginning early December 2016 through mid-February 2017 caused trees to fall resulting in damage to three sound walls. The damaged walls pose a threat to the adjacent residential neighborhoods if the walls were to collapse. This project will include sound wall repair, tree and stump removal, clear downed tree	$520,000
22	03	Sie	49	7806	3H350	Near Sattley, at 2.3 miles south of Route 89. On February 10, 2017, a geotechnical investigation confirmed that the original scope of previous project, EA 03-2H990, must be revised to address slipout damages. This project is needed to establish a new scope, cost estimate, and schedule in lieu of the previous force account contract method (03-2H990). Geotechnical Services initially performed boring and field surveys and installed temporary	$7,400,000
23	03	Yol	80	8921	3H380	Near Davis, at Yolo Causeway West No. 22-0044. During a field visit on May 25, 2017, Maintenance discovered a damaged flood gate and failing culvert at the levee base and roadway. Given the damaged identified, this project is a collaborative effort between Caltrans, Yolo County, Department of Water Resources (DWR), and Central Flood Protection Board. For the purposes of this project, Caltrans will repair the failed culvert, repair expansion joint leaks	$2,400,000
24	04	Ala	84	1461B	0P010	Near Fremont, from 1.2 miles east of Mission Boulevard to Palomares Road. A series of heavy storms beginning early January 2017 through February 2017 caused slope saturation resulting in rock slides. A geotechnical evaluation of the slope determined that loose rocks remain which could fall onto the highway. This project will include debris removal, drainage system repair, rockfall fence installation, roadway repair, and traffic control. The work is	$1,230,000
25	04	Ala	880	1458J	4K570	In Hayward, from 0.2 mile north of Route 92 to 0.1 mile south of West A Street; also, in San Leandro, from 0.4 mile south of Fairway Drive to 0.3 mile north of 16th Avenue (PM 22.0 to PM 30.0). A series of heavy storm events beginning early January 2017 and April 2017 caused accelerated pavement failure. Potholes and vehicle damage have occurred due to pavement delamination and loose debris. The project will repair water saturated failed	$5,370,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
26	04	Mrn	1	0713F	3S900	Near Muir Beach, at 0.3 mile north of Seacape Drive. A series of heavy storms beginning early January 2017 through February 2017 caused slope saturation resulting in a slipout. The storm event reactivated and accelerated an existing slipout previously identified in project 04-3J900. To avoid further damage from winter storms and provide climate resilience against wet weather conditions, this project will begin repairs in the summer of 2017. The project	$8,230,000
27	04	Mrn	1	0713G	3S910	Near Muir Beach, at 0.2 mile north of Cold Stream Fire Road. A series of heavy storms beginning early January 2017 through February 2017 caused slope saturation resulting in a slipout. The storm event reactivated and accelerated damages related to a preexisting slipout. To avoid further damage from winter storms and provide climate resilience against wet weather conditions, this project will begin repairs in the summer of 2017. The project	$7,900,000
28	04	Mrn	1	1460B	4K840	Near Stinson Beach, from 2.6 miles south of Rocky Point Road to 2.3 miles north of Muir Woods Road. A series of heavy storms beginning early January 2017 through March 2017 caused slope saturation resulting in a slipout. The slipout occurred and has been exacerbated when a previously addressed slipout (project 04-4S660) reactivated due to the storm events. The accelerating slipout damage is undermining the roadway with separated and	$4,930,000
29	04	Nap	121	1461C	0P140	Near Napa, from 1.2 miles north of Wooden Valley Road to 0.2 mile south of Circle Oaks Drive. A series of heavy storms beginning in early January 2017 through February 2017 resulted in six failed culverts. The supporting material around the culverts washed away causing voids under the pavement. The project will include culvert repair/replacement, water pollution control, erosion control, roadway repair, traffic control, trench shoring, slurry cement backfill,	$1,820,000
30	04	SM	35	1461K	0P260	Near Daly City, from 0.1 mile south of Westborough Boulevard to 0.3 mile north of Route 1. A series of heavy storms beginning early January 2017 through March 2017 caused slope saturation resulting in a washout. The washout created an unstable embankment causing debris to accumulate on private property below the highway. This project includes rock slope protection installation, culvert repair and replacement, and roadway repair. The work is	$1,100,000
31	04	SM	280	1461J	0P250	Near Belmont, from 1.8 miles north of Edgewood Road to 0.8 mile south of Route 92. A series of heavy storms beginning in early January 2017 through February 2017 washed away surrounding material resulting in multiple culvert failures along the median shoulder. The project will include erosion control, water pollution control, drainage system repair, culvert replacement, roadway repair, sinkhole repair, and traffic control. The work is necessary to prevent	$1,620,000
32	04	Sol	220	1463E	0P780	Near Ryer Island, at 0.9 mile west of East Ryer Road. A series of heavy storms beginning in early January 2017 through April 2017 resulted in a saturated slope. On April 13, 2017 a truck stopped on the unpaved shoulder and the embankment fell causing the truck to topple onto its side. Without a paved shoulder, there is a 200 ft. vertical drop from the edge of the roadway. This project includes reconstruction of embankment and shoulder backing,	$600,000
33	05	Mon	68	2714	1J140	Near Salinas, at 0.7 mile east of Laureles Grade. Excavate and repair sinkhole, replace culvert, and restore embankment and roadway. Heavy rains beginning in January 2017 through February 2017 lead to a 4ft x 8ft sinkhole caused by a failed culvert. The eastbound lane is affected and traffic plates are covering the void. This project includes roadway repair, sinkhole repair, drainage system repair, and embankment restoration. Supplemental work is	$50,000
34	06	Fre	168	6808	0V650	Near Shaver Lake, from 0.1 mile north of Beal Fire Road to end of Route at Huntington Lake. On October 30, 2015, a Governor's Proclamation was issued in response to large tree mortality caused by drought, insect infestation, and disease. Maintenance crews are unable to keep up with the need. In this area, approximately 3,000 trees have been identified by the district tree crew supervisor as requiring removal. Identified trees have been	$3,000,000
35	07	LA	23	5168	1XA80	In Malibu, from 0.4 mile south of Decker Edison Road to Decker Edison Road. Severe storm events starting January 7, 2017 saturated the slopes causing several rock slides and the potential for further slides. This project will scale slopes to remove unstable rock material, haul away debris, and stabilize slopes. Wire mesh netting will be placed on slopes and anchored with rock bolts. The project will then make repairs to the roadway surface. On January	$20,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
36	07	Ven	33	5179	1XC90	Near Mira Monte, from Matilija Hot Springs Road to 1.9 miles south of Apache Canyon Road. A severe storm event beginning February 17, 2017 caused multiple rock slides and washouts. The heavy runoff has blocked drainage systems and damaged metal beam guardrail. Maintenance forces closed the roadway and removed slide debris in preparation for future storms. On March 6, 2017 Geotechnical concluded their investigations. As per geotechnical	$1,200,000
37	10	Alp	4	3244	1H610	Near Loope, from 0.3 mile east of Upper Cascade Creek to 0.9 mile west of Raymond Meadow Creek. On May 11, 2017, heavy winter snow caused accelerated pavement failure. The melting snow exceeded the normal load, which resulted in higher amounts of water released onto the adjacent roadway and slope. A field investigation revealed that the melting snow and subsequent water runoff threatens to compromise the roadway structural section. The	$2,000,000
38	10	Alp	4	3236	1H570	Near Loope, at 0.4 mile west of Silver Creek Bridge; also on Route 89, at 0.2 mile north of Leviathan Mine Road (PM 5.36). On April 22, 2017, a storm caused slope failure resulting in landslides. The first slide is 300 feet long along the roadway and 100 feet back to the scarp. The second slide is 100 feet long along the slope and 100 feet back to the scarp and has encroached the roadway. On May 2, 2017 an investigation determined that slide mass	$1,100,000
39	10	Ama	88	3246	1H680	Near Bear River Reservoir, at Peddler Hill Maintenance Station. On June 8, 2017, the Peddler Hill Maintenance Station generator experienced a diesel fuel spill. Over 700 gallons covered the generator floor, building floor, parking lot and surrounding soil. This project includes fuel cleanup and removal, debris removal, generator modifications, and fuel system repair. The work is necessary to prevent further damage, maintain power to the maintenance	$700,000
40	11	SD	15	1278	43016	In the city of San Diego, at 0.6 mile south of Miramar Way. On May 5, 2017, a weekend storm caused culvert failure resulting in a sinkhole adjacent to the Marine Corps Air Station Miramar. A field investigation revealed the drainage system is in poor condition due to large holes and partial profile collapse. This project will include culvert removal and replacement, and roadway repair. The work is necessary to prevent further damage since the culvert traverses all	$4,900,000
41	11	SD	52	1277	43015	In the city of San Diego, at 0.1 mile west of Convoy Street. On May 8, 2017, a sinkhole appeared on the left shoulder due to weekend storms. The storm washed away subsurface material resulting in the sinkhole formation. A geotechnical investigation indicated that multiple culvert sections failed, showed signs of distress, and gaps at joints. This project will remove and replace 400 lineal feet of concrete culvert, slipline 600 lineal feet of 108-	$2,100,000
42	12	Ora	91	4693	0Q560	Near Corona, at Coal Canyon. On January 22, 2017, mud and rock debris filled the roadside debris catchment resulting in three plugged drainage systems. Maintenance staff cleared the drainage system obstructions, but were unable to restore the flow due to debris. The blockage threatens the eastbound lanes since the debris catchment is not functional. This project will include debris removal and drainage system restoration. The work is necessary	$290,000
42 Projects						**Total**	**$135,130,000**

2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**	**Resolution**

1	02	Teh	32	3573	0H200	Near Chico, from 0.2 mile west to 0.5 mile east of Diamond Match Haul Road. Improve safety by realigning roadway curves , widening lane and shoulder widths, and improving sight distance. This project will reduce the number and severity of collisions.	$3,382,000
2	04	MRN	1	0487P	4H870	In Marin County, near Tamalpais-Homestead Valley, from 0.2 mile west of Erica Road to Valley Ford Road at various locations; also in Napa County, on Route 29, from PM 48.0 to PM 48.6 at various locations. Improve safety by installing ceter-line rumble strips and widening shoulders for bicycle pull-out refuges at suitable locations. The project will reduce the number and severity of collisions.	$5,164,000
3	04	SCL	152	0730F	1G870	Near Gilroy, from 0.6 mile west to 0.2 mile east of Prunedale Avenue. Improve safety by constructing standard shoulders and soft median barrier, placing ground-in rumble strips, and reconstructing adjacent drainage ditch to make recoverable for errant vehicles. This project will reduce the number and severity of collisions.	$5,569,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
4	04	SON	12	0775F	4G220	In Santa Rosa, from Farmers Lane to 0.2 mile west of Brush Creek Road. Improve safety by constructing a new concrete median barrier, reconstructing and extending guardrail, and resurfacing the roadway with asphalt pavement and a top open-graded friction course layer. This project will reduce the number and severity of collisions.	$8,730,000
5	04	Son	101	0481W	1J020	In Sonoma County on Routes 12, 101, 116 and 121 at various locations; also, in Napa County on Route 128 near Calistoga from PM 0.5 to 1.0. Improve safety for wet pavement conditions at seven ramps and three roadway segments by placing a high-friction surface roadway treatment. This project will reduce the number and severity of collisions.	$2,815,000
6	05	Mon	198	2698	1H820	Near San Lucas, from Route 101 to the Fresno County line. Construct ground-in centerline and edge line rumble strips.	$832,000
7	05	SLO	101	2613	1G770	In and near Paso Robles, from Las Tablas Road to North Paso Robles Overhead. Construct rumble strips and place fog seal, striping and pavement markers to reduce the number of roadway departure collisions.	$462,000
8	08	Riv	74	0050N	1E050	In Lake Elsinore, at Gunnerson Street and Strickland Avenue. Construct left-turn lanes to reduce the number and severity of traffic collisions.	$1,893,000
9	08	SBd	395	0258P	0N971	Near Adelanto, from 2.5 miles north of Kramer Hills to Route 58. Widen median and shoulders and construct rumble strip to reduce the number and severity of traffic collisions.	$28,597,000
10	11	SD	8	1068	41480	In the city of San Diego, from 0.1 mile west of Morena Boulevard to 0.5 miles west of Hotel Circle Drive Undercrossing. Enhance striping and signage on westbound I-8 and add an additional westbound lane to distribute traffic more evenly approaching the I-5 Connector. The project will reduce the severity and number of traffic collision.	$15,844,000
11	12	ORA	1	2442	0P020	In Huntington Beach, at Huntington Street. Modify traffic signal, add lighting and refresh pavement delineation to reduce the number and severity of traffic collisions.	$1,025,000
12	12	Ora	5	2860M	0N640	In the city of Orange and Anaheim from Santa Ana River to Harbor Boulevard. Grind/groove concrete pavement, install new traffic count loops/CCTV, refresh striping and modify guardrail to reduce the number and severity of collisions.	$3,153,000
12 Projects						**Total**	**$77,466,000**

2.5f.(4)	**Informational Report - Minor Construction Program - Resolution G-05-05 Delegated Allocations**	**Resolution**

1	02	Teh	99		2H930	Structural section improvement to reduce the need for maintenance and improve ride quality.	$1,308,000
2	06	Tul	99		33221	Highway planting and irrigation on existing freeways on accordance to Caltrans Policy.	$1,078,000
3	06	Tul	245		0U830	Construct sidewalk, curb, gutter, ADA compliant ramps, signing and striping improvements for bike lanes and crosswalks to provide a safe route to local schools. (This is a Financial Contribution Only (FCO) to the City of Woodlake.)	$300,000
4	10	Tuo	49		0Y070	Install traffic signal and extend the existing left turn lanes to reduce the overall delay and to provide sufficient gaps for vehicles making turning movements. (This is a Financial Contribution Only (FCO) to the County of Tuolumne.)	$570,000

List of Projects Going Forward for CTC Allocation

August 2017 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
4 Projects						**Total**	**$3,256,000**
2.5g.(5)	**Allocation - Proposition 1B - TCIF Projects**						**Resolution TCIF-A-1718-01**
1	03	PLA	65	TC126		In and near Roseville and Rocklin, from 0.4 mile north of Route 80 to 0.5 mile south of the Pleasant Grove Boulevard Overcrossing. Construct third lane for 1.3 miles. (TCIF 126)	$3,600,000
1 Projects						**Total**	**$3,600,000**
2.5w.(1)	**Active Transportation Program Projects**						**Resolution FATP-1718-01**
1	02	Sha		2576		Shasta College campus and Old Oregon Trail. Install bike lanes, pavement markings, and flashing beacon on Shasta College campus; changes Old Oregon Trail to add bicycle lanes and improve intersections for non-motorized users. Close bicycle facility gap between campus and existing bike lanes.	$84,000
2	03	But		1022		On B Street from 1st Street to 11th Street and on 2nd Street from E Street to just north of I Street. Construct sidewalks and curb ramps.	$90,000
3	03	But		1025		On Skyway Road between Pearson Road and Elliott Road. Remove and replace outdated non-ADA compliant sidewalks and driveways in the downtown Paradise commercial core.	$49,000
4	03	Sac		1687		Hurley Way between Fulton Avenue and Morse Avenue. Construct sidewalk infill, curb, gutter, storm drain inlets, curb ramps and pedestrian lighting. Non-infrastructure component will include walking and biking educational programs.	$125,000
5	04	CC		2122G		Yellow Brick Road Iron Triangle Walkable Neighborhood Plan, by creating, improving pedestrian and cyclist connections.	$725,000
6	05	SCr		2694B		Construct 2400 foot pedestrian and bicycle path. Provide public outreach and training to improve bicycle and pedestrian safety.	$88,000
7	06	Fre		6848		Install in-road warning lights on Fowler Avenue; Construct sidewalk on Bliss Avenue, Fowler Avenue, Gonser Avenue, Latonia Avenue, and Murphy Avenue; Construct pedestrian bridge and culvert extention.	$460,000
8	06	Ker		6827		Construct an approximate 9.36 miles of Multi-Use Class I Trail, 10 feet wide and with 2 feet wide shoulders from the western terminus of the existing bike trail to Buena Vista Recreational Area.	$500,000
9	07	LA		5105		Construct pedestrian & bicycle neighborhood intersection enhancements, with accompanying outreach and education.	$222,000
10	07	LA		5132		Overhauling the sidewalk system in the project area, traffic striping, signs, pedestrian signals, and bicycle parking amenities.	$1,687,000
11	08	SBD		1182		Install bike lanes, bicycle detection, ADA compliant pedestrian push buttons, high visibility crosswalks, rapid rectangular flashing beacons, new sidewalk, repaint existing crosswalks, and upgrade existing curb ramps.	$64,000
12	10	Mer		3180		In the community of Franklin-Beechwood in Merced County. Construct curb, gutter and sidewalk infill, install ADA ramps and install Class III bike lanes.	$158,000
12 Projects						**Total**	**$4,252,000**

List of Projects Going Forward for CTC Allocation

August 2017 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5w.(2)	**Active Transportation Program Projects (ADVANCEMENTS)**						**Resolution FATP-1718-02**
1	11	SD		1229A		Completing more than 4.8 miles of bicycle and pedestrian enhancements, and an educational campaign.	$1,379,000
1 Projects						**Total**	**$1,379,000**
2.5w.(3)	**Active Transportation Program Projects (ADVANCEMENTS)**						**Resolution FATP-1718-03**
1	07	LA		5286		The project will provide pedestrian/cyclist improvements: cycle tracks/bike lanes/bike routes; new/widened sidewalks with curb extensions; high visibility and raised crosswalks; traffic controlled intersections; shade trees; pedestrian lighting; wayfinding signage; and alley conversion into a Shared Street connecting to the new Sixth Street Viaduct Arts Plaza.	$2,550,000
1 Projects						**Total**	**$2,550,000**
2.6f.(2)	**Locally Administered Proposition 1A - High-Speed Passenger Train Bond Program – Urban/Commuter**						**Resolution HST1A-A-1718-01**
1	03	Sac		HSR02	R331GB	Improvements to provide connectivity of Sacramento Regional Transit services to High Speed Rail including relocation of existing light rail track, storage tracks and passenger platform and associate systems.	$632,000
1 Projects						**Total**	**$632,000**
2.6g.	**Transit and Intercity Rail Capital Program Projects**						**Resolution TIRCP-1718-01**
1	10	SJ		CP014	R351GA	Installation of wayside power sources at Altamont Corridor Express's new Downtown Stockton Regional Maintenance Facility.	$15,000
2	10	SJ		CP025	R368GA	Lengthen platforms at various stations to allow for eight car train capacity.	$250,000
3	10	SJ		CP025	R368GB	Procurement of two Tier IV locomotives to meet current and future service demand.	$7,500,000
3 Projects						**Total**	**$7,765,000**

PUBLIC DISTRIBUTION

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Member of the Senate
State Capitol, Room 2068
Sacramento, CA 95814

The Honorable Jim Frazier
Member of the Assembly
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Tab 2

1.12

WELCOME TO THE REGION

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

Tab 3

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.4a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **RESOLUTIONS OF NECESSITY - APPEARANCES**

ISSUE:

Should the California Transportation Commission (Commission) adopt Resolutions of Necessity (Resolutions) C-21556, C-21557, and C-21558 for three parcels whose owners are contesting the declared findings of the California Department of Transportation (Department) under Section 1245.230 of the Code of Civil Procedure?

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

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

In this case, the property owners are contesting the Resolutions and have requested an appearance before the Commission. The primary concerns and objections expressed by the property owners are: that the proposed project is not planned or located in the manner that will be most compatible with the greatest public good and least private injury, that the property sought to be acquired in not necessary for the project, and that a valid offer has not been made pursuant to Government Code 7267.2. The property owners' objections and the Department's responses are contained in Attachments B, C, and D.

RECOMMENDATION:

The Department recommends the Commission adopt Resolutions C-21556, C-21557, and C-21558 summarized on the following page. These Resolutions are for a transportation project on State Route (SR) 58 in District 8, in San Bernardino County.

BACKGROUND:

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

Extensive discussions have been ongoing between the property owners and the Department to address and resolve the issues. Progress has been made but in order to keep the project schedule, the Department is requesting that these appearances proceed to the August 16-17, 2017 Commission meeting. Legal possession will allow the construction activities on the parcels to commence, thereby avoiding and/or mitigating considerable right of way delay costs that will accrue if efforts to initiate the condemnation process are not taken immediately to secure legal possession of the subject properties.

C-21556 - Kramer Service Corporation
08-SBd-58-PM R5.22 - Parcel 23484-1, 2, 3, 4, 5, 6, 7, 8, 9 - EA 347709.
Right of Way Certification (RWC) Date: 06/26/17; Ready to List (RTL) Date: Construction Manager/General Contractor (CM/GC). Conventional highway - construct a four-lane divided expressway. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, temporary easements for construction purposes, and easements for utility purposes to be conveyed to Southern California Edison Company. Located in the unincorporated area of Kramer Junction at 40808 Highway 395.
Assessor Parcel Number (APN) 0492-191-04.

C-21557 - Kramer Apartments Corporation, a California Corporation
08-SBd-58-PM R5.21 - Parcel 23485-1, 2 - EA 347709.
RWC Date: 06/26/17; RTL Date: CM/CG. Conventional highway - construct a four-lane divided expressway. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and a temporary easement for construction purposes. Located in the unincorporated area of Kramer Junction at 40716 Highway 395.
APN 0492-191-03.

C-21558 - Kramer Apartments Corporation, a California Corporation
08-SBd-58-PM R5.31 - Parcel 23491-1 - EA 347709.
RWC Date: 06/26/17; RTL Date: CM/GC. Conventional highway - construct a four-lane divided expressway. Authorizes condemnation of land in fee for a State highway and extinguishment of abutter's rights of access. Located in the unincorporated area of Kramer Junction at 40661 Highway 395. APN 0492-192-12.

Attachments:

Attachment A - Project Information
Exhibit A1 through A3 - Project Maps
Attachment B - Parcel Panel Report for Resolution C-21556
Exhibit B1 - Parcel Map
Exhibit B2 - Resolution of Necessity C-21556
Attachment C - Parcel Panel Report for Resolution C-21557
Exhibit C1 - Parcel Map
Exhibit C2 - Resolution of Necessity C-21557
Attachment D - Parcel Panel Report for Resolution C-21558
Exhibit D1 - Parcel Map
Exhibit D2 - Resolution of Necessity C- 21558
Attachment E - Property Owner's letter to the Commission Dated February 13, 2017

PROJECT INFORMATION

PROJECT DATA	08-SBd-58-PM R0.00/R12.90 Expenditure Authorization 347709 (Project ID# 0800000616)
Location:	In Kern County and San Bernardino County on State Route (SR) 58 between the unincorporated communities of Boron and Hinkley in the Mojave Desert
Limits:	From the Kern/San Bernardino County Line to 7.5 miles east of United States 395 (US-395) and on US-395 from 0.1 to 0.6 miles north of the SR 58/US-395 intersection
Cost:	Programmed construction capital cost: $139,427,000 (requested programmed construction cost: $172,630,000) Current right of way cost estimate: $18,387,000 (Capital)
Funding Source:	State Transportation Improvement Program (STIP)
Number of Lanes:	Existing: two mixed-flow lanes (conventional highway) Proposed: four mixed-flow lanes (divided expressway)
Proposed Major Features:	1) Spread diamond/cloverleaf interchange at SR 58/US-395 Junction 2) Overhead structure at the Burlington Northern Santa Fe Railway (BNSF) intersection
Traffic:	Existing (year 2015): 15,900 Annual Average Daily Traffic (AADT) Proposed (year 2040): 30,100 AADT

NEED FOR THE PROJECT

The purpose of this project is to implement route continuity on SR 58 with its adjacent segments, increase capacity, reduce congestion, improve traffic safety, meet community and environmental needs along the corridor through integrated management of the transportation network and provide new state route access. In addition, it will accommodate the increased volumes of oversized vehicles. The four-lane divided controlled access expressway from PM 0.0 to approximately PM R12.9 will separate local traffic from interregional traffic. The proposed 75-foot wide median will separate opposing traffic and it will improve sight distance and clear recovery zone. The SR 58/US-395 interchange and the railroad grade separation would

eliminate stop and go delays. Moreover, this project will be in compliance with the Transportation Concept Report dated September 25, 2012.

The proposed project is needed to address current and future operational deficiencies. Truck and general traffic volumes on SR 58 are expected to increase in the future, affecting the level of service (LOS). Currently, the two-lane conventional highway within project limits is operating at a LOS "D" and "E" and it will decline to "E" and "F" by the Year 2039. Delays will also increase at US-395 (Kramer Junction) due to an at-grade crossing. Without improvements, the congestion and delays created on this segment of SR 58 and on the local streets network will affect the traffic operation safety for motorist.

Existing Facility:

SR 58 is a major east-west transportation corridor. SR 58 begins at its junction with United States Highway 101 (US-101) in the Community of Santa Margarita, connecting with Interstate 5 (I-5) and United States Highway 99 (US-99) in the Bakersfield area and US-395 at Kramer Junction in San Bernardino County, ending at its junction with Interstate 15 (I-15) in the City of Barstow. SR 58 was adopted into the State Highway System in 1919 and was first paved in the late 1930s. The highway was constructed along the natural terrain, using prescriptive rights of way.

The total length of SR 58 in District 8, from the Kern/San Bernardino County Line to its junction with I-15, is 35 miles. SR 58, within District 8, begins at the Kern/San Bernardino County line as a four-lane expressway transitioning to a two-lane conventional highway at approximately PM 0.4; at PM 12.9, SR 58 transitions to a four-lane expressway before transitioning into a freeway at PM R31.0, ending at its junction with I-15. The four-lane segments at each end of the project limits consist of twelve-foot lanes, ten-foot outside shoulders, five-foot inside shoulders and 100-foot median. Existing right of way at these segments of SR 58 is 230 feet at the west end and 480 feet at the east end.

SR 58 within the project limits is a two-lane conventional highway constructed on relatively flat terrain. The width of each lane and shoulder is approximately twelve feet and four to eight feet wide, respectively. There are existing centerline and shoulders rumble strips, which were constructed as safety projects in 2004 (median rumble strip) and 2010 (widen outside shoulder and rumble strips). The pavement surface consists of asphalt concrete about one foot thick and rigid pavement at the existing SR 58/US-395 intersection. The existing right of way width varies from 120 feet to 400 feet throughout the project limits with some segments of this facility constructed on 60-foot prescribed rights. SR 58 within the project limits bisects rural undeveloped areas of San Bernardino County and crosses US-395 at Kramer Junction (PM 5.4). This is a signalized intersection with pedestrian crosswalks on three of the four legs. Gas stations and restaurants provide a place to refuel and rest for travelers. Approximately 100 feet north of the intersection is the BSNF railway crossing.

SR 58 from PM 0.0 to PM 5.4 is bordered on the south by Edwards Air Force Base. Paralleling SR 58, BNSF owns and operates rail lines with its rail yard located in the northwestern part of the City of Barstow with access to SR 58 via Main Street. The BNSF rail lines cross SR 58 at PM 2.8.

US-395 is a major north/south highway in the western United States. It traverses California, Nevada, Oregon and Washington. The District 8 portion of US-395 is located within San Bernardino County and begins at I-15 in the City of Hesperia and ends at the Kern County Line near the Community of Johannesburg. US-395 within the District 8 portion is generally a two-lane conventional highway with a total route length of 68.5 miles.

At Kramer Junction, US-395 is currently configured with one left-turn lane, one through lane, and one right-turn lane in the northbound approach, while the southbound approach has one left-turn, one through, and one shared through/right-turn lane. Northbound and southbound approach lanes measure from eleven to twelve feet in width with shoulders measuring from five and a half to twelve feet in width. US-395 right of way at the project area is 80 feet wide.

Annual Average Daily Traffic (AADT) on SR 58 with the project area is expected to rise from 15,900 (2015) to 30,100 (2040), with as much as 60 percent of the daily traffic volume being truck traffic for the movement of industrial, commercial and agricultural goods.

Collision Analysis:

Based on traffic accident data from Traffic Surveillance and Analysis System, collision data along the stretch of SR 58 within the project area during the three-year period from October 2012 through September 2015 is summarized in the tables below:

Accident Rates October 1, 2012 / September 30, 2015

<u>PM R0.0 to PM T1.63</u>

Actual Accident Rates (Per Million Vehicle Miles)			Statewide Avg. for Similar Type Facilities (Per Million Vehicle Miles)		
Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
0.00	0.20	0.29	0.017	0.28	0.67

There were seven accidents on the mainline for this segment of SR 58. The total actual accident rate was 0.29 per million vehicle miles (pmvm), which is lower than the statewide average of 0.67 pmvm for similar facilities. The actual fatal accident rate of 0.00 pmvm was lower than the statewide average of 0.017 pmvm, as well as the actual fatal plus injury rate of 0.20 pmvm is lower than the statewide average of 0.28 pmvm.

The type of collisions were Sideswipe (29 percent), Broadside (29 percent), Rear-end (14 percent), Auto-pedestrian (14 percent) and Other (14 percent).

The Primary Collision Factor were Other Violations (14 percent), Improper Turn (14 percent), Speeding (14 percent), Failure to Yield (14 percent), Influence Alcohol (14 percent), Other than Driver (14 percent), Other Violations (14 percent) and Unknown (3 percent),

PM 1.69 to PM 9.0

Actual Accident Rates (Per Million Vehicle Miles)			Statewide Avg. for Similar Type Facilities (Per Million Vehicle Miles)		
Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
0.021	0.24	0.79	0.017	0.29	0.68

There were 75 accidents on the mainline for this segment of SR-58. The total actual accident rate was 0.79 pmvm, which is **higher** than the statewide average of 0.68 pmvm for similar facilities. The actual fatal accident rate of 0.021 pmvm was also **higher** than the statewide average of 0.017 pmvm, and the actual fatal plus injury rate of 0.24 pmvm is lower than the statewide average of 0.29 pmvm.

The most common type of collisions were Sideswipe (28 percent), Rear-end (27 percent), Broadside (20 percent), Hit Object (17 percent), Head-on and Overturn (3 percent).

The most common Primary Collision Factors were Speeding (31 percent), Other Violations (28 percent), Improper Turn (19 percent), Failure to Yield (16 percent) and Other than Driver (4 percent).

PM 9.0 to PM T11.1

Actual Accident Rates (Per Million Vehicle Miles)			Statewide Avg. for Similar Type Facilities (Per Million Vehicle Miles)		
Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
0.00	0.04	0.16	0.017	0.29	0.68

There were four accidents on the mainline for this segment of SR 58. The total actual accident rate was 0.16 pvmv, which is lower than the statewide average of 0.68 pmvm for similar facilities. The actual fatal accident rate of 0.00 pmvm was lower than the statewide average of 0.017 pmvm, as well as the actual fatal plus injury rate of 0.04 pmvm is lower than the statewide average of 0.29 pmvm.

The type of collisions were Sideswipe (25 percent), Rear-end (25 percent), Hit Object (25 percent) and Overturn (25 percent).

The Primary Collision Factors were Speeding (25 percent), Other Violations (25 percent), Improper Turn (25 percent), and Unknown (25 percent).

PM T11.1 to PM R12.9

Actual Accident Rates (Per Million Vehicle Miles)			Statewide Avg. for Similar Type Facilities (Per Million Vehicle Miles)		
Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
0.00	0.05	0.15	0.016	0.29	0.67

There were three accidents on the mainline for this segment of SR 58. The total actual accident rate was 0.15 pvmv, which is lower than the statewide average of 0.67 pmvm for similar facilities. The actual fatal accident rate of 0.00 pmvm was lower than the statewide average of 0.016 pmvm, as well as the actual fatal plus injury rate of 0.05 pmvm is lower than the statewide average of 0.29 pmvm.

The type of collisions were Sideswipe (33 percent), Hit Object (33 percent) and Other (33 percent).

The Primary Collision Factors were Speeding (33 percent), Other than Driver (33 percent) and Unknown (33 percent).

Implementation of the proposed project is expected to considerably reduce the occurrences of traffic accidents. It is also expected that the proposed four-lane expressway with the R 58/US-395 Interchange and the railroad overhead structure will reduce congestion and will improve overall safety of the facility. Earlier this year, two separate collisions took place on this segment of SR 58 resulting in three fatalities and 28 injuries. In February 2017, a charter bus crossed over into incoming traffic just east of Kramer Junction, resulting in one fatality and 27 people injured. Later in April 2017, just west of Kramer Junction, another cross over accident involving a big rig and passenger vehicle resulted in two fatalities and one severe injury.

PROJECT PLANNING AND LOCATION

The proposed project will realign and widen a portion of SR 58 from a two-lane conventional highway to a four-lane divided expressway, located north of existing SR 58 from the Kern/San Bernardino County Line to 7.5 miles east of US-395. The project would implement route continuity, increase capacity, reduce congestion, improve traffic safety and provide new State route access. The proposal includes construction of a spread diamond/cloverleaf interchange at the SR 58/US-395 Junction and an overhead structure at the BNSF Railway intersection.

Programmed under the 2016 State Transportation Improvement Program, construction cost for the project is currently estimated at $172,630,000 ($139,427,000 currently programmed) with Right of Way cost estimated to be $18,387,000.

PROJECT MILESTONES

MILESTONES	SCHEDULE DELIVERY DATE
Project Report and Environmental Document Approval	July 1, 2014
Right of Way Certification	June 26, 2017
Ready To List	See Note Below
Advertise Project	See Note Below
Award Project	October 1, 2017

Note: The Construction Manager /General Contractor Method (CM/GC) is being used to deliver this project. A Construction Manager (CM) was selected by a qualification-based selection during the early Design Phase (60 percent design). In April 2017, the Department and the CM/GC contractor reached a Guaranteed Maximum Price (GMP) agreement for $162.8 million. Therefore, listing and advertising by the Department for this project is not required. A fund request of $172,630,000 will be made during the August CTC meeting in order to award the contract.

History/Community Interaction:

An informal public meeting was held at Kramer Junction on March 7, 1991. The scope of the project was presented to the participants. The attendees overwhelmingly favored the implementation of the proposed project and preferred Alternative 1, located mostly north of the existing SR 58. The only objection to the Alternative 1 was made by LUZ Engineering Group, who stated that the dust raised by construction would affect the mirrors at their solar energy plant.

On July 17, 2002, the Resource Management Division from Edwards Air Force Base sent a letter to Caltrans indicating their preference for the northern alignment (Alternatives 1 or 1A) because it protects the flight test missions at the base.

A Scoping Meeting was held on June 21, 2007 to give the community an opportunity to provide input on the purpose and need for the project, the alternatives being considered, and issues addressed in the Environmental Impact Review/Environmental Impact Statement, which would evaluate the effects this project may have on the environment. A public hearing was then held Tuesday, August 6, 2013 at the Roadhouse Restaurant located in Kramer Junction.

<u>Preferred Alternative:</u> Alternative 1A - Northerly Alignment Four - Lane Divided Expressway (with Spread Diamond and Cloverleaf Interchange at SR 58/US-395 Junction)

Alternative 1A is located north of the existing SR 58 and begins 0.4 miles west of Kern/San Bernardino County Line and ends 7.5 miles east of the SR 58/US-395 Junction. This Alternative consists of realigning and widening portion of SR 58 from a two-lane conventional highway to a four-lane divided expressway between Kern County line and PM R12.9 in San Bernardino County. Alternative 1A also includes a new modified interchange (spread diamond at the north side of SR 58 and cloverleaf at the south side of SR 58) located approximately 0.26 miles north of existing SR 58/US-395 Junction and overhead railroad separation that would be located 2.6 miles east of the same junction.

The Department, in coordination with the County of San Bernardino and the public, identified Alternative 1A as the most preferable with the least affected resources. In addition, a Value Analysis (VA) study conducted in June 2002 recommended the northern alignment as the best alternative for this project.

After technical studies were completed and based on the determination in the final environmental document and public comments received from the public hearing that was held on August 6, 2013, the Project Development Team (PDT) decided to select Alternative 1A as the Preferred Alternative on August 27, 2013.

The decision made by the PDT was structured and analyzed to address the evaluation criterion, which was developed to ensure that the selected Alternative 1A was the most suitable to meet the purpose and need for this project. The Department considered all significant, foreseeable, adverse impacts that would remain after the incorporation of all mitigation measures.

The Preferred Alternative's majority consensus resulted from the comments received during circulation of the Draft Environmental Impact Report/Environmental Impact Statement and Public Hearings. The circulated DEIR/EIS included responses from cooperative and participating agencies, resource and regulatory agencies, and the public.

Proposed Engineering Features:

Construct a four-lane divided expressway with partial control of access, a modified interchange (spread diamond at the north side of SR 58 and cloverleaf at the south side of SR 58) at SR 58/US-395 Junction, and a railroad overhead structure. The expressway will be primarily constructed on fill section and it will follow the relatively flat existing terrain except at the cross drainages and bridges.

SR 58's typical cross-section will consist of a 400-foot right of way, 75-foot median with mostly a 4:1 or flatter fill slope, twelve-foot lanes, ten-foot outside shoulders and five-foot inside shoulders. SR 58/US-395 interchange ramps will have two twelve-foot lanes at the connection to US-395 and transition to a single-lane where it connects to SR 58. Culverts, over-side drains and down drains are proposed to handle on-site as well as off-site storm runoff. Two large culverts are proposed with dual purposes; to allow water to cross SR 58 and to serve as wildlife crossing. These culverts will be constructed on SR 58 one on each side of US-395.

US-395 at the SR 58/US-395 interchange will be widened from existing two lanes and one left-turn lane to four lanes, two lanes in each direction, and two left-turn lanes for both the northbound southbound direction. Proposed lanes will be twelve-feet wide with eight-foot outside shoulders having mostly a 4:1 or flatter side slope. At the north and south of SR 58/US-395 interchange, US-395 will be constructed on a proposed 126-foot and 134-foot right of way respectively.

Traffic coming from SR 58 eastbound and westbound exit ramps would stop at the intersections with US-395. Both the westbound and eastbound ramp intersections will operate with a coordinated traffic signal system. Standard lighting will be use to illuminate these intersections as well as the connection of SR 58 with the entrance and exit ramps.

The following is a list and brief description of the other Alternatives considered for this project:

Alternative 1 - Northerly Alignment Four - Lane Divided Expressway

Alternative 1 is located north of existing SR 58 beginning 0.4 miles west of the Kern/San Bernardino County Line, ending 7.5 miles east of the SR 58/US-395 Junction (PM R12.9). This alternative includes a spread diamond interchange located approximately 0.26 miles north of existing SR 58/US-395 Junction and an overhead railroad grade separation that would be located approximately 2.6 miles east of the same junction. This alternative was revised into Alternative 1A because of the impacts to the subject properties. A spread diamond interchange would have required a full acquisition of two of three subject properties.

Alternative 2 - Along Existing Alignment Four - Lane Divided Expressway

Alternative 2 is located along existing SR 58 beginning 0.4 miles west of the Kern/San Bernardino County Line, ending 7.5 miles east of the SR 58/US-395 Junction (PM R12.9). This alternative includes a spread diamond interchange located south of and adjacent to the existing SR 58/US-395 Junction and an overhead railroad grade separation that would be located approximately 3.9 miles west of the same junction. In addition, existing SR 58 would be demolished in order to upgrade non-standard conditions and to provide for major drainage improvements. This alternative was rejected because of its impacts to local business and its proximity to a BNSF railroad line.

Alternative 3 - Southerly Alignment Four- Lane Divided Expressway

Alternative 3 is located south of existing SR 58 beginning 0.4 miles west of the Kern/San Bernardino county line and ending 7.5 miles east of the SR 58/US-395 Junction (PM R12.9). This alternative includes a spread diamond interchange located approximately 0.48 miles south of existing SR 58/US-395 Junction and an overhead railroad grade separation that would be located approximately 2.9 miles west of the same junction. This alternative was rejected due to the impacts associated with obtaining approximately a five mile easement from Edwards Air Force Base. Also, this alternative would have required the relocation of an electrical substation located just south of Kramer Junction.

Alternative 4 - No-Build

The No-Build Alternative would maintain the facility in its present condition. Under this alternative, the capacity of SR 58 would remain as a conventional two-lane highway with an at-grade signalized intersection at US-395, an at-grade railroad crossing and uncontrolled access from adjacent driveways and streets. Existing congestion and travel delays will increase resulting in higher user cost, particularly for transporting farm products. The LOS for this segment of SR 58 is currently at "D" and it is projected to operate at LOS F by Year 2039.

There will be no construction costs associated with the No-Build Alternative and no environmental impacts other than ongoing impacts associated with the existing alignment.

The No-Build Alternative provides decision-makers with a baseline for evaluating and considering the relative magnitude of impacts from the build alternatives. The No-Build Alternative may be selected if other alternatives have substantial impacts on the environment, do not serve the stated purpose and need or are not economically feasible. Selection of the No-Build Alternative will not preclude future maintenance work or future highway projects along this section of highway.

LOCATION MAP

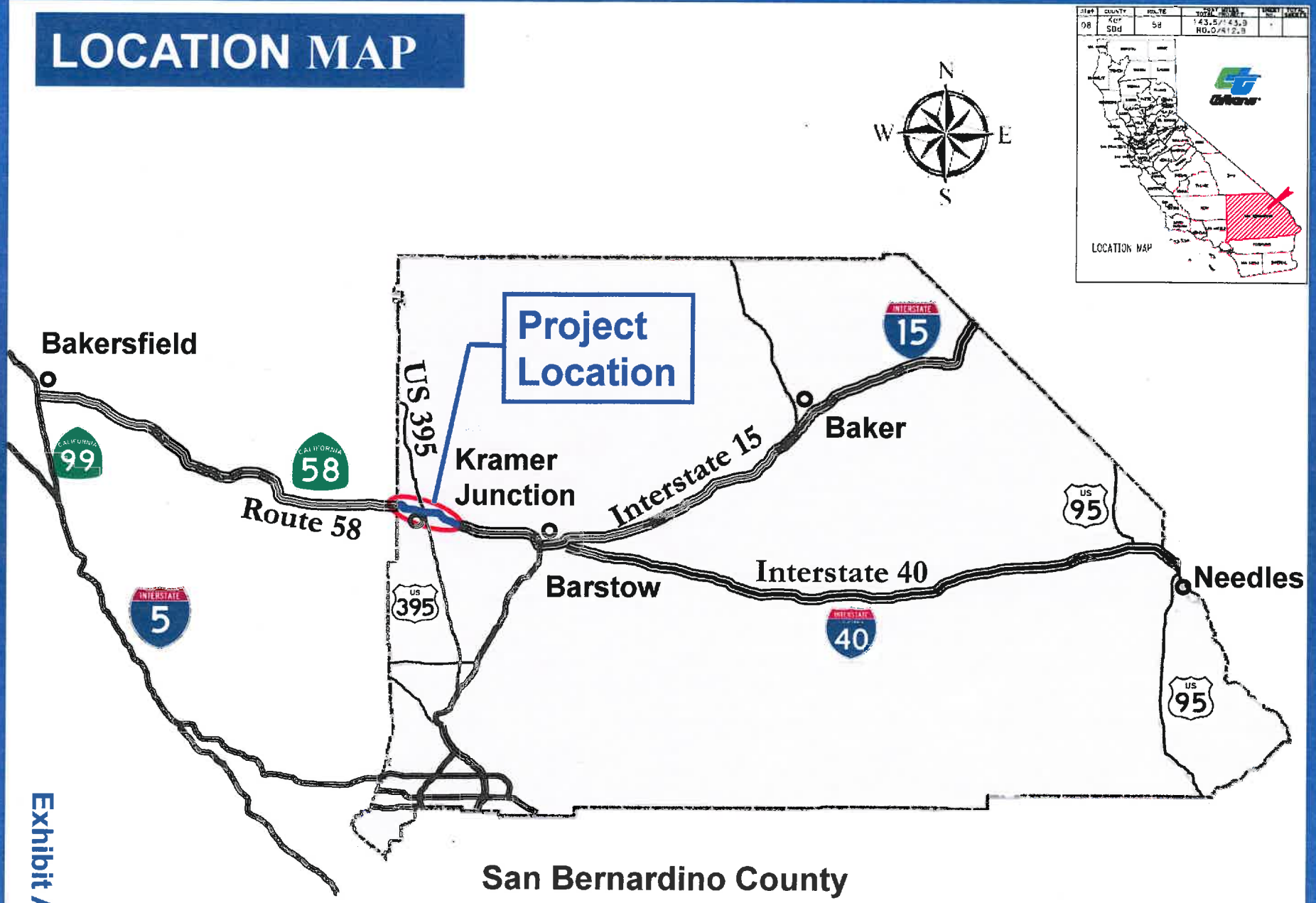


Exhibit A1

Exhibit A1

Project Location

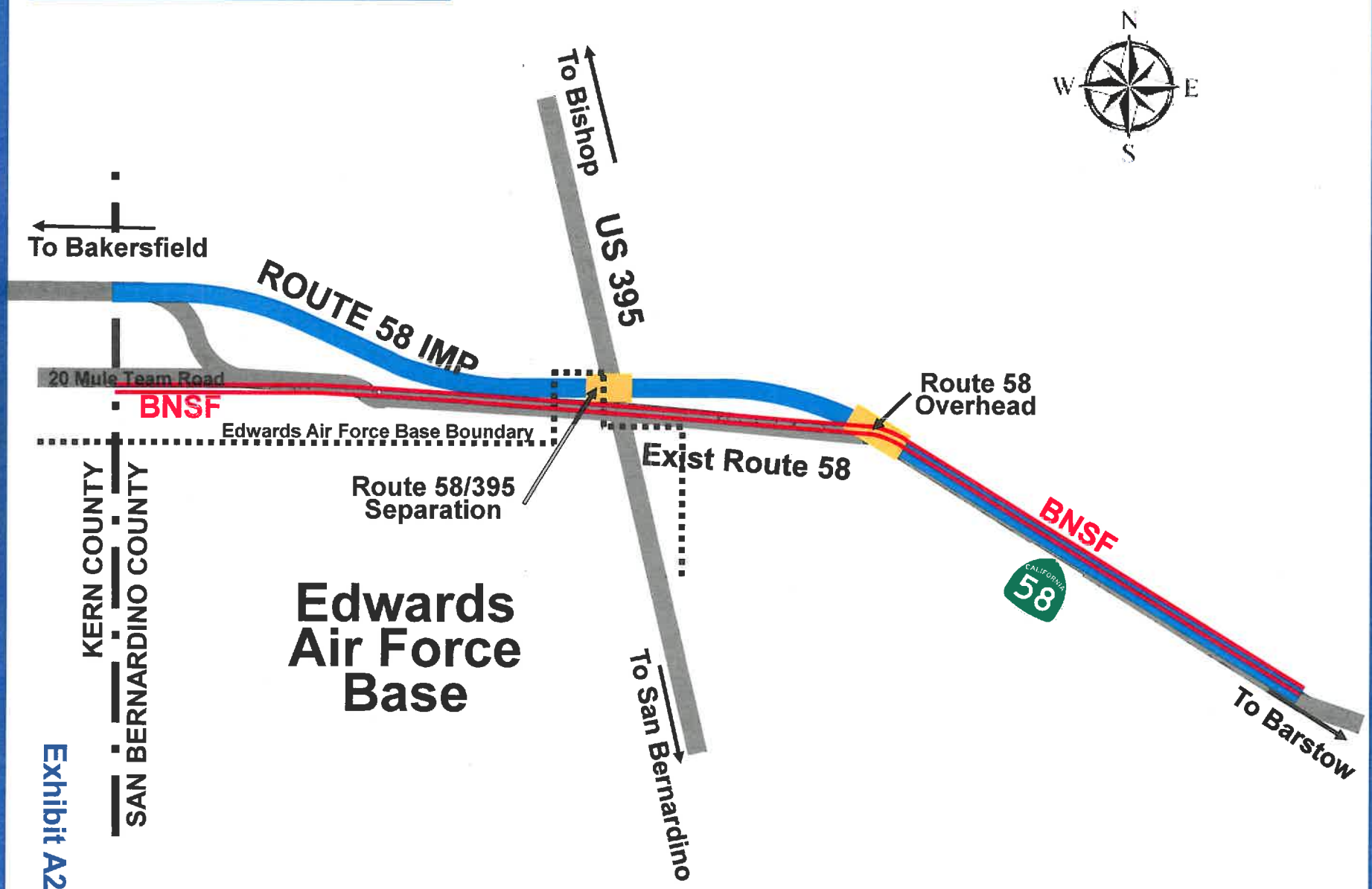


Exhibit A2

Exhibit A2

Project Location

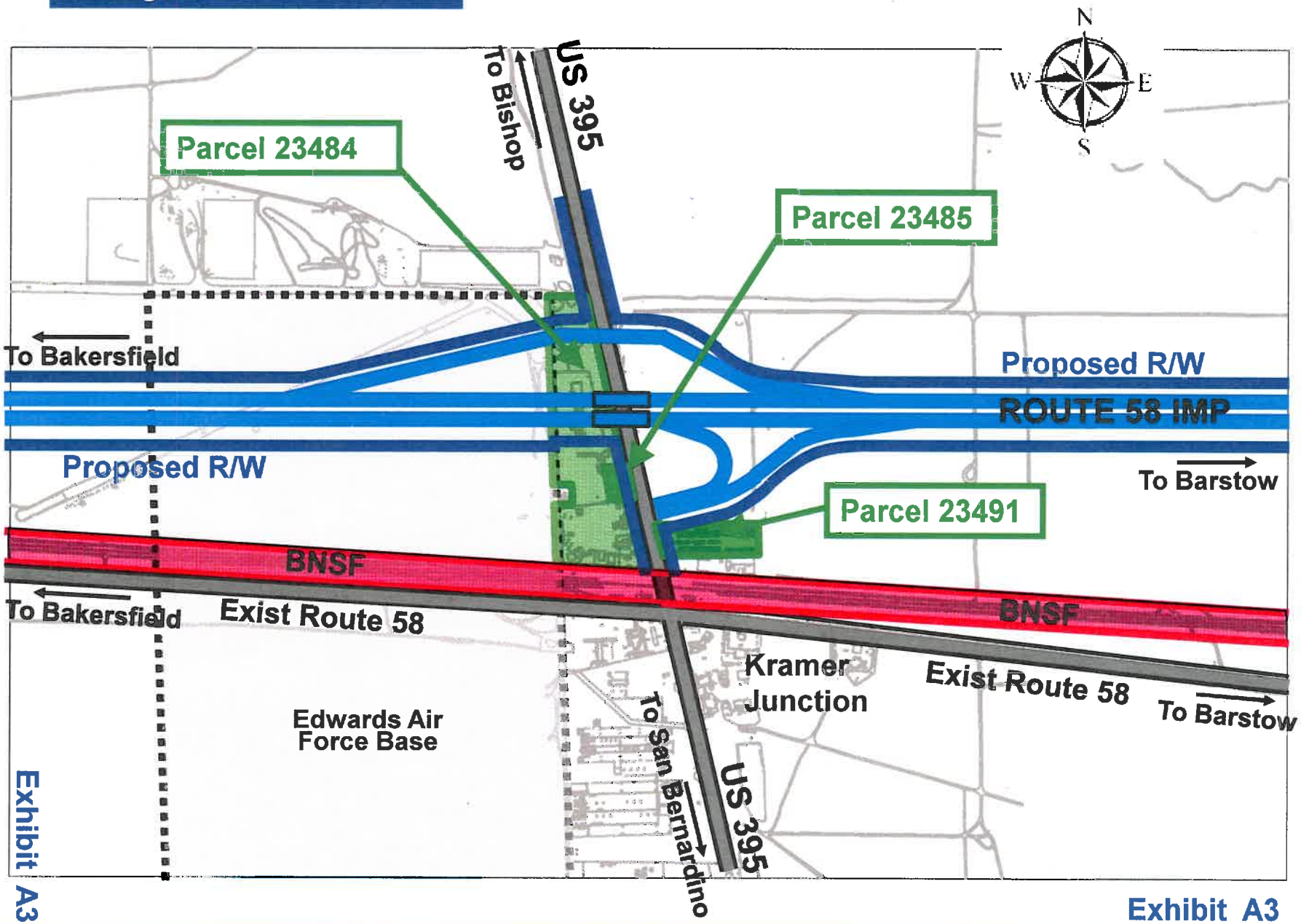


Exhibit A3

Exhibit A3

PARCEL PANEL REPORT

Resolution of Necessity C-21556

PARCEL DATA

Property Owner: Kramer Service Corporation

Parcel Location: 40808 Highway 395 in the unincorporated area of Kramer Junction. Assessor Parcel Number (APN): 0492-191-04

Present Use: Mixed-use commercial/industrial. Commercial/Construction truck/equipment repair, restoration, and showcase vintage military and collectible automobiles; seasonal drive-in café; self-service truck stop/wash; storage yard for trucks, planes, campers, other vehicles and equipment.

Zoning: Rural Commercial

Area of Property: 719,813 Square Feet (SF), (16.52 Acres)

Area Required:

Parcel 23484-1:	286,186 SF - Fee
Parcel 23484-2:	5,712 SF - Fee
Parcel 23484-3:	2,197 SF - *Utility Easement
Parcel 23484-4:	1,826 SF - *Utility Easement
Parcel 23484-5:	2,534 SF - Temporary Construction Easement (TCE)
Parcel 23484-6:	2,198 SF - TCE
Parcel 23484-7:	1,110 SF - TCE
Parcel 23484-8:	6,838 SF - TCE
Parcel 23484-9:	4,991 SF - TCE

*To be conveyed to Southern California Edison Company (SCE)

PARCEL DESCRIPTION

The subject parcel is located at 40808 Highway 395 in the unincorporated area Kramer Junction, in the County of San Bernardino. Identified as APN 0492-191-04, the property consist of 719,813 SF, or approximately 16.52 acres. The property is bounded by Edwards Air Force base property to the west, Burlington Northern Santa Fe Railroad (BNSF) to the south, and US-395 to the east which provides access to the site. Topography of the property is relatively flat at street grade, and has a shape that is more rectangular than triangular (wider base or southerly-perimeter line than top or northerly-perimeter line). The property includes the following improvements: a service garage shed; three service/storage garage sheds; two storage hangers; an industrial building that is a repair/restoration shop and showroom for vintage cars and military-type

vehicles; a drive-in café with outdoor seating known as the Astro Burger; a self-serve truck wash/stop area; a small trailer/mobile home used as a residence for onsite security personnel; and miscellaneous chain-link fencing and gates.

Public utilities available to the site include electricity, gas and telephone. The site has a septic tank/system for sewer, and water service is provided via a private well owned by the property owners, on other property they own located north of the subject property. It should be noted that the subject property has two private water lines and a private sewer line. The private water lines flow southerly from the property owners' well located on a separate parcel north of the subject property. These lines not only service the subject property, but they also service other separate properties owned by these same property owners, located south of the BNSF railway and east of US-395. The private sewer line is also owned by the property owners, and flows northerly into septic tanks and eventually to sewage ponds that are located north of the subject property, on property that is also owned by these property owners. The sewer line also provide services to other separate properties owned by these property owners located to the south.

NEED FOR SUBJECT PROPERTY

The subject property is impacted as a result of the construction, realignment and widening of State Route (SR) 58 from a two-lane conventional highway to a four-lane divided expressway. The property is needed primarily for the construction of the proposed spread diamond (north side of SR 58)/cloverleaf (south side of SR 58) interchange at the SR 58/US-395 Junction.

As a result, in the after-condition, the subject property will be bifurcated leaving a northerly and southerly remainder. The northerly remainder will contain 42,238 SF or approximately 0.97 acres. Although considered to be legal but non-conforming in size, the northerly remainder still has development potential under its current zoning designation. The southerly remainder area will contain 385,677 SF or approximately 8.85 acres and will have the same development potential as in the before-condition. Although the remainders are reduced in size, they are considered to be of adequate size and shape for allowable commercial and other uses under the Rural Commercial zoning designation. Accessibility and current and potential development will continue, and thus the Highest and Best Use of this remainders remains as in the before-condition.

During the project development stage which spanned multiple years and involved numerous property owner meetings and communications, the project's impact on the owner's property were reduced by modifying the proposed project requirements in several ways:

1. The spread diamond ramp terminal on the north side of the proposed interchange was skewed to seventy-five degrees. This design change resulted in 4,295 SF less right of way and 30 feet less access control needed from the northern remainder of the subject property.

2. The US-395 alignment was realigned to incorporate a vertical abutment bridge structure with no slope paving, enabling the construction of the SR 58 Separation structure to occur prior to the adjacent public utility relocations of electrical overhead transmission lines, that required long-lead time for ordering of materials. This design change resulted in 853 SF less right of way from the south remainder of the subject property.

3. The median width of SR 58 four-lane expressway was reduced from 100 feet to 75 feet affecting the eastbound cloverleaf ramp to be realigned 25 feet northerly. This design change resulted in 10,829 SF less right of way and 17.6 feet less access control from south remainder of the subject property.

Conversely, the project's impact on the owner's property was altered by modifying some of the proposed project requirements at the request of the property owners. Initially, the project requirements included purchase of access rights opposite from the cloverleaf ramp terminal on the south side of the proposed interchange to preclude driveways within the ramp intersection area from the subject property. However, after meetings with the property owners to address their concerns, the cloverleaf ramp terminal was modified from a 3-way stop-controlled intersection into a 4-way signalized intersection to meet the property owner's need for an alleged gas station development of their south remainder property. This design change resulted in 5,586 SF of additional right of way and 112 feet less access control from the south remainder of the subject property.

Additionally, a portion of the subject property is needed for both public and private utility relocations as a result of the proposed project. The subject has three existing private utilities, two water lines and one sewer line. These private lines will be relocated along their existing alignments traversing under the proposed SR 58 alignment. At the request of the property owners, a project decision was made to provide an additional transverse private utility pipe casing for the intended use of discharging storm water from the south remainder to the northern remainder of the subject property.

The subject property is also needed for public utility relocations that are the direct result of the proposed project. Specifically, SCE transmission lines and distribution/communication lines are affected. The transmission lines will be elevated on taller tubular steel poles fifteen feet outside the proposed right of way and within existing SCE transmission easements on the northern and southern remainder of the subject parcel. The distribution/communication relocation includes burying two separate lines underground through two vaults located outside the proposed right of way within the northern and southern remainder parcels of the subject property. This relocation requires two new ten foot wide easements, one located on the north remainder and one on the southern remainder.

Given the above, the subject property cannot be avoided and project requirements are needed and must be acquired.

RESOLUTION OF NECESSITY REVIEW PANEL REPORT

The Condemnation Review Panel (Panel) met in San Bernardino on June 14, 2017. The Panel members included Jeffrey Purdie, Panel Chair, Department of Transportation (Department) Headquarters (HQ's) Division of Right of Way and Land Surveys; Mark Berkebile, Department's Los Angeles Legal Division; Linda Fong, Department HQ's Division of Design; and Mark Zgombic, Department HQ's Division of Right of Way and Land Surveys, Secretary to the Panel. Representing the property owners at the meeting was attorney Mona Nemat, James Darr, Dennis Darr, Don Darr, Diane Boroff, and Brett Paulson.

This report summarizes the findings of the Panel with regard to the four criteria required for a Resolution of Necessity and makes a recommendation to the Department's Chief Engineer. The primary concerns and objections expressed by the property owners are: that the proposed project is not planned or located in the manner that will be most compatible with the greatest public good and least private injury, that the property sought to be acquired in not necessary for the project, and that a valid offer has not been made pursuant to Government Code 7267.2.

The following is a description of the primary concern/contention expressed by the property owner's and their representatives, followed by the Department's response:

Owner Contends:
The raised median (island) on US-395 adjacent to the northerly driveway creates issues with respect to traffic flow. Specifically, access for commercial/oversized trucks entering into the property is impeded as a result of this design feature.

Department Response:
The raised median is a safety requirement for traffic operations. Due to the location of the signalized 4-way intersection located to the south, a raised median is required as opposed to a painted median. The Department has also confirmed through modeling with truck turning templates that commercial/oversized trucks traveling southbound on US-395 can safely enter into the subject property.

Owner Contends:
U-Turns must be allowed at Salton Road for vehicles traveling northbound on US-395.

Department Response:
There are no restrictions for U-Turns at Salton Road for vehicles traveling northbound on US-395.

Owner Contends:
Department maps show the subject property encumbered by a utility easement in favor of NextEra, when in reality this easement reverted back to the property owners, per Trustee's Deed Upon Sale dated January 15, 1999, Document #19990016946.

Department Response:
The property owners are correct, however there are multiple easements in this area, one of which is still in favor of NextEra for their utility facilities which encumber the property. The imposition these easements have on the use of the property has been considered by the Department's appraiser. This is a compensation issue outside the purview of the Commission.

Owner Contends:
The Southern California Edison (SCE) easement language for their underground utilities is not reasonable and should be negotiated. The language does not specifically state what the owners can and cannot do within the easement area. Therefore a meeting with SCE, the Department, and the property owners is required.

Department Response:
As a result of the project, underground utility easements are needed which will ultimately be conveyed to SCE. The standard language for these easements was provided by SCE, given the type of underground facilities that will be installed. Any future meetings to negotiate the terms of the easement language is between the property owners and SCE. However, the Department will attend any such meetings if requested. The imposition these easements have on the use of the property has been considered by the Department's appraiser. This is a compensation issue outside the purview of the Commission.

Owner Contends:
If NextEra utility poles are allowed to remain within the Department's right of way, then SCE's utility poles should be allowed to remain within the Department's right of way.

Department Response:
As a result of the project, SCE will be relocating two of their utility poles onto the property owners remaining property within SCE's existing easement. These poles will allow SCE's existing overhead lines to span the proposed right of way. The placement and location of SCE facilities within their existing easement is their decision. The line span of the overhead lines precludes placing SCE poles within the Department's right of way. SCE has considered the owners concerns regarding the location of these poles on their property and redesigned their facilities and the pole locations to minimize property impacts.

The NextEra poles are allowed to remain within the Department's right of way by exception. Relocating these poles outside the proposed right of way would not be consistent with the concept of a project planned and located in a manner that will be most compatible with the "greatest public good and least private injury." This would require rerouting a portion of the NextEra utility corridor, at a cost of millions of dollars, which would impact additional properties located outside the scope of the environmental document. This would also impact adjacent SCE and Pacific Gas and Electric utility corridors in the area.

Owner Contends:
The SCE utility poles that will be relocated onto the owner's property can be redesigned using a tubular steel pole (TSP) or engineered pole to prevent the need for guy wires. This redesign would reduce impacts to their property.

Department Response:
Per SCE, using TSP's for these relocations is not feasible at this location, as TSP's will interfere with their transmission lines in the area. Impacts, if any, to the subject property as a result of the use of guy wires is a compensation issue.

Owner Contends:
The Department's design for the realignment/replacement of their private sewer and water lines is incorrect. The pipe dimensions are not what was agreed to in previous design meetings regarding this issue.

Department Response:
A meeting was held on June 23, 2017 in which the parties agreed on the design (including pipe dimensions) for the realignment/replacement of the owner's private sewer and water lines.

Owners Contend:
The Department has not provided adequate relocation assistance/advisory assistance, or a list of compatible comparable replacement sites for the owners' businesses.

Department Response:
All owners/lessees have been advised of any relocation assistance benefits to which they may be entitled. The Department has provided the owners with a list of possible comparable replacement sites for their businesses, and relocation assistance efforts are ongoing. This is a compensation issue.

Owner Contends:
The Department's offer of just compensation does not comply with the requirements of Government Code Section 7267.2, as it did not acknowledge a functioning private air strip that supports the property. In addition, the type of land sales used to value the property and assess damages are inappropriate.

Department Response:
The Department has complied with Government Code Section 7267.2 by having a fair market value appraisal prepared which determines the just compensation for the real property, and has made an offer to the owners of record to acquire the property in the full amount of that appraisal. The Department's appraisal did address and consider the affects, if any, an adjacent private air strip has on the value of the subject property. The land sales used to value the subject property and assess damages, if any, were based on the appraiser's opinion of the properties highest and best use. These are compensation issues and are outside the purview of the Commission.

DEPARTMENT'S CONTACTS

The following is a summary of contacts made with the property owner:

Type of Contact	Number of Contacts
Mailing of information	7+
E-Mail of information	40+
Telephone contacts	5+
Personal / meeting contacts	7+

STATUTORY OFFER TO PURCHASE

The Department has appraised the subject property and offered the full amount of the appraisal to the owners of record as required by Government Code Section 7267.2. The property owner has been notified that issues related to compensation are outside the purview of the Commission.

PERSONS ATTENDING CONDEMNATION PANEL REVIEW MEETING HEARING ON JUNE 14, 2017

Jeffrey Purdie, HQ's Division of Right of Way and Land Surveys, Panel Chair
Mark Berkebile, Los Angeles Legal Office Attorney, Panel Member
Linda Fong, HQ's Division of Design, Panel Member
Mark Zgombic, HQ's Division of Right of Way and Land Surveys, Panel Secretary

Mona Nemat, Brissman & Nemat, Attorney for Property Owners
James Darr, Property Owner
Dennis Darr, Property Owner
Don Darr, Property Owner
Diana Boroff, Property Owner Representative
Brett Paulson, Cornerstone Right of Way, Moving Specialist

John Bulinski, District 8, District Director
Christy Connors, District 8, Deputy District Director, Design
Wil Ochoa, District 8, Project Manager
Sergio Avila, District 8, Office Chief, Design
Robert Lyles, Jr., District 8, Project Engineer
Rebecca Guirado, District 8, Deputy District Director, Right of Way
Anthony Rizzi, District 8, Senior Right of Way Agent
John Tiller, District 8, Associate Right of Way Agent

PANEL RECOMMENDATION

The Panel concludes that the Department's project complies with Section 1245.230 of the Code of Civil Procedure in that:

- The public interest and necessity require the proposed project.
- 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 property rights to be condemned are necessary for the proposed project.
- An offer to purchase in compliance with Government Code Section 7267.2 has been made to the owners of record.

The Panel recommends submitting this Resolution of Necessity to the Commission.

for JEFFREY PURDIE
Chief
Office of Project Delivery
Division of Right of Way and Land Surveys
Panel Chair

I concur with the Panel's recommendation:

KARLA SUTLIFF
Chief Engineer

EXHIBIT B1

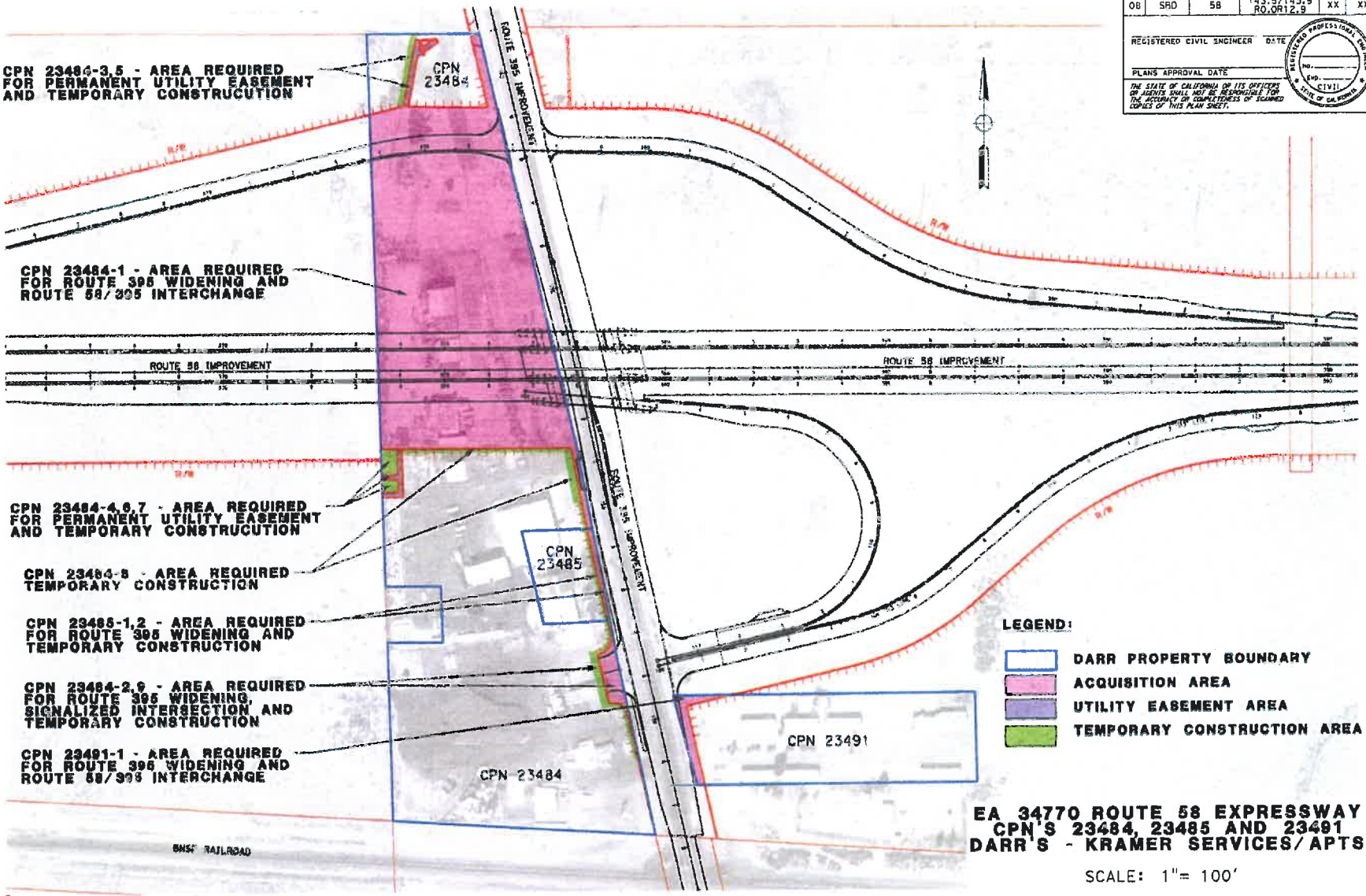
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	58	143.5/143.9 R0.0R12.9	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER NO. EXP. CIVIL STATE OF CALIFORNIA



EA 34770 ROUTE 58 EXPRESSWAY
CPN'S 23484, 23485 AND 23491
DARR'S - KRAMER SERVICES/APTS

SCALE: 1"= 100'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR: SERGIO AVILA

CALCULATED-DESIGNED BY: ROBERT S LYLES JR

CHECKED BY

REVISED BY

DATE REVISED

LAST REVISION 01-27-17

DATE PLOTTED => 02-FEB-2017

TIME PLOTTED => 08:40

BORDER LAST REVISED 7/2/2010

USERNAME => s129298

DGN FILE => 20172701 EA 34770 DARR DESIGN MAP2.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 08000006161

EXHIBIT B2

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21556

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-58-PM R5.22 PARCEL 23484-1,2,3,4,5,6,7,8,9
OWNER: Kramer Service Corporation

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102 and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Southern California Edison Company for utility purposes; and Code o Civil Procedure Section 1240.510 in that the property being acquired is for a compatible use;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-58 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Postmile
08	SBD	58	R5.22

Project ID 0800000616

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 8 pages.

Parcels in Legal Description:					
23484-1					
23484-2					
23484-3					
23484-4					
23484-5					
23484-6					
23484-7					
23484-8					
23484-9					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature _____
Professional Land Surveyor

Date 1/13/2017

PROFESSIONAL LAND SURVEYOR
Trent Lenfestey
Exp. 12/31/17
PLS 8351
STATE OF CALIFORNIA

LEGAL DESCRIPTION

PARCEL 23484-1 & 23484-2

For freeway purposes, that portion of the West half of Government Lots 1 and 2 of the Northwest quarter, Section 5, Township 10 North, Range 6 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, in the unincorporated area of the County of San Bernardino, State of California, described as follows:

COMMENCING at a 1 inch iron pipe with CALTRANS tag at intersection of the West line of said section and the north right of way line of AT & SF Railroad as shown on Record of Survey 00-020 filed in Book 113 pages 83 through 85 inclusive, Records of said county; thence along said north line South 86°24'17" East 595.73 feet to the **POINT OF BEGINNING**; thence (Course "A") North 13°11'23" West 188.51 feet; thence continuing North 13°11'23" West 109.10 feet to the beginning of a non-tangent curve concave southerly having a radius of 40.00 feet, a radial line bears North 45°01'21" East; thence northwesterly along said non-tangent curve through a central angle of 58°12'43" an arc distance of 40.64 feet; thence (Course B) North 13°11'23" West 112.00 feet to the beginning of a non-tangent curve concave northwesterly having a radius of 40.00 feet, a radial line bears South 13°11'23" East; thence northeasterly along last said non-tangent curve through a central angle of 90°00'00" an arc distance of 62.83 feet; thence North 13°11'23" West 109.30 feet to the beginning of a curve concave easterly having a radius of 5,060.00 feet; thence northeasterly along said curve through a central angle of 2°34'17" an arc distance of 227.09 feet; thence (Course C) continuing along said curve through a central angle of 0°14'09" an arc distance of 20.83 feet to a reverse curve, concave westerly having a radius of 4,940.00 feet; thence (Course D) northwesterly along said curve through a central angle of 0°27'16" an arc distance of 39.17 feet; thence continuing along said curve through a central angle of 0°24'21" an arc distance of 35.00 feet; thence North 90°00'00" West 431.11 feet to a point on the west line of said Section 5, said point being distant South 1°50'39" East 937.03 feet from the northwest corner of said Section 5; thence North 1°50'39" West 754.17 feet along said west line; thence North 76°48'37" East 79.57 feet; thence South 89°02'57" East 190.44 feet; thence North 13°11'23" West 86.70 feet; thence continuing (Course E) North 13°11'23" West 84.72 feet to the a point on the North line of said section, last said point being distant South 89°47'14" East 234.65 feet from said northwest corner of said section; thence South 89°47'14" East 19.72 feet along said North line to the westerly line of US Route 395 (80 feet wide) as shown on said Record of Survey; thence along last said westerly line, South 13°09'15" East 958.18 feet to the northerly corner of that certain parcel of land described in a Grant Deed to the State of California recorded August 2, 2000 as Document No. 2000-0278558, Official Records of said county; thence South 10°45'06" East 192.34 feet along the westerly boundary of last said parcel to the northwesterly corner of that certain parcel of land described in a Grant Deed to the State of California recorded August 2, 2000, as Document No. 2000-0278563, Official Records of said county; thence South 10°45'06" East 211.58 feet along the westerly line of last said parcel to the northwesterly corner of that certain parcel of land described in a Grant Deed

(continued)

to the State of California recorded August 2, 2000, as Document No. 2000-0278577, Official Records of said county; thence along the westerly boundary of last said parcel South 10°45'06" East 97.33 feet; thence continuing along last said westerly boundary South 12°26'18" East 398.98 feet to said north right of way line of AT & SF Railroad; thence along said north right of way North 86°24'17" West 0.05 feet to the **POINT OF BEGINNING.**

EXCEPTING therefrom that portion lying within that certain Parcel of land as described in a Grant Deed recorded November 17, 2006, as Document No. 2006-0787484, Official Records of said county.

Lands abutting the freeway shall have no right or easement of access thereto except over and across courses A, B, C, D and E hereinabove described.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 5. Divide distances shown by 0.9998188 to obtain ground level distances.

LEGAL DESCRIPTION

PARCEL 23484-3

An EASEMENT for utility purposes and right of way to construct, use, maintain, operate, alter, add to, repair, replace, reconstruct, inspect and remove at any time and from time to time overhead and underground electrical supply systems and communication systems (hereinafter referred to as "systems"), consisting of poles, guys and anchors, crossarms, wires, underground conduits, cables, vaults, manholes, handholes, and including above-ground enclosures, markers and concrete pads and other appurtenant fixtures and equipment necessary or useful for distributing electrical energy and for transmitting intelligence by electrical means, to the STATE, its successors and assigns, in, on, over, under, across and along that portion of the West half of Government Lots 1 and 2 of the Northwest quarter, Section 5, Township 10 North, Range 6 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, in the unincorporated area of the County of San Bernardino, State of California, included within a strip of land, 10.00 feet wide, the westerly line thereof being described as follows:

Parcel A

COMMENCING at a point on the north line of said Section 5, said point being distant South 89°47'14" East 114.03 feet from the northwest corner of said section; thence South 10°33'08" West 13.65 feet to the **POINT OF BEGINNING**; thence South 10°33'08" West 47.27 feet to point "A"; thence South 10°33'08" West 106.09 feet to the point of terminus of this description.

The sideline of said strip shall be prolonged or shortened so as to begin at a line which bears North 90°00'00" East from the **POINT OF BEGINNING** and terminate at a line which bears, South 89°02'57" East from the point of terminus.

Parcel B

A strip of land, 10.00 feet wide, the southerly line thereof being described as follows:

COMMENCING at above said point "A"; thence North 54°13'24" East 14.48 feet to the **POINT OF BEGINNING**; thence North 54°13'24" East 57.86 feet to the point of terminus of this description.

EXCEPTING THEREFROM that portion lying within said parcel A.

Parcel C

A strip of land, 3.00 feet wide, lying 1.50 feet on each side of the following described line:

COMMENCING at a point on the north line of said Section 5, said point being distant South 89°47'14" East 116.93 feet from the northwest corner of said section; thence South 14°18'47" East 15.84 feet to the **POINT OF BEGINNING**; thence South 14°18'47" East 35.00 feet to the point of terminus of this description.

EXCEPTING THEREFROM that portion lying within said parcels A and B.

Parcel D

A strip of land, 3.00 feet wide, lying 1.50 feet on each side of the following described line:

COMMENCING at a point on the north line of said Section 5, said point being distant South 89°47'14" East 127.03 feet from the northwest corner of said section; thence South 0°05'53" West 13.65 feet to the **POINT OF BEGINNING**; thence South 89°54'07" East 24.88 feet to the point of terminus of this description.

EXCEPTING THEREFROM that portion lying within said parcel B.

OWNER further grants, bargains, sells and conveys unto the STATE the right of assignment, in whole or in part, to others, without limitation, and the right to apportion or divide in whatever manner STATE deems desirable, any one or more, or all, of the easements and rights, including but not limited to all rights of access and ingress and egress granted to the STATE by this Grant of Easement.

OWNER agrees for itself, its heirs and assigns, not to erect, place or maintain, nor to permit the erection, placement or maintenance of any building, planter boxes, earth fill or other structures except walls and fences on the hereinbefore described easement area. The STATE, and its contractors, agents and employees, shall have the right to trim or top such trees and to cut such roots as may endanger or interfere with said systems and shall have free access to said systems and every part thereof, at all times, for the purpose of exercising the rights herein granted; provided, however, that in making any excavation on said property of the OWNER, the STATE shall make the same in such a manner as will cause the least injury to the surface of the ground around such excavation, and shall replace the earth so removed by it and restore the surface of the ground to as near the same condition as it was prior to such excavation as is practicable.

The bearings and distances used in the above descriptions are based on the California Coordinate System of 1983, Zone 5. Divide distances shown by 0.9998188 to obtain ground level distances.

PARCEL 23484-4

An EASEMENT for utility purposes and right of way to construct, use, maintain, operate, alter, add to, repair, replace, reconstruct, inspect and remove at any time and from time to time overhead and underground electrical supply systems and communication systems (hereinafter referred to as "systems"), consisting of poles, guys and anchors, crossarms, wires, underground conduits, cables, vaults, manholes, handholes, and including above-ground enclosures, markers and concrete pads and other appurtenant fixtures and equipment necessary or useful for distributing electrical energy and for transmitting intelligence by electrical means, to the STATE, its

successors and assigns, in, on, over, under, across and along that portion of the West half of Government Lots 1 and 2 of the Northwest quarter, Section 5, Township 10 North, Range 6 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, in the unincorporated area of the County of San Bernardino, State of California, included within a strip of land, 10.00 feet wide, the southerly and easterly line thereof being described as follows:

BEGINNING at a point on the west line of said Section 5, said point being distant South 1°50'39" East 1047.02 feet from the northwest corner of said section; thence North 88°09'21" East 47.00 feet; thence North 1°50'39" West 108.48 to the point of terminus of this description.

The sideline of said strip shall be prolonged or shortened so as to begin at said west line and terminate at a line which bears, North 90°00'00" West from the point of terminus.

TOGETHER WITH strip of land, 10.00 feet wide, the southerly line thereof being described as follows:

BEGINNING at a point on the west line of said Section 5, said point being distant South 1°50'39" East 1007.02 feet from the northwest corner of said section; thence North 88°09'21" East 37.00 feet to the west line of above described strip and the terminus of this description.

The sideline of last said strip shall be prolonged or shortened so as to begin at said west line of said section and terminate on said west line of first described strip.

OWNER further grants, bargains, sells and conveys unto the STATE the right of assignment, in whole or in part, to others, without limitation, and the right to apportion or divide in whatever manner STATE deems desirable, any one or more, or all, of the easements and rights, including but not limited to all rights of access and ingress and egress granted to the STATE by this Grant of Easement.

OWNER agrees for itself, its heirs and assigns, not to erect, place or maintain, nor to permit the erection, placement or maintenance of any building, planter boxes, earth fill or other structures except walls and fences on the hereinbefore described easement area. The STATE, and its contractors, agents and employees, shall have the right to trim or top such trees and to cut such roots as may endanger or interfere with said systems and shall have free access to said systems and every part thereof, at all times, for the purpose of exercising the rights herein granted; provided, however, that in making any excavation on said property of the OWNER, the STATE shall make the same in such a manner as will cause the least injury to the surface of the ground around such excavation, and shall replace the earth so removed by it and restore the surface of the ground to as near the same condition as it was prior to such excavation as is practicable.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 5. Divide distances shown by 0.9998188 to obtain ground level distances.

LEGAL DESCRIPTION

An EASEMENT for temporary construction purposes upon, over and across that portion of the West half of Government Lot 2 of the Northwest quarter, Section 5, Township 10 North, Range 6 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, in the unincorporated area of the County of San Bernardino, State of California, described as follows:

Parcel 23484-5

COMMENCING at a point on the North line of said Section 5, said point being distant thereon South 89°47'14" East 114.03 feet from the northwest corner of said section to the **POINT OF BEGINNING**; thence South 10°33'08" West 167.01 feet, thence North 89°02'57" West 0.09 feet; thence South 76°48'37" West 16.29 feet; thence North 10°33'08" East 170.85 feet to said North line; thence South 89°47'14" East 15.25 feet to the **POINT OF BEGINNING.**

Parcel 23484-6

BEGINNING at a point on the west line of said Section 5, said point being distant thereon South 1°50'39" East 1007.02 feet from the northwest corner of said section; thence North 88°09'21" East 37.00 feet; thence South 1°50'39" East 30.00 feet; thence South 88°09'21" West 37.00 feet to said west line; thence along said west line North 1°50'39" West 30.00 feet to the **POINT OF BEGINNING**

Parcel 23484-7

BEGINNING at a point on the west line of said Section 5, said point being distant thereon South 1°50'39" East 937.03 feet from the northwest corner of said section; thence North 90°00'00" East 37.02 feet; thence South 1°50'39" East 58.80 feet; thence South 88°09'21" West 37.00 feet to said east line; thence along said west line North 1°50'39" West 59.99 feet to the **POINT OF BEGINNING**.

Parcel 23484-8 & 23484-9

COMMENCING at a 1 inch iron pipe with CALTRANS tag at intersection of the West line of said section and the north right of way line of AT & SF Railroad as shown on Record of Survey 00-020 filed in Book 113 pages 83 through 85 inclusive, Records of said county; thence along said north line South 86°24'17" East 595.73 feet; thence North 13°11'23" West 179.49 feet to the **POINT OF BEGINNING**; thence continuing North 13°11'23" West 118.13 feet to the beginning of a non-tangent curve concave southerly having a radius of 40.00 feet, a radial line bears North 45°01'21" East; thence northwesterly along said non-tangent curve through a central angle of 58°12'43" an arc distance of 40.64 feet; thence North 13°11'23" West 112.00 feet to the beginning of a non-tangent curve concave northwesterly having a radius of 40.00 feet, a radial line bears South 13°11'23" East; thence northeasterly along last said non-tangent curve through a central angle of 90°00'00" an arc distance of 62.83 feet; thence North 13°11'23" West 109.30 feet to the beginning of a curve concave easterly having a radius of 5,060.00 feet; thence northeasterly along said curve through a

central angle of 2°48'26" an arc distance of 247.92 feet to a reverse curve, concave westerly having a radius of 4,940.00 feet; thence northwesterly along said curve through a central angle of 0°51'37" an arc distance of 74.17 feet; thence North 90°00'00" West 431.11 feet to a point on the west line of said Section 5, said point being distant South 1°50'39" East 937.03 feet from the northwest corner of said Section 5; thence along said along said west line South 1°50'39" East 10.01 feet; thence North 90°00'00" East 412.38 feet to the beginning of a non-tangent curve concave westerly having a radius of 4,920.00 feet, a radial line bears North 78°49'47" East; thence southerly along last said non-tangent curve through a central angle of 0°47'16" an arc distance of 67.65 feet to a reverse curve concave northeasterly having a radius 5,080.00 feet' thence southeasterly along last said reverse curve through a central angle of 0°35'20" an arc distance of 52.21 feet; thence North 76°48'38" East 10.01 feet to the beginning of a non-tangent curve concave northeasterly having a radius of 5,070.00 feet, a radial line bears South 79°01'59" West; thence southeasterly along last said non-tangent curve through a central angle of 2°13'22" an arc distance of 196.69 feet; thence South 13°11'23" East 109.30 feet to the beginning of a curve concave northwesterly having a radius of 30.00 feet; thence southwesterly along last said curve through a central angle of 90°00'00" an arc distance of 47.12 feet; thence South 76°48'37" West 20.00 feet; thence South 13°11'23" East 132.00 feet; thence North 76°48'37" East 20.00 feet to the beginning of a curve concave southwesterly having a radius of 30.00 feet; thence southeasterly along last said curve through a central angle of 53°07'50" an arc distance of 27.82 feet; thence South 13°11'23" East 115.05 feet; thence North 76°48'37" East 10.00 feet to the **POINT OF BEGINNING**.

EXCEPTING THEREFROM that portion of the above described Parcels 23484-8 and 23484-9 the westerly 47.00 feet of said Section 5.

ALSO EXCEPTING THEREFROM that portion lying within that certain Parcel of land as described in a Grant Deed recorded November 17, 2006, as Document No. 2006-0787484, Official Records of said county.

Rights to the above described temporary easements shall cease and terminate on May 14, 2020. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 5. Divide distances shown by 0.9998188 to obtain ground level distances.

PARCEL PANEL REPORT

Resolution of Necessity C-21557

PARCEL DATA

Property Owner:	Kramer Apartments Corporation, a California Corporation
Parcel Location:	40716 Highway 395 in the unincorporated area of Kramer Junction. Assessor Parcel Number (APN): 0492-191-03
Present Use:	Antique Shop
Zoning:	Rural Commercial
Area of Property:	32,475 Square Feet (SF); (0.75 Acres)
Area Required:	Parcel 23485-1: 1,612 SF - Fee Parcel 23485-2: 130 SF - Temporary Construction Easement (TCE)

PARCEL DESCRIPTION

The subject parcel is located at 40716 Highway 395 in the unincorporated area Kramer Junction, in the County of San Bernardino. Identified as APN 0492-191-03, the property consist of 32,475 SF, or approximately 0.75 acre and is improved with a 4,100 SF industrial building that is operated as an antique shop (Kramer Antiques). Predominately rectangular in shape, the property is considered an interior lot with legal access via US-395. With the exception of the eastern boundary of the property which is immediately adjacent to and abuts US-395, the property is surrounded by a separate larger parcel that owned by the same family as the subject property.

NEED FOR SUBJECT PROPERTY

The subject property is impacted as a result of the construction, realignment and widening of State Route (SR) 58 from a two-lane conventional highway to a four-lane divided expressway. The property is needed primarily for the construction of the proposed spread diamond (north side of SR 58)/cloverleaf (south side of SR 58) interchange at the SR 58/US-395 Junction.

Specifically, US-395 adjacent to the subject property will be widened from two lanes to four lanes (two lanes in each direction) with a twenty-eight foot wide median. The median will contain two left-turn pockets (for both northbound and southbound traffic to accommodate vehicles turning onto the SR 58 onramps). A portion of the median will include a six foot wide raised curb to restrict left turning movements to a private property on the west side of US-395 contained within the interchange. An eight foot wide sidewalk with curb and gutters will also be constructed on the west side of US-395 for non-motorized traffic (pedestrians).

The initial design for the project allowed for a 45 foot access opening along US-395 in front of the subject property. However, after meetings with the property owners to address their concerns regarding impacts to their adjacent property (Parcel 23484), and per their request, the cloverleaf ramp terminal was modified from a 3-way stop-controlled intersection into a 4-way signalized intersection to meet the property owner's need for an alleged gas station development of the southern remainder of Parcel 23484. Although the property owners were informed that this change in design would require additional right of way and deny independent and direct access to the subject property, they acknowledged and agreed to this change, as access to the subject property can be achieved by using the two access points on their adjacent property (Parcel 23484).

As a result of the above, the final project requirements necessitate a 1,612 SF fee acquisition along the front of the subject property to facilitate the widening of US-395 and a 2,130 SF TCE to allow working room to construct the proposed project improvements. The subject property cannot be avoided and the project requirements are needed.

RESOLUTION OF NECESSITY REVIEW PANEL REPORT

The Condemnation Review Panel (Panel) met in San Bernardino on June 14, 2017. The Panel members included Jeffrey Purdie, Panel Chair, Department of Transportation (Department) Headquarters (HQ's) Division of Right of Way and Land Surveys; Mark Berkebile, Department's Los Angeles Legal Division; Linda Fong, Department HQ's Division of Design; and Mark Zgombic, Department HQ's Division of Right of Way and Land Surveys, Secretary to the Panel. Representing the property owners at the meeting was attorney Mona Nemat, James Darr, Dennis Darr, Don Darr, Diane Boroff, and Brett Paulson.

This report summarizes the findings of the Panel with regard to the four criteria required for a Resolution of Necessity and makes a recommendation to the Department's Chief Engineer. The primary concerns and objections expressed by the property owners are: that the proposed project is not planned or located in the manner that will be most compatible with the greatest public good and least private injury, that the property sought to be acquired in not necessary for the project, and that a valid offer has not been made pursuant to Government Code 7267.2.

The following is a description of the primary concern/contention expressed by the property owner's and their representatives, followed by the Department's response:

Owner Contends:
The property boundary lines as depicted on the Department's right of way maps are incorrect as they indicate buildings are straddling the property boundaries.

Department Response:
The property boundary lines are correct as verified by the Department's Right of Way Engineering staff. The proposed project has no bearing on this issue. The location of the buildings is a pre-existing condition, and they are not impacted by the proposed acquisition.

Owner Contends:
The subject property will not conform to San Bernardino County standards with regard to building set-backs and fire-lanes after the project is built.

Department Response:
The Department has verified the subject property will conform to County standards after the project is built. Considering building set-backs and fire lanes, 51 feet is required from the subject building to the proposed right of way line. After the project is built, there will be 63 feet from the building to the proposed right of way line.

Owner Contends:
The Department's offer of just compensation does not comply with the requirements of Government Code Section 7267.2, as the type of land sales used to value the property and assess damages are inappropriate.

Department Response:
The Department has complied with Government Code Section 7267.2 by having a fair market value appraisal prepared which determines the just compensation for the real property, and has made an offer to the owners of record to acquire the property in the full amount of that appraisal. The land sales used to value the subject property and assess damages, if any, were based on the appraiser's opinion of the properties highest and best use. This is a compensation issue and is outside the purview of the Commission.

DEPARTMENT'S CONTACTS

The following is a summary of contacts made with the property owner:

Type of Contact	Number of Contacts
Mailing of information	7+
E-Mail of information	40+
Telephone contacts	5+
Personal / meeting contacts	7+

STATUTORY OFFER TO PURCHASE

The Department has appraised the subject property and offered the full amount of the appraisal to the owners of record as required by Government Code Section 7267.2. The property owner has been notified that issues related to compensation are outside the purview of the Commission.

PANEL RECOMMENDATION

The Panel concludes that the Department's project complies with Section 1245.230 of the Code of Civil Procedure in that:

- The public interest and necessity require the proposed project.
- 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 property rights to be condemned are necessary for the proposed project.
- An offer to purchase in compliance with Government Code Section 7267.2 has been made to the owners of record.

The Panel recommends submitting this Resolution of Necessity to the Commission.

for JEFFREY PURDIE
Chief
Office of Project Delivery
Division of Right of Way and Land Surveys
Panel Chair

I concur with the Panel's recommendation:

KARLA SUTLIFF
Chief Engineer

PERSONS ATTENDING CONDEMNATION PANEL REVIEW MEETING HEARING ON JUNE 14, 2017

Jeffrey Purdie, HQ's Division of Right of Way and Land Surveys, Panel Chair
Mark Berkebile, Los Angeles Legal Office Attorney, Panel Member
Linda Fong, HQ's Division of Design, Panel Member
Mark Zgombic, HQ's Division of Right of Way and Land Surveys, Panel Secretary

Mona Nemat, Brissman & Nemat, Attorney for Property Owners
James Darr, Property Owner
Dennis Darr, Property Owner
Don Darr, Property Owner
Diana Boroff, Property Owner Representative
Brett Paulson, Cornerstone Right of Way, Moving Specialist

John Bulinski, District 8, District Director
Christy Connors, District 8, Deputy District Director, Design
Wil Ochoa, District 8, Project Manager
Sergio Avila, District 8, Office Chief, Design
Robert Lyles, Jr., District 8, Project Engineer
Rebecca Guirado, District 8, Deputy District Director, Right of Way
Anthony Rizzi, District 8, Senior Right of Way Agent
John Tiller, District 8, Associate Right of Way Agent

EXHIBIT C1

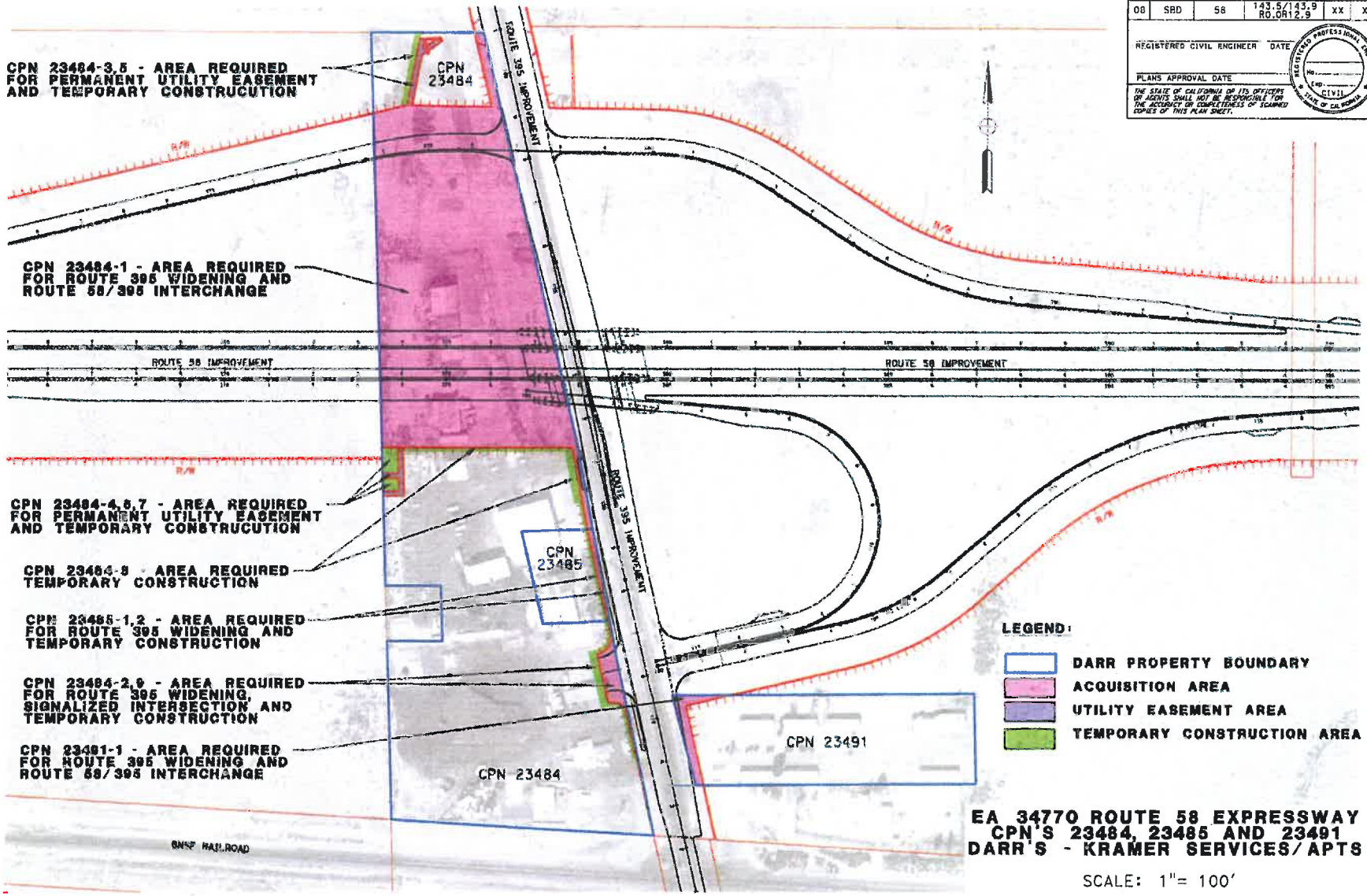
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	58	143.5/143.9 R0.0R12.9	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA



EA 34770 ROUTE 58 EXPRESSWAY
CPN'S 23484, 23485 AND 23491
DARR'S - KRAMER SERVICES/APTS

SCALE: 1"= 100'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR: SERGIO AVILA

CALCULATED-DESIGNED BY: ROBERT S LYLES JR

CHECKED BY

REVISED BY

DATE REVISED

LAST REVISION 01-27-17

DATE PLOTTED => 02-FEB-2017

TIME PLOTTED => 08:40

BORDER LAST REVISED 7/2/2010

USERNAME => s129255

DGN FILE => 20172701 EA 34770 DARR DESIGN MAP2.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 08000006161

EXHIBIT C2

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21557

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-58-PM R5.21 PARCEL 23485-1, 2
OWNER: Kramer Apartments Corporation, a California Corporation

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

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

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-58 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Postmile
08	SBD	58	R5.26

Project ID 0800000616

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 4 pages.

Parcels in Legal Description:					
23485-1					
23485-2					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature _____
Professional Land Surveyor

Date 1/20/2017

PROFESSIONAL LAND SURVEYOR
Trent Lenfestey
Exp. 12/31/17
PLS 8351
STATE OF CALIFORNIA

LEGAL DESCRIPTION

PARCEL 23485-1

For freeway purposes, that portion of the West half of Government Lots 1 and 2 of the Northwest quarter, Section 5, Township 10 North, Range 6 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, in the unincorporated area of San Bernardino County, State of California, described in a deed to Kramer Apartments Corporation, recorded as Document No. 2006-0787484, on November 17, 2006, Official Records of said county, lying easterly of the following described line:

COMMENCING at a 1 inch iron pipe with CALTRANS tag at intersection of the West line of said section and the north right of way line of AT & SF Railroad as shown on Record of Survey 00-020 filed in Book 113 pages 83 through 85 inclusive, Records of said county; thence along said north line South 86°24'17" East 595.73 feet to the **POINT OF BEGINNING**; thence North 13°11'23" West 188.51 feet; thence continuing North 13°11'23" West 109.10 feet to the beginning of a non-tangent curve concave southerly having a radius of 40.00 feet, a radial line bears North 45°01'21" East; thence northwesterly along said non-tangent curve through a central angle of 58°12'43" an arc distance of 40.64 feet; thence North 13°11'23" West 112.00 feet to the beginning of a non-tangent curve concave northwesterly having a radius of 40.00 feet, a radial line bears South 13°11'23" East; thence northeasterly along last said non-tangent curve through a central angle of 90°00'00" an arc distance of 62.83 feet; thence North 13°11'23" West 109.30 feet to the beginning of a curve concave easterly having a radius of 5,060.00 feet; thence northeasterly along said curve through a central angle of 2°35'29" an arc distance of 227.09 feet; thence continuing along said curve through a central angle of 0°14'09" an arc distance of 20.83 feet to a reverse curve, concave westerly having a radius of 4,940.00 feet; thence northwesterly along said curve through a central angle of 0°26'16" an arc distance of 39.17 feet; thence continuing along said curve through a central angle of 0°24'21" an arc distance of 35.00 feet; thence North 90°00'00" West 431.11 feet to a point on the west line of said Section 5, said point being distant South 1°50'39" East 937.03 feet from the northwest corner of said section and the **POINT OF TERMINUS**.

Lands abutting the freeway shall have no right or easement of access thereto.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 5. Divide distances shown by 0.9998188 to obtain ground level distances.

LEGAL DESCRIPTION

PARCEL 23485-2

An EASEMENT for temporary construction purposes upon, over and across that portion of the West half of Government Lots 1 and 2 of the Northwest quarter, Section 5, Township 10 North, Range 6 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, in the unincorporated area of San Bernardino County, State of California, described in a deed to Kramer Apartments Corporation, recorded as Document No. 2006-0787484, on November 17, 2006, Official Records of said county, described as follows:

COMMENCING at a 1 inch iron pipe with CALTRANS tag at intersection of the West line of said section and the north right of way line of AT & SF Railroad as shown on Record of Survey 00-020 filed in Book 113 pages 83 through 85 inclusive, Records of said county; thence along said north line South 86°24'17" East 595.73 feet; thence North 13°11'23" West 179.49 feet to the **POINT OF BEGINNING**; thence continuing North 13°11'23" West 118.13 feet to the beginning of a non-tangent curve concave southerly having a radius of 40.00 feet, a radial line bears North 45°01'21" East; thence northwesterly along said non-tangent curve through a central angle of 58°12'43" an arc distance of 40.64 feet; thence North 13°11'23" West 112.00 feet to the beginning of a non-tangent curve concave northwesterly having a radius of 40.00 feet, a radial line bears South 13°11'23" East; thence northeasterly along last said non-tangent curve through a central angle of 90°00'00" an arc distance of 62.83 feet; thence North 13°11'23" West 109.30 feet to the beginning of a curve concave easterly having a radius of 5,060.00 feet; thence northeasterly along said curve through a central angle of 2°48'26" an arc distance of 247.92 feet to a reverse curve, concave westerly having a radius of 4,940.00 feet; thence northwesterly along said curve through a central angle of 0°51'37" an arc distance of 74.17 feet; thence North 90°00'00" West 431.11 feet to a point on the west line of said Section 5, said point being distant South 1°50'39" East 937.03 feet from the northwest corner of said Section 5; thence along said west line South 1°50'39" East 10.01 feet; thence North 90°00'00" East 412.38 feet to the beginning of a non-tangent curve concave westerly having a radius of 4,920.00 feet, a radial line bears North 78°49'47" East; thence southerly along last said non-tangent curve through a central angle of 0°47'16" an arc distance of 67.65 feet to a reverse curve concave northeasterly having a radius 5,080.00 feet' thence southeasterly along last said reverse curve through a central angle of 0°35'20" an arc distance of 52.21 feet; thence North 76°48'38" East 10.01 feet to the beginning of a non-tangent curve concave northeasterly having a radius of 5,070.00 feet, a radial line bears South 79°01'59" West; thence southeasterly along last said non-tangent curve through a central angle of 2°13'22" an arc distance of 196.69 feet; thence South 13°11'23" East 109.30 feet to the beginning of a curve concave northwesterly having a radius of 30.00 feet; thence southwesterly along last said curve through a central angle of 90°00'00" an arc distance of 47.12 feet; thence South 76°48'37" West 20.00 feet; thence South 13°11'23" East 132.00 feet; thence North 76°48'37" East 20.00 feet to the beginning of a curve concave southwesterly having a radius of 30.00 feet; thence southeasterly along last said

curve through a central angle of 53°07'50" an arc distance of 27.82 feet; thence South 13°11'23" East 115.05 feet; thence North 76°48'37" East 10.00 feet to the **POINT OF BEGINNING**.

Rights to the above described temporary easements shall cease and terminate on May 14, 2020. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 5. Divide distances shown by 0.9998188 to obtain ground level distances.

PARCEL PANEL REPORT

Resolution of Necessity C-21558

PARCEL DATA

Property Owner:	Kramer Apartments Corporation, a California Corporation
Parcel Location:	40661 Highway 395 in the unincorporated area of Kramer Junction. Assessor Parcel Number (APN): 0492-191-12
Present Use:	Non Operational Motel Complex
Zoning:	Rural Commercial
Area of Property:	134,029 Square Feet (SF); (3.08 Acres)
Area Required:	Parcel 23491-1: 5,476 SF - Fee

PARCEL DESCRIPTION

The subject parcel is located at 40661 Highway 395 in the unincorporated area Kramer Junction, in the County of San Bernardino. Identified as APN 0492-192-12, the property consist of 134,029 SF, or approximately 3.08 acres and is improved a non-operational motel complex. Rectangular in shape, the property abuts and enjoys direct access to US-395 and is in close proximity to the intersection of SR 58 and US-395 to the south. None of the improvements are impacted by the proposed project.

NEED FOR SUBJECT PROPERTY

The subject property is impacted as a result of the construction, realignment and widening of State Route (SR) 58 from a two-lane conventional highway to a four-lane divided expressway. The property is needed primarily for the construction of the proposed spread diamond (north side of SR 58)/cloverleaf (south side of SR 58) interchange at the SR 58/US-395 Junction.

Specifically, a portion of the subject property is needed for SR 58 on/off ramp which will be located just to the north, as well as the widening of US-395 to the west. US-395 will be widened from two lanes to four lanes (two lanes in each direction) with a twenty-eight foot wide median. The median will contain two left-turn pockets for both northbound and southbound traffic to accommodate vehicles turning onto the SR 58 onramps.

During the project development stage which involved numerous meetings and communications with the property owners, the project's impact on the subject property was reduced by modifying the proposed project requirements. The median width of SR 58 four-lane expressway was reduced from 100 feet to 75 feet affecting the eastbound cloverleaf ramp to be realigned 25 feet northerly. This design change resulted in 1,810 SF less right of way and 21.7 feet less of access control requirements from the subject property.

As a result of the above, the final project requirements necessitate a 5,476 SF fee acquisition along the western property line and a portion of the northern property line. The subject property cannot be avoided and the project requirements are needed.

RESOLUTION OF NECESSITY REVIEW PANEL REPORT

The Condemnation Review Panel (Panel) met in San Bernardino on June 14, 2017. The Panel members included Jeffrey Purdie, Panel Chair, Department of Transportation (Department) Headquarters (HQ's) Division of Right of Way and Land Surveys; Mark Berkebile, Department's Los Angeles Legal Division; Linda Fong, Department HQ's Division of Design; and Mark Zgombic, Department HQ's Division of Right of Way and Land Surveys, Secretary to the Panel. Representing the property owners at the meeting was attorney Mona Nemat, James Darr, Dennis Darr, Don Darr, Diane Boroff, and Brett Paulson.

This report summarizes the findings of the Panel with regard to the four criteria required for a Resolution of Necessity and makes a recommendation to the Department's Chief Engineer. The primary concerns and objections expressed by the property owners are: that the proposed project is not planned or located in the manner that will be most compatible with the greatest public good and least private injury, that the property sought to be acquired in not necessary for the project, and that a valid offer has not been made pursuant to Government Code 7267.2.

The following is a description of the primary concern/contention expressed by the property owner's and their representatives, followed by the Department's response:

Owner Contends:
The Department's offer of just compensation does not comply with the requirements of Government Code Section 7267.2, as the type of land sales used to value the property and assess damages are inappropriate.

Department Response:
The Department has complied with Government Code Section 7267.2 by having a fair market value appraisal prepared which determines the just compensation for the real property, and has made an offer to the owners of record to acquire the property in the full amount of that appraisal. The land sales used to value the subject property and assess damages, if any, were based on the appraiser's opinion of the properties highest and best use. This is a compensation issue and is outside the purview of the Commission.

DEPARTMENT'S CONTACTS

The following is a summary of contacts made with the property owner:

Type of Contact	Number of Contacts
Mailing of information	7+
E-Mail of information	40+
Telephone contacts	5+
Personal / meeting contacts	7+

STATUTORY OFFER TO PURCHASE

The Department has appraised the subject property and offered the full amount of the appraisal to the owners of record as required by Government Code Section 7267.2. The property owner has been notified that issues related to compensation are outside the purview of the Commission.

PANEL RECOMMENDATION

The Panel concludes that the Department's project complies with Section 1245.230 of the Code of Civil Procedure in that:

- The public interest and necessity require the proposed project.
- 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 property rights to be condemned are necessary for the proposed project.
- An offer to purchase in compliance with Government Code Section 7267.2 has been made to the owners of record.

The Panel recommends submitting this Resolution of Necessity to the Commission.

For JEFFREY PURDIE
Chief
Office of Project Delivery
Division of Right of Way and Land Surveys
Panel Chair

I concur with the Panel's recommendation:

KARLA SUTLIFF
Chief Engineer

PERSONS ATTENDING CONDEMNATION PANEL REVIEW MEETING HEARING ON JUNE 14, 2017

Jeffrey Purdie, HQ's Division of Right of Way and Land Surveys, Panel Chair
Mark Berkebile, Los Angeles Legal Office Attorney, Panel Member
Linda Fong, HQ's Division of Design, Panel Member
Mark Zgombic, HQ's Division of Right of Way and Land Surveys, Panel Secretary

Mona Nemat, Brissman & Nemat, Attorney for Property Owners
James Darr, Property Owner
Dennis Darr, Property Owner
Don Darr, Property Owner
Diana Boroff, Property Owner Representative
Brett Paulson, Cornerstone Right of Way, Moving Specialist

John Bulinski, District 8, District Director
Christy Connors, District 8, Deputy District Director, Design
Wil Ochoa, District 8, Project Manager
Sergio Avila, District 8, Office Chief, Design
Robert Lyles, Jr., District 8, Project Engineer
Rebecca Guirado, District 8, Deputy District Director, Right of Way
Anthony Rizzi, District 8, Senior Right of Way Agent
John Tiller, District 8, Associate Right of Way Agent

EXHIBIT D1

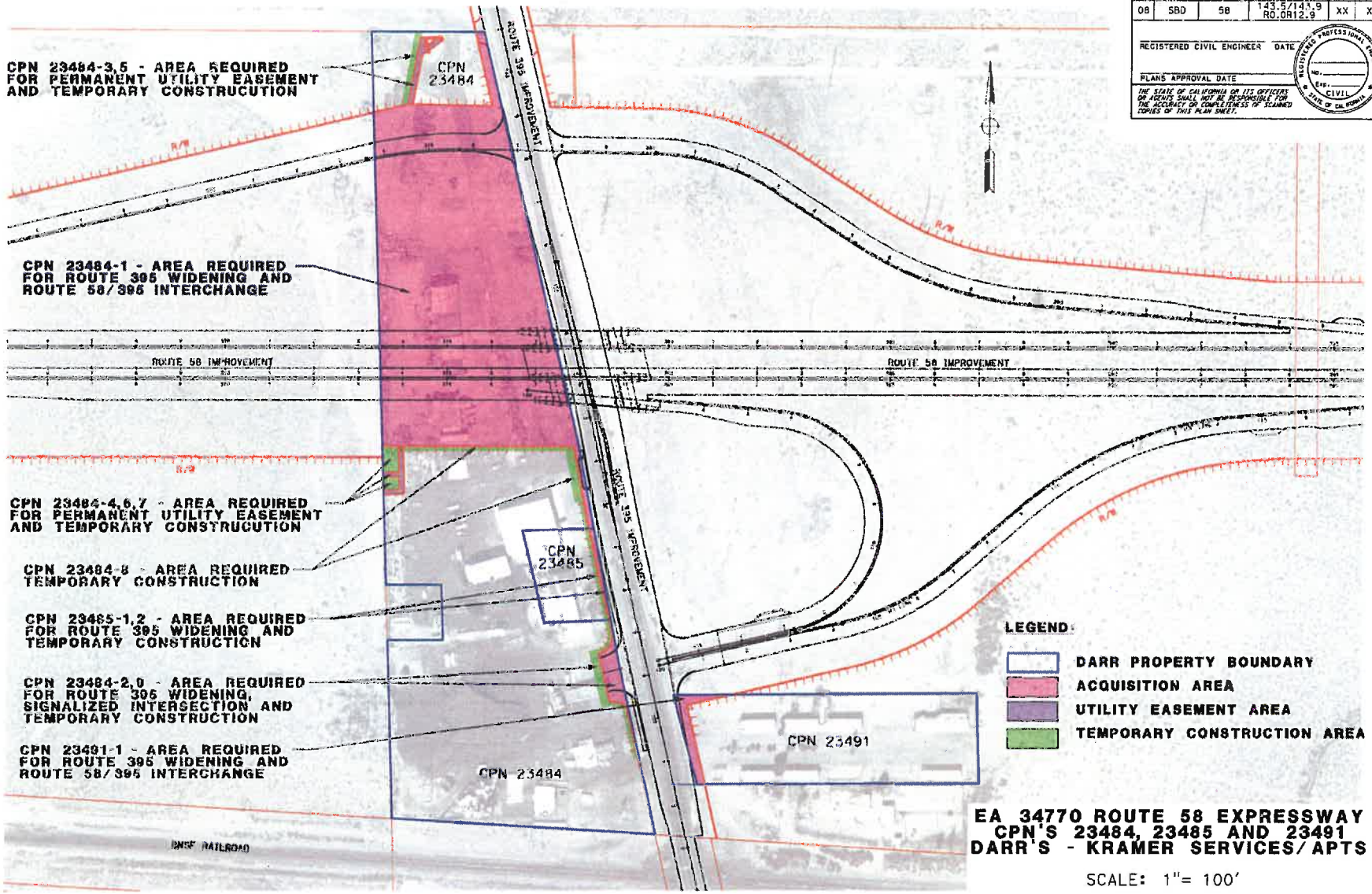
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
08	SBD	58	143.5/143.9 R0.0R12.9	XX	XX

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER NO. Exp. CIVIL STATE OF CALIFORNIA



EA 34770 ROUTE 58 EXPRESSWAY
CPN'S 23484, 23485 AND 23491
DARR'S - KRAMER SERVICES/APTS

SCALE: 1"= 100'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR: SERGIO AVILA

CALCULATED-DESIGNED BY: ROBERT S LYLES JR

CHECKED BY

REVISED BY

DATE REVISED

LAST REVISION 01-27-17

DATE PLOTTED => 02-FEB-2017

TIME PLOTTED => 08:40

BORDER LAST REVISED 7/2/2010

USERNAME => s129255

DGN FILE => 20172701 EA 34770 DARR DESIGN MAP2.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 08000006161

EXHIBIT D2

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21558

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-58-PM R5.31 PARCEL 23491-1
OWNER: Kramer Apartments Corporation, a California Corporation

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

empowerd;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-58 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Postmile
08	SBD	58	R5.31

Project ID 0800000616

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 2 pages.

Parcels in Legal Description:					
23491-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature _____
Professional Land Surveyor

Date 1/20/2017

PROFESSIONAL LAND SURVEYOR
Trent Lenfestey
Exp. 12/31/17
PLS 8351
STATE OF CALIFORNIA

LEGAL DESCRIPTION

PARCEL 23491-1

For freeway purposes that portion of the West half of Government Lot 1 of the Northwest quarter, Section 5, Township 10 North, Range 6 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, in the unincorporated area of the County of San Bernardino, State of California, described as follows:

COMMENCING at a 1 inch iron pipe with CALTRANS tag at intersection of the West line of said section and the north right of way line of AT & SF Railroad as shown on Record of Survey 00-020 filed in Book 113 pages 83 through 85 inclusive, Records of said county; thence along said north line South 86°24'17" East 722.11 feet to the southeasterly corner of that certain parcel of land as described in a Grant Deed to the State of California recorded February 15, 2002, Document No. 2002-0076836 Official Records of said county; thence continuing along said north right of way South 86°24'17" East 13.58 feet; thence North 13°11'23" West 124.46 feet to the southerly boundary of that certain parcel of land described in a Grant deed recorded November 30, 1987 as Instrument No. 87-420720, Official Records of said county and the **POINT OF BEGINNING;** thence continuing (Course "A") North 13°11'23" West 105.62 feet; thence North 13°11'23" West 80.35 feet; thence North 76°59'25" East 100.90 feet to the northerly boundary of last said parcel; thence along said northerly boundary South 89°37'52" West 128.43 feet to the northeasterly corner of that certain parcel of land described in a Grant Deed to the State of California recorded August 2, 2000 as Document No. 2000-0278566 Official Records of said county; thence along the easterly boundary of last said parcel South 15°07'38" East 210.35 feet to the northeasterly corner of first said parcel; thence along the southerly boundary of the parcel described in said Document No. 87-420720, North 89°39'01" East 17.66 feet to the **POINT OF BEGINNING**.

Lands abutting the freeway shall have no right or easement of access thereto except over and across course A hereinabove described.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 5. Divide distances shown by 0.9998188 to obtain ground level distances.

ATTACHMENT E

THE LAW OFFICE OF
Brissman&Nemat
SMART SIMPLE SOLUTIONS

Mona Nemat, Partner
Jon Brissman, Retired

RECD BY CTC
FEB 22 2017

February 13, 2017

Executive Director
California Transportation Commission
P.O. Box 942873
Mail Station 52
Sacramento, CA 94273-0001

2/22/17 - TO CALTRANS RIGHT OF WAY
CC: STEPHEN MALLER

Re: Project # 0800000616; Parcels 23484-1, 2, 3, 4, 5, 6, 7, 8, 9; 23485-1, 2; and 23491-1
Objections to Resolution of Necessity; Request to Appear

Dear Executive Director,

The Law Office of Brissman & Nemat represents the owners of the above referenced parcels. Please make this correspondence and its attachments a part of the record and provide them to the Commissioners in advance of the Resolution hearing. Please also consider this correspondence notification that the owners and/or their representatives, along with the undersigned, intend to appear and speak in opposition of the proposed resolutions of necessity at the hearing scheduled for March 15th and/or 16th, 2017. Please notify the undersigned of the exact date, time and location of the hearing as soon as possible.

Overview Of The Problem

Caltrans needs possession of the parcels or it will lose federal funding. The owners have made it clear to Caltrans that if design related issues and relocation issues can be resolved, the owners would willingly enter a possession and use agreement so that federal funding is not jeopardized. Yet, because Caltrans has not fully completed its design, and because Caltrans has not yet completed its analysis regarding relocation, much less engaged in meaningful discussions about the same, it is pushing forward to condemnation. In other words, Caltrans is willing to take a wide swath of land that splits a historic property into two, put a highway through it, and put surrounding businesses that rely on that property out of business, without even discussing relocation and mitigation. And Caltrans intends to do this without having an actual design that shows where certain utility facilities will be on the reminder, what easement rights are being acquired, and how those rights are accounted for in the appraisal.

This is a massive acquisition with massive design intricacies. The owners are entitled to know what is happening on their property and how the acquisition will impact them. More importantly, the owners are entitled to services and assistance in understanding the design and its

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Mona.Nemat@Brissmanlaw.com • www.BrissmanLaw.com

impacts and to help in minimizing adverse impacts. This cannot be accomplished until design of all components is complete, and until meaningful relocation assistance is made available.

Time and again, the owners have spoken in favor of the proposed project and would like to see it happen. In fact, the owners have been meeting with Caltrans for well over a decade to help facilitate the project. However, perhaps Caltrans mistook the owners' support for a mistaken belief that owners would agree to anything, even the unknown. The owners have indicated a willingness to resolve compensation issues later and enter a possession and use agreement so long as their design and relocation concerns are adequately addressed. Yet, Caltrans intends to move forward with condemnation when its representatives don't know what impacts the acquisition is going to have on the subject parcels, what certain design elements will be, exactly what rights will be acquired and what their impacts will be. Moreover, Caltrans intends to do so based on an appraisal that cannot legally form the basis of a valid Government Code section 7267.2 offer.

The owners have been ready, able and willing to meet with Caltrans representatives at the drop of a hat to move this process along. They have showed up for meetings with only a few days' notice, they have allowed representatives and consultants on their property with minimal notice, and they have retained consultants, at great expense, to help facilities the entire acquisition process. Yet, at each step, there seems to be some unknown about the design, something else that needs to be worked out, or some additional information that is needed. As recently as this month, at the District Condemnation Evaluation Meeting, there were design questions that were unanswerable because Caltrans did not have the necessary information. The design information provided piecemeal via email subsequently does not satisfy the questions asked. Put simply, Caltrans' design with respect to the subject property is not complete, and Caltrans cannot legally move forward with condemnation at this point.

No Valid Offer Has Been Made

While the code of civil procedure provides that a governing board must give owners the opportunity to be heard on the three items referred to in section 1240.030, it must also **determine** whether a valid Government Code section 7267.2 offer has been made. (*People ex re. Dept. of Transportation v. Cole* (1992) 7 Cal.App.4th 1281.) Here, the CTC must find that there was no valid offer made.

In the first instance, Caltrans failed to allocate sufficient time between making the revised offers and sending the Notice of Intent. While it is true that the initial offers were made in February of 2016, the fact remains that the revised offers, the ones that will form the basis for the Resolution of Necessity, were presented, via email, significantly later. In fact, the revised offer for parcel 23484 was emailed **on January 5, 2017**, and for parcel 23485 on **January 10, 2017**. Yet the Notices of Intention are all dated **January 30, 2017**. That is hardly sufficient time to

allow the owners to contemplate much considering the sheer scope of the acquisition[1]. It is believed, based on a meeting with Caltrans officials just this month, that they consider the offers to have been made in February of 2016. Yet, as the attached email (**Attachment A**) shows, the design was incomplete as of September of 2016 (and partially remains so, as discussed below). The revised offers are premised on substantially different acquisition areas, with different impacts and **a different design**. Therefore, the February 2016 offers cannot form the basis for a valid Government Code section 7267.2 offer. For Caltrans to proceed to resolution, without allowing the owners adequate time to consider the 'revised' offers, is unfair.

Setting aside the timing defect for a moment, the revised offers also cannot form the basis of the Resolution. The appraisal upon which the offers are based is defective. This is more than a dollars and cents issue – this is an issue of not having a valid appraisal to base the offers upon. Defects include, but are not limited to, the following:

- the fair market value of the parts acquired is based on vacant, unimproved land comparables. However, the subject site is improved with buildings which will be impacted by the acquisitions, and as such using vacant, unimproved land sales to assess the damages to the subject property is inappropriate[2].
- the appraiser determines that the highest and best use is "commercial as vacant and as improved." This makes no sense.
- the appraiser fails to acknowledge a functioning private air strip that supports the property despite acknowledging hangers on the site, aircrafts on site and documentation pertaining to the validity of the air strip.
- the appraiser wholly fails to acknowledge the document showing in no uncertain terms that there is a legitimate airstrip (**Attachments B**). What's worse, the owners' repeated attempts to make Caltrans realize this glaring defect have been rebuffed (see **Attachment A**).

As indicated above, these are not dollar and cents issues alone. The issues discussed above go to the heart of the validity of the appraisal itself. Without a valid appraisal, there can be no valid Government Code section 7267.2 offer.

The Project Is Not Compatible With The Greatest Public Good And The Least Private Injury

The project is not planned or located in the manner that will be most compatible with the greatest public good and the least private injury. As discussed in more detail below, the owners

[1] The owners are not disputing that revision was the result of design changes that the owners and Caltrans collaborated on. Likewise, however, Caltrans cannot dispute that there were significant delays on Caltrans' end to issue a revised appraisal because the changes were so significant and because design was not complete. If design was not complete, then the initial offers were faulty.

[2] Interestingly, despite making a determination that the area being acquired is unimproved, Caltrans is refusing to pay for relocation of the cargo containers located thereon.

still don't know how the private utility, public utility and Caltrans designs will coexist. Moreover, they don't know what rights are being acquired with the easements. It is impossible to assess the necessity or degree of private injury at this juncture because Caltrans' own information is incomplete.

The Property Sought To Be Acquired Is Not Necessary For The Project

The property sought to be acquired is not necessary for the project. Rather, perhaps a better way to say it is that it is unclear what property is being acquired because in some cases, there is no actual design upon which the acquisitions are being based.

- There is no design for where exactly and how the water and sewer lines are going to be relocated on the property. In fact, this issue has caused confusion for Caltrans' own appraiser who at one point reflects that the lines are going to be relocated under the highway, but at another point calculates as part of the compensation the costs to relocate the utilities within the property.
- There is no design information as to potential conflicts.
- There have been no studies provided, contemplating the design in the revised offer, that show that trucks can enter the northern property in relation to the proposed driveway, existing remaining structure and gate, and exit.
- There is no indication as to what legal rights are necessary for the area where underground vaults are to be located.
- There is no provision for the acquisition of legal rights for underground utilities; existing easements only contemplate ariel and/or surface uses.
- The appraisal indicates 4-year temporary construction easements – a 4-year encumbrance is likely a fee acquisition – especially since the actual rights to be acquired are unclear. The owners have been told verbally that Caltrans only needs to work in the TCE area for a month or two but because the contractor can determine when it will work in the TCE area, the right is being acquired for 4 years. That is an extraordinarily long time for something to be 'temporary', especially if there is fencing during the entire TCE period along the frontage of the property.

Additional Significant Issues Related To This Acquisition

Caltrans' many false starts and the continued uncertainty regarding this project have made it almost impossible to have meaningful discussions until very recently. Progress is being made, but very slowly. By way of example, despite recognizing the need for the property at issue years ago, to this day, Caltrans' relocation assessment is no complete. Caltrans has not provided any advisory assistance, compatible comparable sites and it has no responded in a timely manner to any relocation assistance requests. Conversely the owners have obtained several detailed estimates for the most complicated portions of this significant move, all of which have been ignored by Caltrans. Caltrans has denied the most small and simple payments to

vendors. It has failed to acknowledged personal property items, has not approved even portions of relocation requests so that the owners can begin planning for a move, and has not provided concrete information as to when Caltrans must secure the property by. Most glaringly, there has been no acknowledged or discussion regarding the of the consequential displacement of a number of businesses on the larger parcel resulting directly from the impacts of the project design.

As recently as this month, Caltrans has missed deadlines and target dates. After the District Condemnation Evaluation Meeting held on February 2, 2017, Caltrans indicated six action items that it needs to complete (see **Attachment C**). Despite having a completion target date of February 10th for each of these items, as of this writing, all items remain open.[3]

As always, the owners remain ready and willing to work with Caltrans to move this project forward. However, condemnation is premature at this juncture, and very likely unnecessary in the long run. The reason Caltrans seeks to proceed with condemnation is to ensure that federal funding is not jeopardized. The owners are willing to enter a possession and use agreement to allow Caltrans possession on a date certain, but only if their design concerns are adequately addressed and their relocation needs are met. Without those, the owners simply cannot move forward.

Sincerely,

BRISSMAN & NEMAT

Mona Nemat

Mona M. Nemat, Esq.
Attorneys for Owners

[3] Although Caltrans has provided existing SCE easement documents in the interim (Item 4), these documents are not what was requested. The owners already had these. The owners sought, and still have not received, easement documents for the additional rights being acquired.

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Mona Nemat

From: Tiller, John E@DOT <john.tiller@dot.ca.gov>
Sent: Thursday, September 15, 2016 5:40 PM
To: Mona Nemat
Cc: Rim, Susan J@DOT; Guirado, Rebecca R@DOT; Rizzi Jr, Anthony F@DOT; 'Kramer Services - Darr'
Subject: RE: Kramer Jct EA 34770; 08-SBd-58 PM R0.0-12.9; Darr

I know that they are waiting for a revised appraisal, which is due in part to Caltrans agreeing to consider a change in right of way requirements requested by the Darrs. Of course, the Darrs can wait to present any independent appraisal (if they desire) until the following occurs: Caltrans Design finalizes the right of way requirements (which should happen within approximately the next couple of weeks), the Right of Way Appraisal Maps are prepared based on the right of way requirements, and the Caltrans R/W appraiser prepares the State's revised appraisal based on the revised right of way requirements and any information provided by the Darrs (including the estimate for the private-utilities relocation).

Once the revised right of way requirements are received, which should occur in the near future, the State's appraiser will start working on the revised appraisal and meet and/or obtain needed information from the Darrs, as necessary, to complete the revised appraisal.

Thank you for your response to my e-mail. It is getting late and I am getting ready to leave the office. I will be off work tomorrow, but I will return next Monday. Caltrans Right of Way representatives, including myself, will be available to continue the proposed acquisition and relocation activities.

Sincerely,

John Tiller
Associate Right of Way Agent
California Dept. of Transportation
District 8, Right of Way Division
Right of Way Project Coordination Section

464 W. 4th Street, MS-950
San Bernardino, CA 92401-1400

Phone: 909-383-5493
e-mail: john.tiller@dot.ca.gov

From: Mona Nemat [mailto:mona.nemat@brissmanlaw.com]
Sent: Thursday, September 15, 2016 5:23 PM
To: Tiller, John E@DOT <john.tiller@dot.ca.gov>
Cc: Rim, Susan J@DOT <susan.rim@dot.ca.gov>; Guirado, Rebecca R@DOT <rebecca.guirado@dot.ca.gov>; Rizzi Jr, Anthony F@DOT <anthony.rizzi@dot.ca.gov>; Kramer Services - Darr <kramerservices@yahoo.com>
Subject: Re: Kramer Jct EA 34770; 08-SBd-58 PM R0.0-12.9; Darr

John,

What are they supposed to get appraised? They are still waiting for a revised appraisal, remember?

Mona M. Nemat, Esq.

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951) 788-2100 - Fax
(949) 697-1061 - cell
Mona.Nemat@Brissmanlaw.com
www.BrissmanLaw.com

On Sep 15, 2016, at 5:18 PM, Tiller, John E@DOT <john.tiller@dot.ca.gov> wrote:

> Thanks for the notification of your cancellation of the scheduled meeting for tomorrow. As always, Caltrans is willing to meet with you, the Darrs, and the Darr's relocation consultant to discuss and move forward the proposed partial acquisition of the Darrs' parcels and the business relocation, for the Kramer Junction improvement project. At this stage, the acquisition agent can receive information regarding appraisal-valuation issues, that will be forwarded to the appraiser for consideration in any appraisal revision.
>
> In Caltrans' February 26, 2016 letter to Kramer Services Corporation, the "Summary Statement Relating to the Purchase of Real Property or an Interest Therein," ("Summary Statement") provided notification to the property owner that, pursuant to Code of Civil Procedure Section 1265.025, the property owner (Kramer Services Corporation) can elect to obtain an independent appraisal, and the Department will pay for the actual reasonable costs up to $5,000. I am not advocating or directing the property owners to obtain an independent appraisal, but am only reiterating the property owner's right to obtain one. Please be advised that Caltrans' February 26, 2016 letter transmitted the written offer for Parcel 23484, and establishes that date as the initiation of negotiations for this partial acquisition.
>
> Sincerely,
> John Tiller
> Associate Right of Way Agent
> California Dept. of Transportation
> District 8, Right of Way Division
> Right of Way Project Coordination Section
> 464 W. 4th Street, MS-950
> San Bernardino, CA 92401-1400
> Phone: 909-383-5493
> e-mail: john.tiller@dot.ca.gov
>
> **From:** Mona Nemat [mailto:mona.nemat@brissmanlaw.com]
> **Sent:** Thursday, September 15, 2016 4:37 PM
> **To:** Tiller, John E@DOT <john.tiller@dot.ca.gov>
> **Cc:** Rim, Susan J@DOT <susan.rim@dot.ca.gov>; Guirado, Rebecca R@DOT <rebecca.guirado@dot.ca.gov>; Rizzi Jr, Anthony F@DOT <anthony.rizzi@dot.ca.gov>; 'Kramer Services - Darr' <kramerservices@yahoo.com>
> **Subject:** RE: Kramer Jct EA 34770; 08-SBd-58 PM R0.0-12.9; Darr
>
> Thanks John. As far as I can tell, the only correction is the closing of the parenthesis. Please let me know if there is anything more.
>
> As far as appraisal functions versus acquisition functions at Caltrans, I more than understand the distinction. What I was hoping to achieve here was substance, rather than form.

With respect to comments by Ms. LaMere about potential conflicts and ethical violations by Mr. Delahooke, rest assured there are none. The *sole* reason Mr. Delahooke was invited to the meeting was because he was not allowed to talk to the Caltrans appraiser directly at your direction. Moreover, he was invited *after* consultation with you. Recall that it was you who had suggested that Mr. Delahooke reach out to the Caltrans appraiser directly in the first instance. In fact, even as late as yesterday, I indicated that Mr. Delahooke and the Caltrans appraiser are more than welcome to talk directly, without counsel. Finally, as you are well aware, there was never going to be any discussion about actual sales or valuation per se. The idea behind such a meeting was for the appraisers to try and work out whatever differences they seem to be having with respect to the basic parameters of the appraisal. The most glaring example is whether or not this property should be valued as a private airport. My hope was that they could agree one way or the other – but they need to talk.

As many in Caltrans' legal department will tell you, Mr. Delahooke is a highly respected appraiser who has worked on behalf of numerous transportation agencies, including RCTC, SANBAG and MTA and has represented a number of public agencies. He has thought appraisal courses for the last 30 years, including those related to appraisal ethics and standards of professional practice. He also speaks at both IRWA and the Appraisal Institute events annually and he sits on a national panel of screeners for the Appraisal Institute, which reviews work of prospective MAIs. Additionally, Mr. Delahooke has chaired and sat on numerous ethics panels for the Appraisal Institute, which investigate ethics complaints filed against appraisers. I could go on, but you get the point. Questioning someone's ethics or insinuating that they have a conflict is not something that should be tossed around lightly. Reputation is everything in this industry, and to suggest a conflict or an ethics violation is not something that we will tolerate or take lightly.

Here is what I don't understand: Having done agency work for over a decade, I would welcome the opportunity for the owner's appraiser to talk to my appraiser early on in the process so that they could come up with agreed upon parameters. That can absolutely avoid litigation in the long run and in the rare instance where litigation is still necessary, the only issue left is often dollars and cents, not type of property, uses, etc. To take our good faith attempts at early resolution by disclosing our appraiser and making him available, with or without counsel, as something more than that, and to imply that there is something either nefarious or underhanded at play, is nothing short of insulting.

At this point, in light of the fact that Caltrans is refusing to participate in truly open and transparent discussions, coupled with the facts that the relocation analysis you sent me about an hour ago indicates that Caltrans is nowhere near ready to discuss relocation and that Caltrans will not have its appraiser or its relocation agent at the meeting, all lead me to believe that the purpose of this meeting was never anything more than to try to get my clients to enter into a possession and use agreement in exchange for covering utility relocation expenses that Caltrans is already legally obligated to cover. Accordingly, we will not be attending the meeting tomorrow. If and when Caltrans is ready to have an open dialogue to move this acquisition forward in an honest and reasoned manner, without stooping to another level, my clients will make themselves available.

Thanks

Mona M. Nemat, Esq.
Brissman & Nemat
200 South Main Street, Suite 307

Corona, CA 92882
(951) 788-2000-Main
(951) 788-2100-Fax
(949) 697-1061 -Cell
Mona.Nemat@Brissmanlaw.com
www.BrissmanLaw.com

From: Tiller, John E@DOT [mailto:john.tiller@dot.ca.gov]
Sent: Thursday, September 15, 2016 2:36 PM
To: 'Mona Nemat' <mona.nemat@brissmanlaw.com>
Cc: Rim, Susan J@DOT <susan.rim@dot.ca.gov>
Subject: FW: Kramer Jct EA 34770; 08-SBd-58 PM R0.0-12.9; Darr

Please see the correction I've made to my previous e-mail, which is shown in the attached e-mail.

Sincerely,

John Tiller
Associate Right of Way Agent
California Dept. of Transportation
District 8, Right of Way Division
Right of Way Project Coordination Section

464 W. 4th Street, MS-950
San Bernardino, CA 92401-1400

Phone: 909-383-5493
e-mail: john.tiller@dot.ca.gov

From: Tiller, John E@DOT
Sent: Thursday, September 15, 2016 2:26 PM
To: 'Mona Nemat' <mona.nemat@brissmanlaw.com>
Cc: Rim, Susan J@DOT <susan.rim@dot.ca.gov>
Subject: FW: Kramer Jct EA 34770; 08-SBd-58 PM R0.0-12.9; Darr

The following information from the appraisal-standards guide (USPAP), the federal and State regulations that implement the Uniform Act, and Caltrans' Right of Way Manual, indicate the need to separate the appraisal and acquisition functions to maintain the integrity of the appraisal process. The acquisition agent can receive information from the property owner regarding appraisal-valuation issues, that will be forwarded to the appraiser for consideration in any appraisal revision.

Here is a link that includes but is not limited to relevant information on appraisal and acquisition separation of responsibilities:

https://www.law.cornell.edu/cfr/text/49/24.102

Sincerely,

John Tiller
Associate Right of Way Agent
California Dept. of Transportation
District 8, Right of Way Division

Right of Way Project Coordination Section

464 W. 4th Street, MS-950
San Bernardino, CA 92401-1400

Phone: 909-383-5493
e-mail: john.tiller@dot.ca.gov

From: LaMere, Maria E@DOT
Sent: Thursday, September 15, 2016 8:44 AM
To: Rizzi Jr, Anthony F@DOT <anthony.rizzi@dot.ca.gov>
Cc: Tiller, John E@DOT <john.tiller@dot.ca.gov>
Subject: Kramer Jct EA 34770; 08-SBd-58 PM R0.0-12.9; Darr

Anthony,

Per our conversation regarding the request of the Darr's attorney. Unless otherwise directed differently by the State's Legal Counsel:

The State's appraiser shall not discuss with the Darr's, their attorney, or their contracted appraiser any "valuation issues" whatsoever. The valuation is in excess of $10,000.00, so the separation of Appraisal and Acquisition functions apply. Any "valuation issues" shall be discussed with the assigned acquisition agent, John Tiller, and his supervisor, Anthony Rizzi.

I have not yet been told what is the true purpose Ms.Nemat and Mr. Delahook's intentions relative to the acquisition are.
Is this appraiser an advocate/representative to the Darr's? The attorney bringing in the appraiser to the meeting leads me to believe that is the case. This raises a serious question as to conflict of interest and violation of the USPAP 2016-2017 ethics rule.

Our staff appraiser is also protected under Code Civ. Proc., § 1255.060.

The term "appraisal" means a written statement independently and impartially prepared by a qualified appraiser setting forth an opinion of defined value of an adequately described property as of a specific date, supported by the presentation and analysis of relevant market information.

The appraisals shall be independent, impartial and separate. The staff appraiser shall not review/consider the contracted appraiser's analysis, valuation conclusion or methodology, etc. and vice versa. If relevant market data is discovered by the Darr's and their representatives, I would be willing to review this information. However, this is to be submitted to the acquisition agent. I will then respond accordingly with justification as to the consideration.

The Darr's contracted appraiser and attorney shall not contact the Caltrans' staff appraiser under any circumstances. The Caltrans attorney and the acquisition agent are the appropriate representation in negotiating or having discussions with the Darr's and their designated representatives to maintain compliance with the Uniform Act.

Please refer any further inquiries regarding this matter to our Legal Counsel and/or the acquisition agent.

Additional information:

49 CFR 24.102 (n) (3)

An appraiser, review appraiser, or waiver valuation preparer making an appraisal, appraisal review or waiver valuation may be authorized by the Agency to act as a negotiator for real property for which that person has made an appraisal, appraisal review or waiver valuation only if the offer to acquire the property is $10,000, or less. (See appendix A, § 24.102(n).)

Section 24.102(n) Conflict of interest. The overall objective is to minimize the risk of fraud while allowing Agencies to operate as efficiently as possible. There are three parts to this provision.
The first provision is the prohibition against having any interest in the real property being valued by the appraiser (for an appraisal), the valuer (for a waiver estimate) or the review appraiser (for an appraisal review.) The second provision is that no person functioning as a negotiator for a project or program can supervise or formally evaluate the performance of any appraiser or review appraiser performing appraisal or appraisal review work for that project or program. The intent of this provision is to ensure appraisal/valuation independence and to prevent inappropriate influence. It is not intended to prevent Agencies from providing appraisers/valuers with appropriate project information and participating in determining the scope of work for the appraisal or valuation. For a program or project receiving Federal financial assistance, the Federal funding Agency may waive this requirement if it would create a hardship for the Agency. The intent is to accommodate Federal-aid recipients that have a small staff where this provision would be unworkable.
The third provision is to minimize situations where administrative costs exceed acquisition costs. Section 24.102(n) also provides that the same person may prepare a valuation estimate (including an appraisal) and negotiate that acquisition, if the valuation estimate amount is $10,000 or less. However, it should be noted that this exception for properties valued at $10,000 or less is not mandatory, e.g., Agencies are not required to use those who prepare a waiver valuation or appraisal of $10,000 or less to negotiate the acquisition, and, all appraisals must be reviewed in accordance with § 24.104. This includes appraisals of real property valued at $10,000 or less.

Code Civ. Proc., § 1255.060

1255.060. (a) The amount deposited or withdrawn pursuant to this chapter may not be given in evidence or referred to in the trial of the issue of compensation.

(b) In the trial of the issue of compensation, an appraisal report, written statement and summary of an appraisal, or other statement made in connection with a deposit or withdrawal pursuant to this chapter may not be considered to be an admission of any party.

(c) Upon objection of the party at whose request an appraisal report, written statement and summary of the appraisal, or other statement was made in connection with a deposit or withdrawal pursuant to this chapter, the person who made the report or statement and summary or other statement may not be called at the trial on the issue of compensation by any other party to give an opinion as to compensation. If the person who prepared the report, statement and summary, or other statement is called at trial to give an opinion as to compensation, the report, statement and summary, or other statement may be used for impeachment of the witness.

Per our RW Manual:

7.01.05.00 Separation of Appraisal and Acquisition Functions The Department of Transportation (Department) maintains a separation of the appraisal and acquisition functions, except that, the same person can appraise and negotiate a parcel if total valuation, excluding non-substantial construction contract work, is $10,000 or less. This dollar limit also applies to revisions where the appraiser was previously assigned to negotiate the parcel. The valuation document can be either an appraisal or Waiver Valuation as discussed in 7.01.02.00 above.

8.01.03.00 Negotiating Procedure
I. Agents who prepare appraisals shall not negotiate for the acquisition of parcels they have appraised except as noted in Section 8.01.08.00 and the Appraisal chapter.

8.01.08.00 Separation of Acquisition and Appraisal Functions The Departmental policy is to avoid assignments which may result in conflicts of interest. An agent shall not act as both the appraiser and acquisition agent of real property where the cash to grantor exceeds $10,000 and/or there is significant Construction Contract Work (other than replacement of existing facilities such as road approaches, fencing, irrigation pipelines, etc.). This $10,000 limit may be exceeded by the use of nonsubstantial administrative settlements (see Sections 7.01.05.00, 8.02.02.00, 8.03.08.00, 8.50.01.00, and 10.01.13.00 for single agent, under $10,000 process).

Thank you,

Maria LaMere
Senior Right of Way Agent
Appraisals Branch
464 W. 4th St. MS 950
San Bernardino, CA 92401
909-888-0397
Maria_Lamere@dot.ca.gov

Caltrans Mission: "Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Caltrans Vision: "A performance-driven, transparent, and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation, and teamwork."

San Bernardino County Clerk
Rec'd 8/27/15

Minute Record of the Board of Supervisors of

San Bernardino County, California

At 3:15 P.M. the Board conducts a public hearing on the appeal filed by James S. Darr requesting reversal of an action by the County Planning Commission in denial of an application for site approval to establish a private aircraft landing strip in an M-1 zone located on the west side of Highway 395, one-half mile north of Highway 466, Kramer Junction. Planning Director Neil Pfulb is present and states the reasons for the action of the Commission being that the proposed use and plan was not in the best interest of the United States Air Force or the people and the public utility serving governmental, public, and private interests. Mr. Pfulb indicates that at the Commission hearing, California Electric Power Company was the initial complainant and there was no written evidence that the military would allow a private airport in a restricted area. At this time, the Clerk reads a letter received from California Electric Power Company indicating that although they would prefer not to have any airport at this location, they will remove their objections if Mr. Darr will agree to use this airstrip under various stated conditions. Mr. Darr is present and states he has been operating this strip for the past five years with a verbal agreement with the military, and presents to the Board a letter of agreement with the U. S. Air Force governing his operation. Aviation Director W. Robbins is present and states he would not object to this private landing strip, providing all conditions imposed by the military and utility company are strictly adhered to. Thereupon, the Board, on motion of Supervisor Dunn, duly seconded by Supervisor Mikesell, and carried unanimously, approves appeal as filed by James S. Darr for site approval of application for the establishment of a private landing strip to be located on the west side of Highway 395, ½ mile north of Highway 466, in Kramer Junction, subject to the following conditions:

1. Suitable markings be installed adjacent to the runway to designate the "touchdown" point at a distance of not less than 2,400 feet from the nearest transmission circuit of California Electric Power Company.
2. The portions of the runway or runways between the nearest transmission circuit and these new markers are to be X'ed out as an indication that they are no longer suitable for landing strip use. This provision is to serve as mutual protection to all parties.
3. No night flying is to be done to or from this airstrip.
4. Operation limited to Visual Flight Rules, no transient traffic, and will not be usedfor local flying.
5. Authorized entrance and exit routes and clearance procedures, as set forth in Letter of Agreement with the Air Force Flight Test Center, Edwards AFB, California, dated October 17, 1963, on file in the office of the Clerk.
6. Operator to fly his private aircraft in compliance with federal and local civil law.

* * * * *

STATE OF CALIFORNIA
COUNTY OF SAN BERNARDINO ss.

I, V. DENNIS WARDLE, County Clerk and ex-officio Clerk of the Board of Supervisors of San Bernardino County, California, hereby certify the foregoing to be a full, true and correct copy of the record of the action taken by said Board of Supervisors, by vote of the members present, as the same appears in the Official Minutes of said Board of its meeting of November 12, 1963

Dated: November 12, 1963

cc: Planning
Aviation
Mr. Darr
File

V. DENNIS WARDLE
County Clerk and ex-officio
Clerk of said Board.

By ..... Deputy

Attachment B 01

14-035-010

EA 34770 District Condemnation Evaluation Meeting Minutes
Caltrans Parcel Numbers 23484, 23485, and 23491 (Darr Brothers)
Prepared by: Sergio Avila, Senior TE

EA Project ID County/Route/Post mile	Project Location and Description	Date - Time Location
34770 0800000616 06-Ker-58 PM R143.5/R143.9 08-SBd-58 PM R0.0/R12.9	Realign and widen a portion of SR-58 from a 2-lane to a 4-lane divided expressway, north of existing SR-58 from the Kern/SBd Co Line to 7.5 miles east of US-395	02/02/17 – 10:00AM Caltrans District Building 12th Floor, Room 1227 464 West Fourth Street San Bernardino, CA 92401

DISCUSSION

1. SCE new tubular steel pole (TSP) at the northern remainder
   Darr brothers do not want the new TSP in the center of the northern remainder of their parcel. Caltrans Design responded that SCE was contacted to move this TSP closer to Caltrans R/W but SCE indicated that was not possible due to the design span between poles. Caltrans will check back with SCE to find possible solutions.

2. Private utilities relocation
   Darr brothers requested compensation in advance to pay for the design and construction of their utilities relocation. They are also concerned about who's doing the relocation first, SCE or them. It is preferred that the relocation of their private utilities is done first.

3. SCE new tubular steel pole (TSP) location near the 60-foot driveway
   Darr brothers asked about final location of the TSP near the 60-foot driveway. They requested a detailed plan showing the location of the new TSP, fence and the driveway.

4. New utility easement documents from SCE
   Darr brothers showed concerns about signing any R/W contract without knowing the language of the SCE easements. Darr brother requested assistance from Caltrans to obtain easement documents from SCE. Caltrans will contact SCE.

5. Access to Darr's businesses during construction
   Darr brothers and their representatives have concerns about the impact to their businesses during construction and limited space for parking due to the temporary construction easement (TCE). Caltrans indicated that TCE will be required only when work at US-395 is done and may last only three to four months and not 40 moths as indicated on the R/W contract. TCE are normally requested for the duration of the project to allow contract to do the work at the TCE areas when they consider it is feasible based on their schedule. Caltrans to check remainder space for parking and access to businesses during construction.

EA 34770 District Condemnation Evaluation Meeting Minutes
Caltrans Parcel Numbers 23484, 23485, and 23491 (Darr Brothers)
Prepared by: Sergio Avila, Senior TE

6. Staking for final utility poles and R/W
Darr brothers and representative requested to stake on the ground the final location of TSPs, TCE and R/W lines

DECISION LOG

Item	Description	Decision Made by	Date
1-6	Pending – No final decision has been made		

ACTION ITEMS

Item	Description	Task Manager	Target Date	Status
1	Caltrans to check with SCE the possibility to move southerly the TPS on the northern remainder parcel.	Sergio Avila Robert Lyles	2/10/17	Open
2	Caltrans to find ways to compensate for the design and construction of the private utilities relocation.	Anthony Rizzi	2/10/17	Open
3	Caltrans to prepare a detailed plan to show the TPS and fence in relation to the 60-foot driveway.	Sergio Avila Robert Lyles	2/10/17	Open
4	Caltrans to provide assistance obtaining SCE easement documents	Robert Lyles	2/10/17	Open
5	Caltrans to provide detailed plan and access to Darr's businesses during construction.	Sergio Avila Robert Lyles	2/10/17	Open
6	Caltrans Design will request to stake location of new TPS, TCE and R/W.	Sergio Avila Robert Lyles	2/10/17	Open

Note: The minutes meeting is only for design related issues. Except for item 2, compensation related issues discussed with R/W personnel are not included on the minutes.

ATTENDEES

Name	Office	Telephone
See attached list		

MEETING SIGN-IN SHEET

Subject or Project: EA 34770 ; DCEM (DARR) Meeting Date: 2/2/2017

Facilitator: DESIGN / RW Place/Room: 1227

Name	Division/Agency	Supervisor	Phone	E-Mail
SERGIO AVILA	CT, DESIGN	J. ELSALEH	909-383-1554	
Dennis DARR	Property Owner		760-762 5220	kramersoni@yahoo.com
[illegible]			760-762 5220	"
Diane Boroff			760-762-5220	"
Mona Nemat	Owners counsel		951-788-2000	Mona.Nemat@brussmanlaw.com
BRETT PARSON	Marina Consult		949-632-5909	BAPROW@GMAIL.COM
John Tiller	R/W Proj. Coord	David Chavez	909-383-5493	john.tiller@dot.ca.gov
Luis Betancourt	HQ LPAM		(916) 275-2918	
Christy Connors	Caltrans - Design	John Bulinski	909-383-7582	christy.connors@dot.ca.gov
Mark Barkebile	Caltrans - Legal	Lion Brahan	213-687-6000	
[illegible]	Caltrans - Design	C. Connors	909-806-2535	[illegible]
Anthony Rizzi	Caltrans R/W	R. Quirado	909-889-2182	anthony.rizzi@dot.ca.gov
[illegible]	Caltrans R/W	J. Bulinski	909-383-4513	[illegible]

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Brissman&Nemat
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California Transportation Commission
P.O. Box 942873
Mail Station 52
Sacramento, CA 94273-0001

M e m o r a n d u m

Tab 4

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 15-16, 2017

Reference No.: 1.2
Action

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Douglas Remedios
Associate Governmental
Program Analyst

Subject: **MEETING MINUTES FOR JUNE 28-29, 2017**

ISSUE:

Should the California Transportation Commission (Commission) approve the meeting minutes for the June 28-29, 2017 Commission meeting?

RECOMMENDATION:

Staff recommends that the Commission approve the meeting minutes for the June 28-29, 2017 Commission meeting.

BACKGROUND:

California Code of Regulations, Section 21 CA ADC §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 Section 21 CA ADC §8012, the Commission's Operating Procedures (May 11, 2011) require that as an order of business, at each regular meeting of the Commission, the minutes from the last meeting shall be approved by the Commission.

Attachment:

- Attachment A: June 28-29, 2017 Meeting Minutes

Minutes

CALIFORNIA TRANSPORTATION COMMISSION

http://www.catc.ca.gov

June 28 – 29, 2017

Sacramento, California

Wednesday, June 28, 2017

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

Thursday, June 29, 2017

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

* "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 Transportation Agency (CalSTA) item.

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

	GENERAL BUSINESS				
1	Roll Call	1.1	Bob Alvarado	I	C

Chair Bob Alvarado	Present	Commissioner Carl Guardino	Arrived 1:07 PM
Commissioner Yvonne Burke	Present	Commissioner Fran Inman	Present
Commissioner Lucetta Dunn	Arrived 1:05 PM	Commissioner Christine Kehoe	Present
Commissioner Jim Earp	Present	Commission Jim Madaffer	Present
Commissioner Jim Ghielmetti	Present	Commissioner Joe Tavaglione	Present
TOTAL	**Present:10** **Absent: 0**		
Senator Jim Beall, Ex-Officio		Absent	
Assemblymember Jim Frazier, Ex-Officio		Present	

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):
CTC Meeting – August 16-17, 2017 in Oakland, CA

Tab #	Item Description	Ref. #	Presenter	Status*	
	APPEARANCE				
2 8 Ayes	Appearance --04-Ala-680-PM M2.4/R12.4 Wen Wei Lee and Pei Yung Lee, Ho-Shu Chang and Wang-Gee Chang, Andrew T.A. Lin and Ester K. Lin, Tzu-Hwa and Pai-Hua Hsu Resolution C-21543 *(Related Item under Ref 2.5b. (1) and 2.8a. (5).)*	2.4a	Stephen Maller Jennifer S. Lowden	A	D

Property owner or their representative were not present at the meeting. Deputy Director Stephen Maller entered the property owner's letter of objection into the record.

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Appearance – 02-Ala-680-PM M2.4/R12.4 ***PINK MEETING HANDOUT - LETTER***
Wen Wei Lee and Pei Yung Lee, Ho-Shu Change and Wang-Gee Chang, Andrew T.A. Lin and Ester K. Lin,
Tzu-Hwa and Pai-Hua Hsu
Resolution C-21543

3	Approval of Minutes for May 17, 2017	1.2	Bob Alvarado	A	C

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

4	Commissioners' Meetings for Compensation	1.5	Bob Alvarado	A	C

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

	REPORTS				
5	Commission Executive Director	1.3	Susan Bransen	A	C

CTC Executive Director Susan Bransen presented this item.

6	Commissioners	1.4	Bob Alvarado	A	C

CTC Commissioner Fran Inman presented this informational item.

7	CalSTA Secretary and/or Undersecretary	1.6	Brian Kelly	I	T

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

Tab #	Item Description	Ref. #	Presenter	Status*	
8	Caltrans Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D

California Department of Transportation Chief Deputy Director Kome Ajise presented this informational item.

9	FHWA California Division Administrator	1.11	Vincent Mammano	I	F

FHWA's California Division Chief Operating Officer Paul Schneider presented this informational item.

10	Regional Agencies Moderator	1.8	Kenneth Kao	I	R

Regional Agencies Moderator Kenneth Kao presented this informational item.

11	Rural Counties Task Force Chair	1.9	Maura Twomey	I	R

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

12	Self-Help Counties Coalition Chair	1.10	Keith Dunn	I	R

Self Help Counties Coalition's Keith Dunn presented this informational item.

	POLICY MATTERS				
13	State and Federal Legislative Matters	4.1	Eric Thronson	A	C

CTC Deputy Director Eric Thronson presented this item, no action was taken on this item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
State and Federal Legislative Matters ***PINK MEETING HANDOUT***

14	Update on the Implementation of the Road Repair and Accountability Act of 2017 (Senate Bill 1)	4.22	Mitch Weiss	A	C

CTC Deputy Director Mitchell Weiss presented this item, no action was taken on this item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Implementation of the Road Repair & Accountability Act of 2017 (SB 1) ***YELLOW REVISED ATTACHMENT & Meeting Handout Letter***
PINK MEETING HANDOUT – Revised Implementation Plan

15	Adoption of the Road Maintenance and Rehabilitation Account Addendum to the 2017 Active Transportation Program Fund Estimate Resolution G-17-18, Amending Resolution G-16-30	4.20	Laurie Waters Steven Keck	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Dunn **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

16 2:00 PM Timed Item	Hearing on the 2017 Active Transportation Program Augmentation Guidelines	4.14	Laurie Waters	I	C

CTC Associate Deputy Director Laurie Waters presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
17	Adoption of the 2017 Active Transportation Program Augmentation Guidelines Resolution G-17-21	4.15	Laurie Waters	A	C

Recommendation: Approval as revised
Action Taken: Approved
Motion: Madaffer **Second:** Burke **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Adoption of the 2017 ATP Augmentation Guidelines ***PINK MEETING HANDOUT***

18	Budget and Allocation Capacity	4.2	David Van Dyken Steven Keck	I	D

CTC Associate Deputy Director David Van Dyken and Caltrans Chief of Budgets Steven Keck presented this informational item.

19	Draft 2018 STIP and Aeronautics Account Fund Estimate	4.4	Mitch Weiss Steven Keck	I	D

Deputy Director Mitch Weiss and Caltrans Chief of Budgets Steven Keck presented this informational item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Draft 2018 STIP & Aeronautics Account Fund Estimate ***PINK MEETING HANDOUT (Attachment)***

20	Draft 2018 State Transportation Improvement Program Guidelines	4.16	Teresa Favila	I	C

CTC Assistant Deputy Director Teresa Favila presented this informational item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Draft 2018 STIP Guidelines ***PINK MEETING HANDOUT***

21	California Freight Investment Program Guidelines Resolution G-17-19	4.23	Dawn Cheser	A	C

This item was withdrawn prior to the meeting.

22	Final 2017 Ten-Year State Highway Operation and Protection Program Plan	4.11	Rick Guevel Michael Johnson	I	D

CTC Associate Deputy Director Rick Guevel and Caltrans Deputy Director for Asset Management Michael Johnson presented this informational item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Final 2017 Ten-Year State Highway Operations and Protection Program Plan ***PINK ~~YELLOW~~ REPLACEMENT ITEM Meeting handout – Letter to CTC***

23	Commission Comments on the Final 2017 Ten-Year State Highway Operation and Protection Program Plan	4.12	Rick Guevel	A	C

CTC Associate Deputy Director Rick Guevel presented this item, no action was taken on the item.

Tab #	Item Description	Ref. #	Presenter	Status*	
24	Adoption of the Interim State Highway Operation and Protection Program Guidelines	4.13	Stephen Maller	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Chair Alvarado appointed Commissioners Earp, Ghielmetti and Madaffer to a taskforce to work with Commission staff on further refining these interim SHOPP guidelines to promote the highest level of accountability.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Adoption of the Interim State Highway Operation and Protection Program Guidelines ***Meeting handout – Letter to CTC***

25	Adoption of the Transportation Asset Management Plan Guidelines	4.24	Kristina Assouri	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Speakers:
Jeanie Ward-Waller – California Bicycle Coalition

26	Road Charge Technical Advisory Committee and Pilot Program Update	4.10	Curtis Vandermolen	I	C

CTC Deputy Director Curtis Vandermolen presented this informational item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Road Charge Technical Advisory Committee & Pilot Program ***PINK REVISED ITEM***

	INFORMATION CALENDAR	Stephen Maller

CTC Deputy Director Stephen Maller presented the information calendar.

27	**Informational Reports on Allocations Under Delegated Authority** -- Emergency G-11 Allocations *(2.5f. (1))*: $258,858,000 for 87 projects. -- SHOPP Safety Sub-Allocations *(2.5f. (3))*: $4,438,000 for three projects. -- Minor G-05-16 Allocations *(2.5f. (4))*: $4,912,000 for seven projects.	2.5f.		I	D

This item was presented as part of the Information Calendar.

	Monthly Reports on the Status of Contract Award				
28	State Highway Projects, per Resolution G-06-08	3.2a.		I	D

This item was presented as part of the Information Calendar.

29	Local Assistance STIP Projects, per Resolution G-13-07	3.2b.		I	D

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

This item was presented as part of the Information Calendar.

30	Local Assistance ATP Projects, per Resolution G-15-04	3.2c.		I	D

This item was presented as part of the Information Calendar.

31	Monthly Report on Local and Regional Agency Notices of Intent to Expend Funds on Programmed STIP Projects Prior to Commission Allocation per SB 184	3.4		I	C

This item was presented as part of the Information Calendar.

	Quarterly Reports – FY 16-17 –Third Quarter				
32	Aeronautics – Acquisition and Development and Airport Improvement Program	3.3		I	D

This item was presented as part of the Information Calendar.

33	Proposition 1A – High Speed Passenger Train Bond Program	3.5		I	D

This item was presented as part of the Information Calendar.

34	Caltrans Rail Operations	3.6		I	D

This item was presented as part of the Information Calendar.

35	Caltrans Finance Report	3.7		I	D

This item was presented as part of the Information Calendar.

36	Proposition 1B *--Corridor Mobility Improvement Account (3.9a.)* *--Route 99 Corridor Program (3.9b.)* *--Local Bridge Seismic Retrofit Program (3.9c.)* *--State-Local Partnership Program (3.9d.)* *--Traffic Light Synchronization Program (3.9e.)* *--Highway-Railroad Crossing Safety Account (3.9f.)* *--Intercity Rail Improvement Program (3.9g.)* *--Trade Corridors Improvement Fund (3.9h.)*	3.9		I	D

This item was presented as part of the Information Calendar.

	Other Reports				
37	Second Quarter - Balance Report on AB 1012 "Use It or Lose It" Provision for Federal Fiscal Year 2015 Unobligated RSTP and CMAQ Funds	3.11		I	D

This item was presented as part of the Information Calendar.

38	Final Right of Way Expenditure Report for STIP Projects at Construction Contract Acceptance	3.13		I	D

This item was presented as part of the Information Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*
	CONSENT CALENDAR		Stephen Maller	

Items 42, 43, and 48 were removed from the consent calendar and presented individually following the consent calendar.

Recommendation: Approval as revised
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

39	The Metropolitan Transportation Commission and the San Mateo City/County Association of Governments propose delaying PA&ED and PS&E from FY 17-18 to FY 18-19 and construction from FY 18-19 to FY 19-20 and also updating the implementing agency, project scope, schedule and funding plan for the Countywide ITS Improvements project in San Mateo County. (PPNO 2140E) STIP Amendment 16S-04	2.1a.(2a)		A	D

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

40	The Tehama County Transportation Commission and the city of Red Bluff propose delaying PS&E from FY 17-18 to FY 18-19 and also updating the project schedule and funding plan for the Baker Road at Brickyard Creek Bridge project in Tehama County. (PPNO 2527) STIP Amendment 16S-05	2.1a.(2b)		A	D

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

41	Lake County and the Lake County/City Area Planning Council propose delaying construction from FY 17-18 to FY 18-19 for the South Main Street Rehabilitation (PPNO 3032R) and the Soda Bay Road Rehabilitation (PPNO 3033R) projects in Lake County. STIP Amendment 16S-06	2.1a.(2c)		A	D

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

42	The San Francisco Bay Area Rapid Transit District (BART) proposes delaying $5,300,000 in Regional Improvement Program funds from FY 17-18 to FY 19-20 for the Walnut Creek BART Transit-Oriented Development project in Contra Costa County. (PPNO 2010B) STIP Amendment 16S-07	2.1a.(2d)		A	D

This item was removed from the Consent Calendar.

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
43	The Santa Clara Valley Transportation Authority proposes delaying $14,672,000 in Regional Improvement Program funds from FY 17-18 to FY 19-20 for the BART to San Jose; Extend from Berryessa to San Jose project in Santa Clara County. (PPNO 2147E) STIP Amendment 16S-08	2.1a.(2e)		A	D

This item was removed from the Consent Calendar.

Recommendation: Approval
Action Taken: Approved
Motion: Guardino **Second:** Tavaglione **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

44	The Department and the Tehama County Transportation Commission propose unprogramming the Los Molinos - Phase III project (PPNO 2528) and delaying PS&E from FY 18-19 to FY 19-20 and construction from FY 19-20 to FY 20-21 and also updating the project scope and funding plan for the 99W from Gyle Road to I-5 project (PPNO 2569) in Tehama County. STIP Amendment 16S-09	2.1a.(2f)		A	D

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

45	The Tehama County Transportation Commission and Tehama County propose delaying construction from FY 17-18 to FY 18-19 and also updating the project funding plan for the Evergreen Road Bridge at South Fork Cottonwood Creek project in Tehama County. (PPNO 2379) STIP Amendment 16S-10	2.1a.(2g)		A	D

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

46	The Lassen County Transportation Commission and Lassen County propose delaying construction from FY 17-18 to FY 18-19 and also updating the project funding plan for the Skyline Road Extension project in Lassen County. (PPNO 2121A) STIP Amendment 16S-11	2.1a.(2h)		A	D

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

47	The Lassen County Transportation Commission and Lassen County propose delaying construction from FY 17-18 to FY 18-19 and also updating the project schedule and funding plan for the Beaver Creek Bridge 7C-82 Replacement project in Lassen County. (PPNO 2562) STIP Amendment 16S-12	2.1a.(2i)		A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
48	The Transportation Agency for Monterey County is proposing to delay construction from FY 17-18 to FY 18-19 for the Route 68 Safety and Operational Improvements at Corral de Tierra project in Monterey County. (PPNO 1813A) STIP Amendment 16S-13	2.1a.(2j)		A	D

This item was removed from the Consent Calendar.

Recommendation: Approval
Action Taken: Approved
Motion: Guardino **Second:** Madaffer **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Speakers:
Maura Twomey – Association of Monterey Bay Area Governments

49	The Department and the Riverside County Transportation Commission propose delaying $31,555,000 in Regional Improvement Program funds for construction and construction support from FY 17-18 to FY 18-19 for the Route 60 Truck Climbing/Descending Lanes project, in Riverside County. (PPNO 0046J) STIP Amendment 16S-14 *(Related Item under Ref 2.1a. (1a).)*	2.1a.(2k)		A	D

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

50	The Santa Cruz County Regional Transportation Commission proposes reprograming funds between fiscal years and/or components for 5 local projects (PPNO 0413, 4658, 1968, 0073A and 2551) and shift programming to 3 new projects (PPNO 2732, 2733 and 2734). STIP Amendment 16S-16	2.1a.(2m)		A	D

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

51	The Mono County Local Transportation Commission and Town of Mammoth Lakes propose deleting the Meridian Roundabout and Signal Relocation project (PPNO 2595) and programming the Lower Main Street Sidewalk project in Mono County. (PPNO 2642) STIP Amendment 16S-17	2.1a.(2n)		A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
52	Approval of Projects for Future Consideration of Funding 01-Men-271, PM 17.70/18.00 McCoy Creek Bridge Replacement Project Replace existing bridge on SR 271 in Mendocino County. (MND) (PPNO 4545) (SHOPP) Resolution E-17-33 09-Iny-190, PM 69.2/69.8 Town Pass Curve Correction Project Construct roadway improvements for a curve correction on a portion of SR 190 in Inyo County. (MND) (PPNO 0610) (SHOPP) Resolution E-17-34 10-Cal-4, PM 12.66/19.10 State Route 4 Wagon Trail Realignment Project Construct roadway improvements on a portion of SR 4 in Calaveras County. (MND) (PPNO 3067) (STIP) Resolution E-17-35 12-Ora-22, PM R3.9/R10.8 State Route 22 Eastbound Improvement Project Construct safety improvements on a portion of SR 22 in Orange County. (MND) (PPNO 2941) (SHOPP) Resolution E- 17-36	2.2c.(1)		A	D

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

53	Approval of Project for Future Consideration of Funding 03 – Amador County Plymouth Main Street/Shenandoah Road Safe Route to School Project. Construct pedestrian and bicycle safety improvements. (MND) (PPNO 3178) (ATP) *(Related Item under Ref 2.5w. (1).)*	2.2c.(2)		A	C

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Approval of Project for Future Consideration of Funding
~~03~~ **10** – Amador County
--Revise Agenda, and also Resolution to show as "~~03~~ **10**-Amador"

54	Approval of Project for Future Consideration of Funding 06 – Tulare County North Valencia Boulevard Improvement Project. Construct pedestrian and bicycle improvements. (MND) (PPNO 6821) (ATP) *(Related Item under Ref 2.5w. (1).)*	2.2c.(3)		A	C

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

55	Approval of Project for Future Consideration of Funding 07 – Los Angeles County Avenue R Safety Improvement Project. Safety improvements along a 2-mile segment of Avenue R. (MND) (PPNO 4878) (ATP)(SHOPP) *(Related Item under Ref 2.5w. (1).)*	2.2c.(4)		A	C

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

Tab #	Item Description	Ref. #	Presenter	Status*	
56	Approval of Project for Future Consideration of Funding 07 – Los Angeles County Tier II Olympic Boulevard and Mateo Street Improvements Project. Intersection improvements on Olympic Boulevard and Mateo Street. (ND) (PPNO T1582) (TCRP) *(Related Item under Ref 2.5t. (2b).)*	2.2c.(5)		A	C

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

57	Approval of Project for Future Consideration of Funding 05– Santa Cruz County Airport Boulevard Modifications Project Road widening and other improvements to accommodate a bicycle and travel lane extension. (MND) (PPNO 2366) (STIP)	2.2c.(9)		A	C

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

58	Three Relinquishment Resolutions --10-Cal-4-PM-21.4 Right of way on Route 4 (Vallecito Road) from the east end of the Angels Creek Bridge to Route 49, in the city of Angels (Angels Camp). Resolution R-3989 --11-SD-805-PM R27.0 Right of way along Route 805 at Carroll Canyon Road, in the city of San Diego. Resolution R-3990 --11-SD-905-PM-R10.3/R10.9 Right of way along Route 905 on Otay Mesa Road, in the county of San Diego. Resolution R-3991	2.3c.		A	D

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

59 8 Ayes	12 Resolutions of Necessity Resolutions C-21544 through C-21555	2.4b.		A	D

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

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

~~12~~ **11** Resolutions of Necessity

Resolutions ~~C-21554~~ **C-21545** through C-215555

➢Resolution C-21544 (Hat Creek Resort & RV Park, LLC and WC Badgers, LLC; 02-Sha-44-PM5936 – Parcel 14509-1, 2 – EA 4F2009)

Withdrawn prior to the CTC Meeting.

Tab #	Item Description	Ref. #	Presenter	Status*	
60	Director's Deeds Items 1 through 13 Excess Lands - Return to State: $6,022,100 Return to Others: $0	2.4d.(1)		A	D

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Director's Deeds
Items ~~1 through~~ **2 and 3 and 5 through** 13
Excess Lands – Return to State: ~~$6,022,100~~ **$5,832,100**
Return to Others: $0
➢Item 1 (03-Sac-5-PM 31.1, DD 17591-01-04 – The Greenbrier Project Owner, LP) ***Withdrawn prior to CTC Meeting***
➢Item 4 (04-Ala-13/24-PM 5.4-9.9, DD 047712-01-01 - Brett K. Pitts and Nicole C. Pitts) ***Withdrawn prior to CTC Meeting***

61	Allocation Amendment – STIP Request to correct the project description for the locally administered STIP Inland Rail Trails Phases - IIA, IIB, IIIA, IIIB project in San Diego County. (PPNO 7421W) Resolution FP-16-51, Amending Resolution FP-15-36	2.5c.(6)		A	D

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

62	Technical Correction – TIRCP Projects Corrections are needed to revise the Program Code for 17 previously approved TIRCP projects.	2.9a.		A	D

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

63	Technical Correction – TCRP Project Correction needed to revise the resolution number approved at the January 2017 meeting for the program amendment for TCRP Project 106-Campus Parkway (Segment 4). The resolution approved was TFP-16-12, Amending TFP-09-03 and should have been TAA-16-12, Amending Resolution TAA-09-03.	2.9b.		A	D

This item was withdrawn prior to the meeting

64	ATP Program Amendment to revise the schedule for the La Jolla Active Transportation Project (PPNO 1161A and 161B) Resolution G-17-20.	4.26		A	C

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
ATP Program Amendment – La Jolla Active Transportation Project ***YELLOW MEETING HANDOUT***

Tab #	Item Description	Ref. #	Presenter	Status*	
	Allocation Amendments for Project Savings at Closeout – Proposition 1B Corridor Mobility Improvement Account (CMIA) Projects				
65	Allocation Amendments to deallocate CMIA funding on the following projects: • Route 50 HOV Lanes – El Dorado Hills Boulevard to Bass Lake Road project in El Dorado County deallocate $7,354. (PPNO 3283A) *2.5g.(1a)* • White Rock Road Widening project in Sacramento County deallocate $1,253,061. (PPNO 3161) *2.5g.(1b)* • Freeway Performance Initiative – TOS and Ramp Metering Elements project in Alameda County deallocate $932,506. (PPNO 0521J) *2.5g.(1c)* • Route 580 Eastbound HOV Lane Segment 2 - Portola Avenue to Hacienda Drive project in Alameda County deallocate $860,657. (PPNO 0112D) *2.5g.(1d)* • I-80 Integrated Corridor Mobility Transportation Operations System project in Alameda and Contra Costa Counties deallocate $438,782. (PPNO 0062I) *2.5g.(1e)* • Westbound I-580 to Northbound US 101 Connector Improvements project in Marin County deallocate $866,739. (PPNO 0342M) *2.5g.(1f)* • Route 101 Marin-Sonoma Narrows – HOV Lane project (Contract 1) in Marin County deallocate $1,170,227. (PPNO 0360F) *2.5g.(1g)* • I-80 HOV Lanes project in Solano County deallocate $1,290,610. (PPNO 8320B) *2.5g.(1h)* • Union Valley Parkway Interchange project in Santa Barbara County deallocate $350,261. (PPNO 4638) *2.5g.(1i)* • Route 198 Four-Lane Expressway project in Kings and Tulare Counties deallocate $241,987. (PPNO A4360B) *2.5g.(1j)* • Route 219 Widening project in Stanislaus County deallocate $1,226,844. (PPNO 10-9940) *2.5g.(1k)* • I-15 Managed Lanes South Segment - Unit 2 project in San Diego County deallocate $5,072,740. (PPNO 0661B) *2.5g.(1m)* • Route 91 Widening – Route 55 to Weir Canyon Road project in Orange County deallocate $208,451. (PPNO 4598A) *2.5g.(1n)* • Widen Ramp for Deceleration Lane project in Orange County deallocate $171,965. (PPNO 4981) *2.5g.(1p)* *(Related Items under Ref 2.5g.(1q) & 2.5g.(1r)*	2.5g.(1a) – 2.5g.(1p)		A	D

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

	Allocation Amendments –Multi Funded Proposition 1B – CMIA/Transportation Facilities Account (TFA) Projects				
66	Request to remove $11,760,000 in TFA funding, reducing the original construction allocation to $0 and increasing the original CMIA construction allocation by $11,760,000, to $22,057,000 for the Route 15/215 Interchange to Scott Road project in Riverside County. (PPNO 9991A) Resolution CMIA-AA-1617-15, Amending Resolution CMIA-AA-1011-012 Resolution STIP1B-AA-1617-04, Amending Resolution STIP1B-AA-1011-005 *(Related Items under Ref 2.5g. (1a) – 2.5g. (1p).)*	2.5g.(1q)		A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
67	Request to remove $2,500,000 in TFA funding, reducing the original construction allocation to $0, and increasing the original CMIA allocation for construction by $2,500,000, to $30,825,000, for the San Juan Road Interchange project in Monterey County. (PPNO 0058E) Resolution CMIA-AA-1617-16, Amending Resolution CMIA-A-1112-039 Resolution STIP1B-AA-1617-05, Amending Resolution STIP1B-A-1112-011 *(Related Items under Ref 2.5g. (1a) – 2.5g. (1p).)*	2.5g.(1r)		A	D

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

68	Allocation Amendment - Proposition 1A Request to reduce the original Proposition 1A allocation by $24,000 for the Sacramento Intermodal Improvement Project, in Sacramento County. (EA R331GA) Resolution HST1A-AA-1617-02, Amending Resolution HST1A-AA-1516-01 *(Related Item under Ref. 4.7)*	2.6f.(2)		A	D

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

69	Allocation Amendment – TCRP Project Request to correctly show $9,000,000 in TCRP funding as PA&ED, and not Construction, for Project 38.2 - Los Angeles-San Fernando Valley North-South Bus Transit project in Los Angeles County, when originally approved under TFP-06-07 in October 2016. (PPNO 4296) Resolution TFP-16-27, Amending Resolution TFP-16-07 *(Related item under Ref. 2.1a.(3e) & 2.5t.(2a), & 2.5t.(2g)*	2.5t.(2g)		A	D

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

70	Allocation Amendment – TCRP Project Request to de-allocate $1,034,000 ($357,000 from construction and $677,000 from Right of Way) in project savings from Project 106 – Campus Parkway – Segment 1 and reallocate to PS&E on Segment 2B & 3, in Merced County. (PPNO 5951) Resolution TAA-16-05, Amending Resolution TAA-09-03 Resolution TFP-16-28, Amending Resolution TFP-09-03.	2.5t.(2h)		A	D

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

71	Allocation Amendment – TCRP Project Request to move $26,000 in TCRP funding from Right of Way to Construction for Project 116 – Northeast Corridor Enhancements project in Sacramento County. (PPNO 3148) Resolution TFP-16-29, Amending Resolution TFP-10-07	2.5t.(2i)		A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
72	Allocation Amendment - TCRP Project Reduce the allocation for construction, from $720,000 to $0, for TCRP Project 55.3 – Alameda Corridor East – Build grade separations to BNSF and UPRR lines at the following two locations: Segment 1 (Yuma Rail lines at Hunts Lane) and Segment 2 (San Bernardino RR lines at State Street/University Park Way), in San Bernardino County. (PPNO T0553) Resolution TFP-16-30, Amending Resolution TFP-16-14 *(Related Item under Tab 2.1a. (3g).)*	2.5t.(2j)		A	D

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

73	Allocation Amendment - TCRP Project Request the re-allocation of $536,000 for Environmental on TCRP Project 87.2 – Build two new freeway connector ramp projects in San Diego County. (PPNO 0356) Resolution TFP-16-33	2.5t.(2m)		A	D

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

	END OF CONSENT CALENDAR				

	Environmental Matters				
74	Approval of Project for Future Consideration of Funding 01– Mendocino County Fort Bragg Coastal Restoration and Trail Phase II Project. Construction of a 1.3 mile trail, access improvements and restoration work. (FEIR) (PPNO 01-4680) (ATP) *(Related Item under Ref 2.5w. (3).)*	2.2c.(6)	Jose Oseguera	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

75	Approval of Project for Future Consideration of Funding 03 – Sacramento County Sacramento to Roseville Third Main Track Project. Construct 17.8 miles of the third main track. (FEIR) (PPNO CP023) (TIRCP) (Prop 1A) (Prop 1B) *(Related Item under Ref 2.6f. (1).)*	2.2c.(7)	Jose Oseguera	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second:** Tavaglione **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
76	Approval of Project for Future Consideration of Funding 04 – San Francisco County Lombard Street Vision Zero Project. Construct pedestrian and transit enhancements on Lombard Street. (FEIR) (PPNO 2023G) (ATP)	2.2c.(8)	Jose Oseguera	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

77	Approval of Project for Future Consideration of Funding 8– Riverside County Coachella Valley Link Multi-Modal Transportation Project Construct a multi-use path. (FEIR) (PPNO 1019) (ATP) *(Related Item under Ref. 2.5w. (1).)*	2.2c.(10)	Jose Oseguera	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Earp **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Approval for Future Consideration of Funding ***YELLOW MEETING HANDOUT***
08-Riverside- Coachella Valley Link Multi-Modal Transportation Project (FEIR) (PPNO 1019) (ATP)

	Right of Way Matters				
78	Conveyance of Excess State Owned Real Property on LA-710 Items 1 and 2 Excess Lands - Return to State: $358,400 Return to Others: $0	2.4d.(2)	Stephen Maller Jennifer S. Lowden	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Inman **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
79	Conveyance of Mixed-Use Mitigation Property – Humboldt County and Monterey County Items 1 and 2 Excess Lands - Return to State: $0 Return to Others: $0	2.4d.(3)	Stephen Maller Jennifer S. Lowden	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

80	Preliminary Close-out Report on FY 2016-17 Right of Way Lump Sum Allocation	3.10	Stephen Maller Jennifer S. Lowden	I	D

CTC Deputy Director Stephen Maller presented this informational item.

81	Request of $212,500,000 for FY 2017-18 Right of Way Lump Sum Allocation for STIP and SHOPP Projects. Resolution FM-16-04	2.5i.	Stephen Maller Jennifer S. Lowden	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Inman **Second:** Tavaglione **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	PROGRAM UPDATES				
82 9:00 am Timed Item	Hearing on the 2017 Federal Transit Administration Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Transit Program.	4.17	Teresa Favila	I	C

CTC Assistant Deputy Director Teresa Favila presented this informational item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Hearing – 2017 Federal Transit Administration Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities Transit Program ***YELLOW REPLACEMENT ITEM***

83	Adoption of the 2017 Program of Projects for Federal Transit Administration Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Transit Program. Resolution G-17-17	4.18	Teresa Favila	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Burke **Recused:** None **Absent**: Kehoe
Vote result: **9-1**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Adoption of the 2017 Program of Projects for Federal Transit Administration Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities Transit Program ***YELLOW REPLACEMENT ITEM***

Tab #	Item Description	Ref. #	Presenter	Status*	
84	North Coast Railroad Authority Update	4.25	Teresa Favila Mitch Stogner Brad Mettam	I	D/R

CTC Assistant Deputy Director Teresa Favila, NCRA's Executive Director Mitch Stogner and Caltrans' Deputy District Director for Planning and Local Assistance Brad Mettam presented this informational item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
North Coast Railroad Authority ***YELLOW REPLACEMENT ITEM***

	SHOPP Program				
85	Establishment of Supplemental Transportation Asset Management Plan Asset Classes	4.27	Mike Johnson	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Kehoe **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

86	Amendment to the Major Damage Restoration Reservation Resolution G-17-16, Amending Resolution G-17-08	4.9	Stephen Maller Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Burke **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	Amendments for Approval				
87	Request to: --Add 93 new projects into the 2016 SHOPP. --Revise 204 projects currently programmed in the 2016 SHOPP. --Develop 2 Long Lead projects. SHOPP Amendment 16H-014 *(Related Item under Ref 2.1a. (2k).)*	2.1a.(1a)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: Kehoe
Vote result: **9-1**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
SHOPP Amendments for Approval ***YELLOW REPLACEMENT ITEM***
• In Book Item Attachment #2
→Project 144 (08-Riverside-62-R6.7/9.2 – EA 1E840 – PPNO 0023C) – Revise the FY from ~~17-18~~ to **19-20** ***Meeting Handout – Letter to CTC***

Tab #	Item Description	Ref. #	Presenter	Status*	
88	Request to: --Add 12 new projects into the 2016 SHOPP. SHOPP Amendment 16H-015	2.1a.(1b)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Earp **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Request to: ***PINK MEETING HANDOUT***
--Add ~~12~~ **8** new projects into the 2016 SHOPP

89	Request to: --Add 11 new Zero Emission Vehicle (ZEV) projects into the 2016 SHOPP. SHOPP Amendment 16H-016	2.1a.(1c)	Rick Guevel Bruce De Terra	A	D

Recommendation: Amend 11 ZEV projects into the 2016 SHOPP, remove charging unit purchase and installation from project scope, and limit support cost to capital ratio to 50%.
Action Taken: Withdrawn - No action taken.
Motion: Ghielmetti-**Withdrawn** **Second:** Earp-**Withdrawn** **Recused:** None **Absent**: None
Vote result: No vote taken.
Ayes:
Nays:
Abstained:

Recommendation: Amend 11 ZEV projects into the 2016 SHOPP, remove charging unit purchase and installation from project scope, limit support cost to capital ratio to 50%, program $1.78M for the environmental phases only. Return at subsequent meeting for additional programming.
Action Taken: Approved
Motion: Madaffer **Second:** Kehoe **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	Quarterly Report – FY 16-17 –Third Quarter				
90	Caltrans Project Delivery	3.8	Stephen Maller James Davis	I	D

CTC Deputy Director Stephen Maller and Caltrans Division Chief for Project Delivery James Davis presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
	Projects with Costs that Exceed 20 Percent of the Programmed Amount				
91	Request of $3,642,000 for one SHOPP Roadside Rest Area Safety Improvement project on Route 80 in Placer County. This is an adjustment of 72.5 percent over the original programmed amount. (PPNO 5103) Resolution FP-16-53	2.5d.(1)	Stephen Maller Rihui Zhang	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Earp **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	Capital Outlay Support Programming Adjustment				
92	Request for additional programming in the amount of $2,300,000 for the Plans, Specifications and Estimate Project phase for the Maintenance Facilities SHOPP project on Interstate 80 in Alameda County. (PPNO 0064Q) Resolution FA-16-21	2.5e.(2)	Stephen Maller Bijan Sartipi	A	D

This item was withdrawn prior to the meeting.

	Supplemental Fund Allocations				
93	Request for an additional $522,000 in Construction Capital to close out the construction contract of the SHOPP Pavement Rehabilitation project on Interstate 580 in Alameda County. (PPNO 0133S) Resolution FA-16-20	2.5e.(1)	Stephen Maller Bijan Sartipi	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	Minor Program				
94	Preliminary Close-Out Report on the FY 2016-17 Minor Program Lump Sum allocation.	3.14	Reza Afhami Bruce De Terra	I	D

CTC's Reza Afhami presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
95	Request of $160,000,000 for FY 2017-18 Minor Lump Sum Allocation for Capital and Support. Resolution FM-16-05	2.5j.	Reza Afhami Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Burke **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Minor Lump Sum Allocation – Request of $160,000,000 (Capital & Support) for FY 2017-18 ***Meeting Handout – Letter/email***
• In the Book Item Attachment:
→On page 1, first row, (1 – Del Norte – 197, 4.5/7.2 – In Del Norte County, near Crescent City at the entrance to Ruby Van Deventer County Park)
Withdrawn prior to the CTC Meeting.
→On page 2, second row from bottom: (4- Alameda-80, 4.3/6.0 – Replace concrete slabs under westbound University Avenue) - Revise EA as follows:
~~1K570~~ **3J570**
→On page 7, sixth header down, revise as follows:
"Total FY 2017-18 Minor Program ~~Construction Engineering~~" to "Total FY 2017-18 Minor Program **Capital Outlay Support**"

	SHOPP Allocations				
96	Request of $261,557,000 for 27 SHOPP projects. Resolution FP-16-56 *(Related Item under Ref. 2.4a.)*	2.5b.(1)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second:** Dunn **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
SHOPP Allocations - ~~$261,557,000~~ **$242,128,000** for 27 **26** projects
➢Project 7 (PPNO 04-0064Q) San Francisco Oakland Bay Bridge Toll Plaza Building ***Withdrawn prior to the CTC Meeting***

97	Request of $8,898,000 for the Transportation Management System Upgrade project (PPNO 4719) in Los Angeles County. Resolution FP-16-59	2.5b.(6)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Burke **Second:** Tavaglione **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
98	Program Adjustment and Support Allocation Request of $1,572 million for 1,643 SHOPP projects with open environmental, design and R/W phases: • $629 million for PA&ED for 540 projects • $802 million for PS&E for 551 projects • $141 million for R/W support for 552 projects. Resolution FP-16-57	2.5b.(3)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval as revised
Action Taken: Approved
Motion: Madaffer **Second:** Burke **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Program Adjustment & Support Allocation Request ***PINK ~~YELLOW~~ REPLACEMENT ITEM***
➢ (PPNO 04-0064Q) San Francisco Oakland Bay Bridge Toll Plaza Building ***Withdrawn prior to the CTC Meeting***
Revised Agenda as follows:
Request of ~~$1.572~~ **$1,172** million for ~~1,643~~ **1,094** SHOPP projects with open environmental, design and R/W phases:
• ~~$629~~ **$511** million for PA&ED for ~~540~~ **391** projects
• ~~$802~~ **$547** million for PS&E for ~~551~~ **353** projects
• ~~$141~~ **$114** million for R/W support for ~~552~~ **350** projects

99	Program Adjustment and Construction Support Allocation Request of $829 million for 296 SHOPP projects with open construction phases. Resolution FP-16-58	2.5b.(4)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second:** Burke **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Program Adjustment & Support Allocation Request - $829 million for 296 project ***YELLOW REPLACEMENT ITEM***

Tab #	Item Description	Ref. #	Presenter	Status*	
100	Program Adjustment and Support Allocation Request for SHOPP projects Resolution FP-16-61	2.5b.(7)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Burke **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Recommendation: Remove the PS&E allocation for projects 15, 17 and 119 and remove the Right of Way support allocation for projects 15 and 17.
Action Taken: Approved
Motion: Madaffer **Second:** Dunn **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Program Adjustment & Support Allocation Request for SHOPP Projects ***PINK MEETING HANDOUT***

101	Request for an allocation for the Presidio Parkway Landscape Mitigation Project Resolution FP-16-60	2.5b.(5)	Stephen Maller Kome Ajise	A	D

This item was withdrawn prior to the meeting.

	Advance - SHOPP Allocations				
102	Request of $137,057,000 for three SHOPP projects, programmed in FY 17-18. Resolution FP-16-47	2.5b.(2)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Inman **Second:** Dunn **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	STIP Program				
	STIP Allocations				
103	Request of $1,847,000 for five locally administered STIP projects, off the State Highway System. *2.5c. (3a)* -- $1,784,000 for three STIP projects. *2.5c. (3b)* -- $ 63,000 for two STIP Planning, Programming, and Monitoring projects. Resolution FP-16-48	2.5c.(3)	Teresa Favila Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Earp **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
	Advance - STIP Allocations				
104	Request of $1,778,000 for the locally administered STIP Mace Boulevard Complete Streets project in Yolo County, programmed in FY 19-20, off the State Highway System. (PPNO 1918) Resolution FP-16-49	2.5c.(4)	Teresa Favila John Hoole	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Earp **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

105	Request of $4,520,000 for 13 locally administered STIP Planning, Programming, and Monitoring projects, programmed in FY 17-18. Resolution FP-16-50	2.5c.(5)	Teresa Favila John Hoole	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Dunn **Second:** Inman **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	AB 3090 Allocation				
106	Request of $1,382,000 for the locally administered STIP AB 3090 Reimbursement project in Placer County, programmed in FY 17-18, on the State Highway System. (PPNO 4679A) Resolution FP-16-52	2.5c.(7)	Teresa Favila Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second:** Ghielmetti **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
	STIP Transit Project Allocation				
107	Request of $200,000 for the locally administered Daly City BART Station Improvements STIP Transit project, in Contra Costa County. (PPNO 2103C) Resolution MFP-16-08	2.6a.	Teresa Favila Kyle Gradinger	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Burke **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
STIP Transit Project Allocation
• Revise agenda as follows: Request of $200,000 for the locally administered Daly City BART Station Improvements STIP Transit project, in ~~Contra Costa County~~ **San Mateo County**.
→ Book Item is correct

	Proposition 1B Program				
	Trade Corridors Improvement Fund (TCIF) Baseline Agreement				
108	Approve the Baseline Agreement for Project 125 – Durfee Avenue Grade Separation Project, in Los Angeles County. Resolution TCIF-P-1617-11B	4.21	Reza Afhami	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Burke **Second:** Inman **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	Proposition 1B TCIF Project Allocations				
109	Request of $15,436,000 for the locally administered Middle Harbor Terminal Redevelopment Project, in Los Angeles County. (PPNO TC121) Resolution TCIF-A-1617-03	2.5g.(5)	Reza Afhami Kyle Gradinger	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Inman **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
TCIF Project Allocation – Middle Harbor Terminal Redevelopment Project - LA County

YELLOW REPLACEMENT ITEM
(Attachment only)

Tab #	Item Description	Ref. #	Presenter	Status*	
110	Proposition 1B Intercity Rail Improvement Program Amendment: • Delete the Northern California Maintenance Facility Project • Add the Capitol Corridor Sacramento to Roseville 3rd Track Phase 1 Project. Resolution ICR1B-P-1617-03 Amending Resolution ICR1B-P-1617-02 *(Related Item under Ref 4.7 & 2.6f. (1).)*	4.6	Teresa Favila Kyle Gradinger	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Dunn **Second:** Earp **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	Proposition 1A High Speed Passenger Train Bond Program				
111	Proposition 1A High-Speed Passenger Train Bond Program Amendment The Capital Corridor Joint Powers Authority proposes to delete the Capitol Corridor Oakland to San Jose Track Improvements, Phase 2A Project and add funding to the Capitol Corridor - Sacramento to Roseville 3rd Main Track Phase 1 project. Resolution HST1A-P-1617-01 *(Related Item under Ref 4.6 & 2.6f. (1) & 2.6f. (2).)*	4.7	Teresa Favila	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second:** Burke **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	Multi-Funded Proposition 1A/Proposition 1B Intercity Rail (ICR)/Transit & Intercity Rail Capital Program (TIRCP) Project Allocation				
112	Request of $8,692,000 for the locally administered multi-funded Proposition 1A/Proposition 1B/TIRCP Capitol Corridor – Sacramento to Roseville 3rd Main Track Phase 1 project. (PPNO CP023) Resolution HST1A-A-1617-02 Resolution ICR1B-A-1617-03 Resolution TIRCP-1617-09 *(Related Item under Ref 4.6, 4.7, 2.6f. (1) & 2.6f. (2).)*	2.6f.(1)	Teresa Favila Kyle Gradinger	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Multi-Funded Proposition 1A/Proposition 1B/TIRCP Sacramento to Roseville Main Track Phase 1 (PPNO CP023)
• Revised Agenda for the TIRCP Resolution as follows: Resolution ~~TIRCP-1617-03~~ to **Resolution TIRCP-1617-11**
• In the Book Item Attachment - Revise the TIRCP Resolution as follows: Resolution ~~TIRCP-1617-09~~ to **Resolution TIRCP-1617-11**

Tab #	Item Description	Ref. #	Presenter	Status*	
	Local Assistance Program				
113	Quarterly Report - Local Assistance Lump Sum Allocation for the period ending March 31, 2017	3.12	Teresa Favila John Hoole	I	D

CTC Assistant Deputy Director Teresa Favila and Caltrans Acting Division Chief for Local Assistance John Hoole presented this informational item.

114	Request of $106,078,000 in State Funds for the Local Assistance Lump Sum Allocation for FY 2017-18. Resolution FM-16-06	2.5h.	Teresa Favila John Hoole	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	Aeronautics Program				
115	Draft Capital Improvement Plan Element of the California Aviation System Plan	4.19	Rick Guevel Gary Cathey	I	D

CTC Associate Deputy Director Rick Guevel and Caltrans for Aeronautics Office Chief for Technical Services & Programs Staff Tarek Tabshouri presented this informational item.

	Traffic Congestion Relief Program (TCRP)				
	Amendments for Approval				
116	The Sacramento Regional Transit District proposes to amend TCRP Project 115 – South Light Rail Extension Meadowview-Calvine (PPNO 3L05) and TCRP Project 116 - Route 80 Light Rail Corridor; Double-Track Light Rail line (PPNO 3148) project, to revise the schedule and the funding plan. Resolution TAA-16-06, Amending Resolution TAA-10-15, and TAA-12-04 *(Related items under Ref 2.5t.(2c)*	2.1a.(3a)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
117	The Department proposes to amend TCRP Project 99.2– San Joaquin Corridor; Oakley to Port Chicago, (PPNO 2079) to reprogram TCRP funds to Project 99.4 – Merced to Le Grand Double Track Segments 1 & 2 (PPNO 2117). Resolution TAA-16-07, Amending Resolution TAA-07-54 *(Related items under Ref 2.5t.(2d)*	2.1a.(3b)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second:** Dunn **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

118	The Southern California Regional Rail Authority proposes to amend TCRP Project 56 -Track and Signal Improvements on Metrolink; San Bernardino Line (PPNO 3071) in San Bernardino County to program $812,000 of project savings to Construction on new TCRP Project - 56.1 - San Bernardino Line - Construction of Turnouts at Control Point Beech (PPNO T0561). Resolution TAA-16-11, Amending Resolution TAA-04-03 *(Related item under Ref 2.5t.(2c)*	2.1a.(3f)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Inman **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

119	The Department proposes to amend TCRP Project 148.1 - Widen Route 98 between Route 111 and Route 7 in Imperial County to update the project schedule and funding plan. (PPNO 0042A) Resolution TAA-16-13, Amending Resolution TAA-05-37 *(Related item under Ref. 2.5t.(2a)*	2.1a.(3h)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Dunn **Second:** Tavaglione **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
120	The Department and Kern County Council of Governments propose to de-program $20,640,000 in savings from the TCRP Program to fund TCRP Project 113, Route 46 Expressway-Phase 1. (PPNO 3386A) Resolution TAA-16-09, Amending Resolution TAA-14-04, TA-01-09, TAA-09-02 and TAA-11-06 *(Related items under Ref 2.5t.(2f)*	2.1a.(3d)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Dunn **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Speakers:
Vito Chiesa - Stanislaus Council of Governments
Bill Zoslocki - Stanislaus Council of Governments

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
TCRP Amendments for Approval ***PINK MEETING ITEM***
• Revise Agenda as follows: The Department and Kern County Council of Governments propose to de-program ~~$20,640,000~~ **$26,372,000** in savings from the TCRP Program to fund TCRP Project 113, Route 46 Expressway-Phase 1 **Segment 4A**. (PPNO ~~3386A~~ **3386C**)
Resolution TAA-16-09,
Amending Resolution TAA-14-04, TA-01-09, TAA-09-02, ~~and~~ TAA-11-06, **TAA-07-34, TA-01-07 and TA-00-01** ***Meeting Handout – Letter to CTC***

121	The Department and Los Angeles County Metropolitan Transportation Authority propose to de-program $35,970,000 in savings from the TCRP Program to fund TCRP Project 38.2, Los Angeles-San Fernando Valley Transit Extension and TCRP 50, Route 71. (PPNO 2741) Resolution TAA-16-10, Amending Resolutions TAA-07-52, TL-07-01, TAA-05-40, TAA-08-11 and TAA-07-15. *(Related item under Ref. 2.5t.(2a), 2.5t.(2e) & 2.5t.(2g)*	2.1a.(3e)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Burke **Second:** Inman **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
122	The San Bernardino County Transportation Authority and the Riverside County Transportation Commission propose to de-program $6,217,000 from the TCRP program to fund TCRP Project 55.5, Alameda Corridor East: South Milliken Avenue Railroad Grade Separation. (PPNO 1131) Resolution TAA-16-12, Amending Resolutions TAA-09-29, TAA-08-06 and TAA-07-51 *(Related item under Ref 2.5t.(2b) & 2.5t.(2j))*	2.1a.(3g)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Inman **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	TCRP Allocations				
123	Request of $10,800,000 for three State administered Tier 2 TCRP projects, on the State Highway System. Resolution TFP-16-21 *(Related items under Ref 2.1a.(3e) & 2.1a.(3h))*	2.5t.(2a)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Dunn **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

124	Request of $12,293,000 for four locally administered Tier 2 TCRP projects, off the State Highway System. Resolution TFP-16-22 *(Related items under Ref 2.1a.(3g) & 2.2c.(5))*	2.5t.(2b)	Dawn Cheser John Hoole	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second:** Tavaglione **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

125	Request of $13,812,000 for three locally administered Tier 2 TCRP Transit projects. Resolution TFP-16-23 *(Related items under Ref 2.1a.(3a) & 2.1a.(3f)*	2.5t.(2c)	Dawn Cheser Kyle Gradinger	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
126	Request of $10,257,000 for the State administered TCRP Project 99.4 – Merced to Le Grand Double Track Rail project in Merced County. (PPNO 2117) Resolution TFP-16-24 *(Related items under Ref 2.1a.(3b))*	2.5t.(2d)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

127	Request of $27,000,000 for two segments of the locally administered (Tiers 1 & 2) TCRP Project 38.2-Los Angeles-San Fernando Valley North-South Bus Transit project in Los Angeles County. (PPNO 4296) Resolution TFP-16-25 *(Related item under Ref. 2.1a. (3e) & 2.5t. (2b) & 2.5t. (2g).)*	2.5t.(2e)	Dawn Cheser Kyle Gradinger	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Burke **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
TCRP Allocation – Project 38.2 - (PPNO 4296) ***Meeting Handout – Letter to CTC***

128	Request of $24,669,000 for the State administered multi-funded TCRP/STIP Project 113-Route 46 Widening – Segment 4A project, on the State Highway System. (PPNO 3386C) Resolution FP-16-54 Resolution TFP-16-26 *(Related item under Ref. 2.1a.(3d)*	2.5t.(2f)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Inman **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
TCRP Allocation – Project 113 (PPNO 3386C) ***PINK REPLACEMENT ITEM***
• Revise agenda as follows: Request of ~~$24,669,000~~ **$28,001,000** for the State administered ~~multi-funded TCRP/STIP~~ **TCRP** Project 113 - Route 46 Widening – Segment 4A project **in Kern County**, on the State Highway System
~~Resolution FP-16-54~~
Resolution TFP-16-26 ***Meeting Handout – Letters to CTC***

Tab #	Item Description	Ref. #	Presenter	Status*	
	Active Transportation Program (ATP)				
	ATP Allocations				
129	Request of $40,896,000 for 47 ATP projects. Resolution FATP-1617-20 *(Related Item under Ref. 2.2c. (2), 2.2.c. (3), 2.2c. (4), and 2.2c. (10.)*	2.5w.(1)	Laurie Waters John Hoole	A	D

Recommendation: Approval as revised
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
ATP Allocations: ~~$40,896,000~~ **$40,902,000** for 47 Projects
• In the Book Item Attachment:
→Project 12 (PPNO 06-6831) City of San Joaquin - Multi-Purpose Trail Project, added the following to the vote box: **(CEQA – CE; 04/27/2017.)**
→Project 19 (PPNO 6841) Tulare County – Pixley Main Street Improvements, revise the requested allocation amount from ~~$74,000~~ to **$80,000** throughout the vote box
→Project 22 (PPNO 07-4864) City of Los Angeles – Safe Routes to School Infrastructure Improvements for Sheridan Elementary School and Breed Elementary School revise as follows: ~~Right of Way Certification Target 06/27/2017~~ to **Right of Way Certification: 06/21/2017**
→Project 23 (PPNO 07-4873) City of Los Angeles – Little Tokyo Pedestrian Project revise as follows: ~~Right of Way Certification Target 06/27/2017~~ to **Right of Way Certification: 06/21/2017**
→Project 25 (PPNO 07-4931) City of Los Angeles-Sixth Street Viaduct Replacement Project: Bike/Ped Facilities revise as follows: ~~Right of Way Certification Target 06/27/2017~~ to **Right of Way Certification: 06/16/2017.**
→Project 31 (PPNO 08-1019) Coachella Valley Links (CV Link) revise as follows: ~~(Concurrent Consideration of Funding under Resolution E-xx-xx – pending: June 2017.)~~ to **(Concurrent Consideration of Funding under Resolution E-17-45; June 2017.)**
→Project 33 (PPNO 08-1167) City of Moreno Valley-Citywide Safe Routes to School Ped Facility Improvements; revise as follows: ~~Right of Way Certification 1: Pending approval by 06/20/2017~~ to **Right of Way Certification 1: 06/16/2017.**

	Advance - ATP Allocations				
130	Request of $1,079,000 for five ATP projects, programmed in FY 17-18. Resolution FATP-1617-17	2.5w.(2)	Laurie Waters John Hoole	A	D

Items 130 and 131 were taken together

Recommendation: Approval
Action Taken: Approved
Motion: Dunn **Second:** Ghielmetti **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
131	Request of $766,000 for the locally administered Fort Bragg Coastal Trail Phase II ATP project, in Mendocino County, programmed in FY 19-20. (PPNO 4680) Resolution FATP-1617-18 *(Related Item under Ref. 2.2c. (6).)*	2.5w.(3)	Laurie Waters John Hoole	A	D

Items 130 and 131 were taken together

Recommendation: Approval
Action Taken: Approved
Motion: Dunn **Second:** Ghielmetti **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	Transit & Intercity Rail Capital Program (TIRCP)				
132	Update on the TIRCP Program of Projects	4.5	Teresa Favila Kyle Gradinger	I	D

CTC Assistant Deputy Director Teresa Favila and Caltrans Interim Division Chief for Local Assistance Kyle Gradinger presented this informational item.

	TIRCP Allocations				
133	Request of $30,878,000 for four TIRCP projects. Resolution TIRCP-1617-10	2.6g.	Teresa Favila Kyle Gradinger	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Tavaglione **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	TIME EXTENSION REQUESTS				
	Project Allocation Time Extension				
134	Request to extend the period of allocation for 30 ATP projects, per ATP Guidelines. Waiver 17-18	2.8a.(1)	Laurie Waters John Hoole	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Speakers:
Chuck Aukland - City of Redding

Tab #	Item Description	Ref. #	Presenter	Status*	
135	Request to extend the period of allocation for three STIP projects, per STIP Guidelines. Waiver 17-19	2.8a.(2)	Teresa Favila John Hoole	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

136	Request to extend the period of project allocation for the Capitalized Maintenance project on the Pacific Surfliner Corridor, in San Diego County, per STIP Guidelines. (PPNO 2065) Waiver 17-20	2.8a.(3)	Teresa Favila Kyle Gradinger	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Burke **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

137	Request to extend the period of allocation for the locally administered South East Gateway STIP project in Lassen County, on the State Highway System, per STIP Guidelines. (PPNO 3492) Waiver 17-21	2.8a.(4)	Teresa Favila Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

138	Request to extend the period of allocation for 89 SHOPP projects, per STIP Guidelines. Waiver 17-29 *(Related Item under Ref. 2.4a.)*	2.8a.(5)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Earp **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Project Allocation Time Extensions – 89 SHOPP ***YELLOW REPLACEMENT ITEM***

Tab #	Item Description	Ref. #	Presenter	Status*	
	Contract Award Time Extension				
139	Request to extend the period of contract award for eight ATP projects, per ATP Guidelines. Waiver 17-22	2.8b.(1)	Laurie Waters John Hoole	A	D

Recommendation: Approval as revised
Action Taken: Approved
Motion: Dunn **Second:** Inman **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Contract Award Time Extensions – 8 ATP Projects
➢Project 4 (PPNO 05-2599) – City of Santa Barbara - Cacique & Soledad Ped/Bike Bridges and Corridor Improvement Project ***Withdrawn prior to the CTC Meeting.***

140	Request to extend the period of the contract award for the Safety Improvement SHOPP project in Monterey County, per Resolution G-06-08. (PPNO 2597) Waiver 17-23	2.8b.(2)	Rick Guevel Bruce De Terra	A	D

This item was withdrawn prior to the meeting.

141	Request to extend the period of contract award for two Aeronautic A&D program projects, in Trinity County, per Aeronautics Guidelines Resolution G-14-03 Waiver 17-31	2.8b.(3)	Rick Guevel Gary Cathey	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Contract Award Time Extension –Two Aeronautic A&D projects in Trinity County ***YELLOW MEETING HANDOUT***

	Project Completion Time Extension				
142	Request to extend the period of project completion for the City of Davis – Safe Routes to School Program, in Yolo County, per ATP Guidelines. (PPNO 1919) Waiver 17-24	2.8c.(1)	Laurie Waters John Hoole	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second:** Dunn **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
143	Request to extend the period of project completion for two STIP projects, per STIP Guidelines. Waiver 17-30	2.8c.(2)	Teresa Favila John Hoole	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Kehoe **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	Project Expenditure Time Extension				
144	Request to extend the period of expenditure for the Covelo State Route 162 Corridor Multi-Purpose Trail Phase 1 project, in Mendocino County, per ATP Guidelines. (PPNO 4610B) Waiver 17-25	2.8d.(1)	Laurie Waters John Hoole	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Dunn **Second:** Tavaglione **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

145	Request to extend the period of expenditure for two STIP projects, per STIP Guidelines. Waiver 17-26	2.8d.(2)	Teresa Favila John Hoole	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Earp **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

146	Request to extend the period of expenditure for the locally administered South East Gateway STIP project in Lassen County, on the State Highway System, per STIP Guidelines. (PPNO 3492) Waiver 17-27	2.8d.(3)	Teresa Favila Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Dunn **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
147	Request to extend the period of Right of Way expenditure for three Local Bridge Seismic Retrofit Account projects, per LBSRA Guidelines. Waiver 17-28	2.8d.(4)	Rick Guevel John Hoole	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: None
Vote result: **10-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	OTHER MATTERS / PUBLIC COMMENT	6.			

	ADJOURN				

Susan Bransen

Susan Bransen, Executive Director

July 28, 2017

Date

M e m o r a n d u m

Tab 5

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 1.5
Action

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Douglas Remedios
Associate Governmental
Program Analyst

Subject: **COMMISSIONERS' MEETINGS FOR COMPENSATION**

ISSUE:

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

1) Meetings for Compensation for June 2017 (Attachment A)
2) Meetings for Compensation for May 2017 (Attachment B)
3) Amended Meetings for Compensation for April 2017 (Attachment C)
4) Amended Meetings for Compensation for March 2017 (Attachment D)
5) Amended Meetings for Compensation for February 2017 (Attachment E)

RECOMMENDATION:

Staff recommends that the Commission approve the Commissioners' meetings for compensation as provided below:

1) Meetings for Compensation for June 2017 (Attachment A)
2) Meetings for Compensation for May 2017 (Attachment B)
3) Amended Meetings for Compensation for April 2017 (Attachment C)
4) Amended Meetings for Compensation for March 2017 (Attachment D)
5) Amended Meetings for Compensation for February 2017 (Attachment E)

BACKGROUND:

Per Government Code Section 14509, each member of the California Transportation Commission (Commission) shall receive compensation of one hundred dollars ($100) per day, but not to exceed eight hundred dollars ($800) for any Commission business authorized by the Commission during any month, plus the necessary expenses incurred by the member in the performance of the member's duties when a majority of the Commission approves the compensation by a recorded vote. The need for up to eight days per diem per month is unique to the Commission in that its members must evaluate projects and issues throughout the state in order to carry out its responsibilities.

Attachments:

- Attachment A: Meetings for Compensation for June 2017 (June 1st – 30th)
- Attachment B: Meetings for Compensation for May 2017 (May 2nd – 31st)
- Attachment C: Amended Meetings for Compensation for April 2017 (April 1st – May 1st)
- Attachment D: Amended Meetings for Compensation for March 2017 (March 2nd – 31st)
- Attachment E: Amended Meetings for Compensation for February 2017 (February 1st – 28th)

ATTACHMENT A

MEETINGS FOR COMPENSATION FOR
JUNE 2017 (June 1st – 30th)

Regular Commission Meeting Activities:

- June 28 – CTC meeting in Sacramento (All Commissioners attended all or part of the meeting)
- June 29 – CTC meeting in Sacramento (All Commissioners attended all or part of the meeting)

***Additional Meetings*:**

Bob Alvarado

- June 1 – Meeting with Commissioner Ghielmetti, Bijan Sartipi and Oakland City Officials Re: Lake Merritt Channel UP Bridge. Oakland
- June 5 – Meeting with Art Dao Re: Resolution of Necessity. Oakland
- June 8 – Attended CTC SB 1 Implementation Kick-off Forum. Sacramento
- June 26 – Teleconference with CTC Staff Re: Chair Briefing. Oakland

Yvonne Burke

- June 26 – Teleconference with LA Metro Re: CTC Agenda Briefing. Los Angeles
- June 26 – Teleconference with CTC Staff Re: Agenda Briefing. Los Angeles

Lucetta Dunn

- June 5 – Teleconference with Susan Bransen Re: CTC Matters. Irvine
- June 5 – Teleconference with Transportation Corridor Agencies Re: Public Forum. Irvine
- June 8 – Teleconference with CTC Staff Re: SB 1 Implementation Kick-off. Irvine
- June 16 – Teleconference with Mobility 21 Re: Board Meeting. Irvine
- June 19 – Teleconference with Susan Bransen Re: CTC Matters. Irvine
- June 20 – Attended WTS Orange County Awards Event. Costa Mesa
- June 21 – Teleconference with CTC Staff Re: Project Delivery. Irvine
- June 22 – Panelist for Michael Baker International Open House Re: SB 1. Santa Ana
- June 26 – Teleconference with Caltrans and OCTA Re: CTC June Agenda Briefing. Irvine
- June 26 – Teleconference with CTC Staff Re: Chair Briefing. Irvine

Jim Earp

- No Additional Meetings Reported

James Ghielmetti

- June 1 – Meeting with Commissioner Alvarado, Bijan Sartipi and Oakland City Officials Re: Lake Merritt Channel UP Bridge. Oakland
- June 23 – Teleconference with Susan Bransen, Norma Ortega and Linda Byers Re: NCRR. Pleasanton
- June 26 – Teleconference with CTC Staff Re: Agenda Briefing. Pleasanton

Carl Guardino

- No Additional Meetings Reported

Fran Inman

- June 19 – Teleconference with WTS Re: Panel Coordination. City of Industry
- June 20 – Attended WTS Orange County Awards Event. Costa Mesa
- June 21 – Moderator for WTS Freight Panel. Los Angeles
- June 22 – Attended Future Ports Conference. Long Beach
- June 23 – Teleconference with California Recycling Association Re: Panel Presentation
- June 26 – Teleconference with CTC Staff Re: Chair Briefing.
- June 27 – Panel Moderator for Caltrans West Coast Collaborative Truck Parking. Wilmington
- June 29 – Speaker at California Recycling Association Event. Long Beach

Christine Kehoe

- No Additional Meetings Reported

Jim Madaffer

- No Additional Meetings Reported

Joseph Tavaglione

- No Additional Meetings Reported

ATTACHMENT B

MEETINGS FOR COMPENSATION FOR
MAY 2017 (MAY 2nd – 31st)

Regular Commission Meeting Activities:

- May 17 – CTC meeting in San Diego (All Commissioners attended all or part of the meeting)

***Additional Meetings*:**

Bob Alvarado

- May 12 – Teleconference with CTC Staff Re: Chair Briefing. Oakland
- May 17 – Attended CTC Retreat. San Diego
- May 18 – Attended CTC/Self-Help Counties Coalition Town Hall Meeting. San Diego
- May 23 – Attended CTC Legislator Briefing. Sacramento

Yvonne Burke

- May 5 – Meeting with Bob Naylor and Patricia Chen Re: Transportation Funding and Regional Transportation Issues. Los Angeles
- May 15 – Teleconference with CTC Staff Re: Agenda Briefing. Los Angeles
- May 17 – Attended CTC Retreat. San Diego
- May 18 – Attended CTC/Self-Help Counties Coalition Town Hall Meeting. San Diego

Lucetta Dunn

- May 1 – Teleconference with Susan Bransen Re: CTC Matters. Irvine
- May 8 – Teleconference with Susan Bransen Re: CTC Matters. Irvine
- May 10 – Teleconference with CTC Staff Re: Project Delivery Committee. Irvine
- May 11 – Teleconference with OCTA and Caltrans Re: May Agenda Items. Irvine
- May 12 – Teleconference with Susan Bransen Re: CTC Matters. Irvine
- May 17 – Attended CTC Retreat. San Diego
- May 18 – Attended CTC/Self-Help Counties Coalition Town Hall Meeting. San Diego
- May 22 – Teleconference with Susan Bransen Re: CTC Matters. Irvine
- May 26 – Meeting with Ryan Chamberlain Re: Managed Lanes. Irvine

Jim Earp

- No Additional Meetings Reported

James Ghielmetti

- May 2 – Meeting with Susan Bransen Re: Retreat Briefing. Sacramento
- May 4 – Teleconference with CTC staff Re: Toll Bridge Program Oversight Committee Briefing. Pleasanton
- May 15 – Teleconference with CTC Staff Re: Agenda Briefing. Pleasanton
- May 15 – Meeting with Stephen Maller, Kelly McAdoo, John Stefanski, Micah Hinkle, David Rizk and Morad Fakhrai Re: Caltrans/Hayward Update. Pleasanton
- May 17 – Attended CTC Retreat. San Diego
- May 18 – Attended CTC/Self-Help Counties Coalition Town Hall Meeting. San Diego
- May 23 – Attended CTC Legislator Briefing. Sacramento
- May 31 – Meeting with Art Dao Re: Alameda County Work Program. Pleasanton

Carl Guardino

- No Additional Meetings Reported

Fran Inman

- May 2 – Attended UC-ITS Advisory Board Meeting. Sacramento
- May 3 – Teleconference with Dan Smith and the 7106A Group Re: Regional Goods Movement Plan. City of Industry
- May 5 – Panelist for the Caltrans Transportation Planning Conference. Walnut Creek
- May 12 – Teleconference with CTC Staff Re: Chair Briefing. City of Industry
- May 15 – Meeting with Justin Vogt Re: Freight Guidelines. Washington D.C.
- May 16 – Teleconference with LA Metro Re: Freight Guidelines. City of Industry
- May 17 – Attended CTC Retreat. San Diego
- May 18 – Attended CTC/Self-Help Counties Coalition Town Hall Meeting. San Diego
- May 23 – Attended CTC Legislator Briefing. Sacramento
- May 30 – Attended California Sustainable Freight Briefing. Los Angeles

Christine Kehoe

- No Additional Meetings Reported

Jim Madaffer

- No Additional Meetings Reported

Joseph Tavaglione

- May 10 – Teleconference with CTC Staff Re: Project Delivery Committee. Riverside
- May 15 – Teleconference with CTC Staff Re: Agenda Briefing. Riverside
- May 15 – Meeting with Caltrans, RCTC and SanBAG Re: May agenda Items. Riverside
- May 17 – Attended CTC Retreat. San Diego
- May 18 – Attended CTC/Self-Help Counties Coalition Town Hall Meeting. San Diego
- May 23 – Attended CTC Legislator Briefing. Sacramento

ATTACHMENT C

AMENDED MEETINGS FOR COMPENSATION FOR APRIL 2017 (APRIL 1st – MAY 1st)

***Additional Meetings*:**

Joseph Tavaglione

- April 6 – Meeting with John Bulinski Re: Regional Transportation Priorities. Riverside
- April 12 – Attended Imperial County Town Hall Meeting. Calexico
- April 13 – Attended Imperial County Town Hall Meeting. Calexico
- April 27 – Attended Caltrans' Fallen Workers Memorial. Sacramento
- April 28 – Teleconference with CTC staff Re: CTC Matters. Riverside

ATTACHMENT D

AMENDED MEETINGS FOR COMPENSATION FOR MARCH 2017 (MARCH 2nd – 31st)

***Additional Meetings*:**

Joseph Tavaglione

- March 1 – Meeting with Anne Mayer Re: Local Transportation Items. Riverside
- March 8 – Teleconference with CTC Staff Re: Project Delivery Committee. Riverside
- March 10 – Teleconference with CTC Staff Re: Agenda Briefing. Riverside
- March 13 – Meeting with SanBAG, RCTC and Caltrans Re: March CTC Agenda Items. Riverside
- March 24 – Teleconference with Secretary Kelly Re: Transportation Funding Legislation. Riverside
- March 31 – Attended State Route 91 Ribbon Cutting Event. Corona

ATTACHMENT E

MEETINGS FOR COMPENSATION FOR
February 2017 (February 1st – 28th)

***Additional Meetings*:**

Joseph Tavaglione

- February 2 – Teleconference with CTC staff Re: Toll Bridge Program Oversight Committee Briefing. Riverside
- February 8 – Meeting with Susan Bransen Re: CTC Matters. Riverside
- February 9 – Meeting with John Bulinski Re: 91 Freeway. Riverside

Tab 6

1.3

EXECUTIVE DIRECTOR'S REPORT

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

Tab 7

1.4

COMMISSION REPORTS

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

Tab 8

1.6

REPORT BY THE STATE TRANSPORTATION AGENCY SECRETARY AND/OR UNDERSECRETARY

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

Tab 9

1.7

REPORT BY CALTRANS' DIRECTOR AND/OR DEPUTY DIRECTOR

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

Tab 10

1.11

REPORT BY UNITED STATES DEPARTMENT OF TRANSPORTATION

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

Tab 11

1.8

REPORT BY REGIONAL AGENCIES MODERATOR

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

Tab 12

1.9

REPORT BY RURAL COUNTIES TASK FORCE CHAIR

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

Tab 13

1.10

REPORT BY SELF-HELP COUNTIES COALITION MODERATOR

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

M e m o r a n d u m

Tab 14

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 4.3
Information

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Garth Hopkins
Deputy Director

Subject: **INNOVATIONS IN TRANSPORTATION – FORD MOTOR COMPANY**

SUMMARY:

Ms. Aniela Kuzon, Partnerships and Associations Manager with the Ford Motor Company Smart Mobility City Solutions Team will be making a presentation on innovative activities underway at Ford.

BACKGROUND:

Ford Motor Company is teaming up with major global cities, starting with San Francisco to help solve congestion issues and help people move more easily, today and in the future. For example, Ford Smart Mobility LLC recently acquired Chariot, a San Francisco-based crowd-sourced shuttle service that plans to grow Ford's dynamic shuttle services globally, providing affordable and convenient transportation to major markets in the near future.

The Ford City Solutions team, the only one of its kind in the industry, is working with cities around the world to conceptualize and implement new ways of getting people where they want to go, whether via dynamic shuttles, autonomous vehicles, ride hailing services, or bike sharing.

M e m o r a n d u m

Tab 15

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 4.1
Action

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Eric Thronson
Deputy Director

Subject: **STATE AND FEDERAL LEGISLATIVE MATTERS**

ISSUE:

Should the California Transportation Commission (Commission):

1) Accept the staff report and provide comments on the legislation identified and monitored by staff as presented in Attachments A and B?

2) Agree to be a signatory of the California Federal Transportation Infrastructure Investment Principles presented in Attachment C?

RECOMMENDATION:

Staff recommends that the Commission:

1) Accept the staff report and provide comments on the legislation identified and monitored by staff as presented in Attachments A and B.

2) Agree to be a signatory of the California Federal Transportation Infrastructure Investment Principles presented in Attachment C.

BACKGROUND:

The Legislature is in the midst of Summer Recess, and will reconvene on August 21st. The members of each house will then spend the next four weeks trying to pass their bills out of the Legislature and send them to the Governor's desk. Interim Recess begins September 15th, with the members scheduled to return for the second year of session beginning January 3, 2018.

A list of bills monitored by staff is presented in Attachment A and is divided into three sections: 1) high priority bills to monitor, 2) secondary bills to track as they tangentially relate to the Commission's work, and 3) housing or land use related bills which may have potential impacts on transportation. Please note that bills that either failed passage or missed any legislative deadline and are now considered "two-year bills" and have been removed from the list.

Budget Trailer Bill Update

As noted at the prior Commission meeting, the Governor has signed into law a second transportation trailer bill, Senate Bill (SB) 103 (Committee on Budget and Fiscal Review), dealing specifically with two programs in which funding was identified in the Road Repair and Accountability Act of 2017), otherwise known as SB 1, but which were not fully developed – the advance mitigation program and the Trade Corridor Enhancement Account.

The Commission is incorporating the changes in SB 103 into draft freight program guidelines (formerly known as the California Freight Investment Program or CFIP and now known as the Trade Corridor Enhancement Program or TCEP). SB 103 designates 60% of funds for projects nominated by regional transportation agencies, other public agencies and port authorities. The remaining 40% of funds will be for projects nominated by the state. Additionally, SB 103 requires the Commission to prioritize projects that are jointly nominated and jointly funded by the state and local agencies. The type of eligible projects essentially remain the same as proposed in the CFIP Guidelines.

Consistent with the Commission's SB 1 implementation plan, staff is initiating additional workshops to receive input on how best to incorporate new key requirements into the TCEP Guidelines, including:

1. Developing parameters to evaluate the potential economic and noneconomic benefits to the state's economy, environment, and public health.

2. Developing measures for evaluating benefits or costs for disadvantaged communities and low-income communities.

3. Developing performance measures to ensure accountability and transparency.

4. Developing a transparent process with which to evaluate projects.

5. Applying the California Sustainable Freight Action Plan Guiding Principles.

Specific information related to the development and implementation of the revised freight program can be found in the SB 1 Implementation Update book item.

Update on Measures Which the Commission Supports

To date, the Commission has taken a support position on ten measures in the current legislative session. Of these measures, five have been signed into law [SB 1 (Beall), AB 28 (Frazier), AB 1218 (Obernolte), AB 1633 (Frazier), and ACA 5 (Frazier)], and three have either become two-year bills or failed in committee [AB 1 (Frazier), AB 278 (Steinorth), and AB 1324 (Gloria)]. The two remaining bills still moving through the legislative process are described below, as well as their status:

AB 515 (Frazier) State Highway System Management Plan – Requires the California Department of Transportation (Caltrans) to prepare a State Highway System Management

Plan, which would consist of the 10-year State Highway Operation and Protection Program (SHOPP) Plan and the 5-year Maintenance Plan.

Status: Senate Floor

AB 1282 (Mullin) Transportation Permit Processing Task Force – Establishes a transportation permitting task force consisting of representatives from Caltrans, the Commission, state environmental permitting agencies, and other transportation planning entities to develop a process for early engagement for all parties in the development of transportation projects.

Status: Assembly Floor for concurrence of Senate amendments

Update on Other Bills of Interest

Beyond the measures upon which the Commission has taken a position, staff has been asked to monitor a number of other bills that have particular bearing on either the state transportation program or the Commission itself. Below are updates on three of these bills of interest:

AB 174 (Bigelow) Commission Composition. As introduced, this bill requires that at least one voting member of the Commission reside in a rural county with a population of less than 100,000 individuals. The Committee analysis made a number of points questioning the efficacy of this bill. First, the committee consultant pointed out the unfairness of this proposal in that rural counties comprise less than 3 percent of the state's population, but would have 9 percent of the representation of an 11-person state commission. Second, setting aside seats on the Commission for any interest group may naturally lead to the atomization of the Commission in which matters of statewide importance would no longer be considered. The author pulled the bill from the Committee's final hearing agenda.

Status: Held in Senate Transportation and Housing Committee

AB 179 (Cervantes) Commission Composition. Prior to the most recent amendments, this bill required one voting member of the Commission to have worked with those communities that are most burdened by high levels of pollution, including those communities with racially and ethnically diverse populations or with low-income populations. This bill also requires the Commission and the Air Resources Board to hold two joint meetings per year to coordinate implementation of transportation policies. While the joint meetings requirement remains, the author amended the bill to, instead of dedicating a Commissioner to the disadvantaged communities issues, require the Governor to use every effort to ensure the Commission has a diverse membership with expertise in a variety of transportation issues. In this way, the bill will not lead to the atomization of the Commission, but does encourage the Governor to consider the importance of diversity in the entire Commission membership.

Status: Senate Appropriations Committee

AB 857 (Ting) Airspace Leases. This bill requires Caltrans to lease airspace to the City and County of San Francisco for park, recreational, or open-space purposes, including a requirement for the lessee to be responsible for all associated maintenance costs. Recent amendments provide for the lease to authorize the lessee to subsidize its maintenance costs through a limited revenue generation model. In addition, the recent amendments allow the department to include leased parcels in a mitigation bank to be used to advance future development projects or highway projects within San Francisco. A bill similar to this one, AB 2428 (Ting), was held in Senate Appropriations Committee last year.

Status: Senate Appropriations Committee

Update on Commission's 2016 Annual Report Legislative Recommendations

In 2015, the Legislature passed and the Governor signed into law SB 64 (Liu, Chapter 711), which requires the Commission to include in its Annual Report to the Legislature "specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system." To implement this new requirement, the Commission has made a number of specific recommendations for statutory and administrative reforms in past Annual Reports.

In its 2016 Annual Report to the Legislature, the Commission made 15 legislative recommendations, of which 12 were included in legislation this session. Many of the Commission's recommendations were enacted through the passage of SB 1, with others included in other bills. To date, nine of the Commission's recommendations have been signed into law, with two additional bills poised to be sent to the Governor before interim recess. For information on each of the Commission's recommendations, see Attachment B.

California Federal Transportation Infrastructure Investment Principles

Caltrans has spearheaded a working group of transportation-oriented agencies in California to put together a set of consensus principles related to federal proposals involving transportation infrastructure investment. Attachment C is the most recent draft of these principles, based on feedback from a number of organizations across the state. Caltrans is hoping for a broad range of stakeholders to agree to be signatories to these principles, and will begin sharing this document with representatives in Washington DC in September.

Caltrans is encouraging parties to sign on to these principles, understanding that many organizations may, in addition, pursue their own federal agendas as well. Commission staff recommends the Commission join other state organizations in support of these principles.

Attachments

Attachment A: List of bills the Commission is monitoring this session

Attachment B: Update on 2016 Annual Report Legislative Recommendations

Attachment C: California Federal Transportation Infrastructure Investment Principles

Bill #	Author	Title	Summary	Status	Position	Priority
AB 1	**Frazier (D)**	Transportation Funding	Creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway and local street and road systems. Provides for certain funds, creation of the Office of the Transportation Inspector General, certain loan repayments, diesel fuel excise tax revenues, the appropriations to the Low Carbon Transit Operations Program, gasoline excise taxes, a certain CEQA exemption, an Advance Mitigation Program, and a certain surface transportation project delivery program.	01/19/2017 - To ASSEMBLY Committees on TRANSPORTATION and NATURAL RESOURCES.	Support	High
AB 28	**Frazier (D)**	Department of Transportation: Review: Federal Program	Reinstates the operation of existing law which provided that the state consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of responsibilities it assumed as a participant in an interstate surface transportation project delivery pilot program for environmental review. Makes a repeal of that provision on a specified date.	03/29/2017 - Chaptered by Secretary of State. Chapter No. 2017-4	Chaptered Support	High
AB 91	**Cervantes (D)**	High-Occupancy Vehicle Lanes	Prohibits a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation.	07/11/2017 - From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.		High
AB 115	**Budget Cmt**	Transportation	Continues an exemption from certain Public Employees' Retirement System benefit calculations for a Commissioner of the California Highway Patrol. Requires surplus residential property to be assessed at its affordable price for property tax purposes. Authorizes the Department of Transportation to enter into certain contracts. Authorizes certain counties to utilize certain bidding procedures. Establishes certain driver's license requirements.	06/27/2017 - Chaptered by Secretary of State. Chapter No. 2017-20	Chaptered	High

Bill #	Author	Title	Summary	Status	Position	Priority
AB 179	**Cervantes (D)**	California Transportation Commission	Requires the Governor, in appointing members of the California Transportation Commission, to use every effort to ensure that the commission has a diverse membership with expertise in transportation issues, taking into consideration factors including, but not limited to, socioeconomic background and professional experience, which may include experience working in, or representing, disadvantaged communities.	07/13/2017 - In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.		High
AB 278	**Steinorth (R)**	California Environmental Quality Act: Transportation	Exempts from the CEQA provisions a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements.	03/20/2017 - In ASSEMBLY Committee on NATURAL RESOURCES: Failed passage.	Failed Support	High
AB 515	**Frazier (D)**	State Highway System Management Plan	Requires the Department of Transportation to prepare a draft State Highway System Management Plan, which would consist of a specified 10-year state highway rehabilitation plan and a specified 5-year maintenance plan. Requires the department to make the draft of its proposed plan available to regional transportation agencies and to transmit the plan to the Governor and Legislature periodically.	07/11/2017 - In SENATE. Read second time. To third reading.	Support	High
AB 857	**Ting (D)**	State Highways: Property Leases	Revises the provisions governing leases of Department of Transportation property in the City of County of San Francisco under financial terms to require that a lease be offered on a right of first refusal by the department to the city and county or a political subdivision of the city and county. Relates to maintenance costs. Requires the city and county to follow all applicable health, environmental, safety, and design and engineering standards.	07/11/2017 - From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.		High
AB 1073	**Garcia E (D)**	Clean Truck, Bus, and Off-Road Vehicle	Requires the state board, when funding a specified class of projects, to allocate a percent of available funding to support the early commercial deployment or existing zero- and near-zero-emission heavy-duty truck technology.	07/17/2017 - In SENATE Committee on APPROPRIATIONS: To Suspense File.		High

Bill #	Author	Title	Summary	Status	Position	Priority
AB 1113	**Bloom (D)**	State Transit Assistant Program	Amends existing law which requires the Controller to design and adopt a uniform system of accounts and records under which operators prepare and submit annual reports of their operation. Requires the report to be submitted within a certain amount of time and to contain underlying data from audited financial statements. Requires certain information to be reported by operators with respect to eligibility for funding of STA-eligible operators. Relates to calculate and publish allocation of funds.	07/21/2017 - Chaptered by Secretary of State. Chapter No. 86	Chaptered	High
AB 1189	**Garcia E (D)**	Riverside County Transportation Commission	Authorizes the Riverside County Transportation Commission to impose a maximum tax rate for transportation purposes, subject to voter approval.	06/29/2017 - In SENATE. Read second time. To third reading.		High
AB 1218	**Obernolte (R)**	California Environmental Quality Act: Exemption	Extends exemptions from the requirements of the California Environmental Quality Act for bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions, and for projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area as part of a bicycle transportation plan.	07/31/2017 - Chaptered by Secretary of State. Chapter No. 2017-149	Support	High
AB 1282	**Mullin (D)**	Transportation Permitting Taskforce	Requires the Secretary of Transportation, in consultation with the Secretary of the Natural Resources Agency, to establish a Transportation Permitting Taskforce consisting of representatives from specified entities to develop a process for early engagement for all parties in the development of transportation projects, establish reasonable deadlines for permit approvals, and provide for greater certainty of permit approval requirements.	07/20/2017 - In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY for concurrence.	Support	High

Bill #	Author	Title	Summary	Status	Position	Priority
AB 1324	**Gloria (D)**	Metropolitan Planning Organizations; Use Taxes	Authorizes a metropolitan planning organization or regional transportation planning agency that is authorized by law to levy, expand, increase, or extend a transactions and use tax to levy, expand, increase, or extend that tax in only a portion of the jurisdiction approved by the required percentage of the voters. Requires the revenues derived to be used only within the area for which the levy, expansion, increase, or extension was approved by the voters.	03/20/2017 - In ASSEMBLY. Read second time and amended. Re-referred to Committee on LOCAL GOVERNMENT.	2-year Support	High
AB 1444	**Baker (R)**	Livermore Amador Valley Transit Authority	Authorizes the Livermore Amador Valley Transit Authority to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seat in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator.	07/11/2017 - In SENATE. Read second time. To third reading.		High
AB 1633	**Frazier (D)**	State Highways: Exit Information Signs	Adds to the list of specific roadside businesses eligible for an information sign under certain provisions a business offering electric vehicle charging facilities.	07/31/2017 - Chaptered by Secretary of State. Chapter No. 2017-158	Support	High
ACA 5	**Frazier (D)**	Motor Vehicle Fees and Taxes: Expenditure Restriction	Adds an article to the state Constitution to require revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes. Prohibits these revenues from being used for the payment of principal and interest on state transportation general obligation bonds. Restricts portions of the sales and use tax on diesel fuel to expenditure on certain transportation planning or mass transportation purposes.	04/17/2017 - Chaptered by Secretary of State.;04/17/2017 - Resolution Chapter No. 30	Chaptered Support	High

Bill #	Author	Title	Summary	Status	Position	Priority
SB 1	**Beall (D)**	Transportation Funding	Creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway and local street and road systems. Provides for certain funds, creation of the Office of the Transportation Inspector General, certain loan repayments, diesel fuel excise tax revenues, the appropriations to the Low Carbon Transit Operations Program, gasoline excise taxes, a certain CEQA exemption, an Advance Mitigation Program, and a certain surface transportation project delivery program.	04/28/2017 - Chaptered by Secretary of State. Chapter No. 5	Chaptered Support	High
SB 132	**Budget and Fiscal Review Cmt**	Budget Act of 2017	Amends the Budget Act of 2016 by amending and adding items of appropriation and making other changes.	04/28/2017 - Chaptered by Secretary of State. Chapter No. 7	Chaptered	High
SB 150	**Allen (D)**	Regional Transportation Plans	Requires the Air Resources Board to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets. Requires the report to include certain information.	07/10/2017 - From ASSEMBLY Committee on NATURAL RESOURCES: Do pass to Committee on APPROPRIATIONS.		High
SB 389	**Roth (D)**	Department of Transportation: Project Delivery Services	Authorizes the Department of Transportation to establish a fee schedule and to charge a fee relative to transportation project delivery services requested by a local agency or other entity, including, but not limited to, job mix formula verifications, material quality plant program inspections, and laboratory accreditations. Authorizes the department to adopt regulations to specify the terms and conditions for providing these services. Requires money collected and deposited in the State Highway Account.	07/17/2017 - In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.		High
SB 496	**Cannella (R)**	Indemnity: Design Professionals	Makes provisions related to liability for contractors applicable to all contracts for design professional services entered into after a specified date. Prohibits the cost to defend charged to the design professional from exceeding their proportionate percentage of fault. Requires the design professional to meet and confer with other parties regarding unpaid costs, in the event that one or more defendants is unable to pay its share of defense costs due to bankruptcy or dissolution of the business.	04/28/2017 - Chaptered by Secretary of State. Chapter No. 8	Chaptered	High

Bill #	Author	Title	Summary	Status	Position	Priority
SB 595	**Beall (D)**	Metropolitan Transportation Commission: Toll Bridge	Requires the City and County of San Francisco and the other 8 counties in the San Francisco Bay area to conduct a special election on a proposed increase in the amount of the toll rate charged on the state-owed toll bridges in that area to be used for specified projects and programs. Requires the Bay Area Toll Authority to establish an independent oversight committee to ensure the toll revenues generated by the toll increase are expended consistent with a specified expenditure plan.	07/19/2017 - In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.		High
SB 797	**Hill (D)**	Peninsula Corridor Joint Powers Board: Use Tax	Authorizes the Peninsula Corridor Joint Powers Board to levy a tax pursuant to the Transaction and Use Tax Law at a rate not to exceed the specified percentage, with net revenues from the tax to be used by the board for operating and capital purposes of the Caltrain rail service. Authorizes the board to exceed the specified percent limit to impose the retail transactions and use tax.	07/17/2017 - In ASSEMBLY. Read second time. To third reading.		High
SCA 2	**Newman (D)**	Motor Vehicle Fees and Tax: Restriction on Expenditures	Requires revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes. Prohibits these revenues from being used for the payment of principal and interest on state transportation general obligation bonds. Restricts portions of the sales and use tax on diesel fuel to expenditure on certain transportation planning or mass transportation purposes. Requires those revenues to be deposited in the Public Transportation Account.	04/17/2017 - In SENATE. From third reading. To Inactive File.		High
AB 333	**Quirk (D)**	State Highway Route 185: Relinquishment: Alameda County	Authorizes the California Transportation Commission to relinquish all or a portion of Route 185 in the unincorporated area of the County of Alameda to that county.	07/10/2017 - In SENATE Committee on APPROPRIATIONS: To Suspense File.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
AB 467	**Mullin (D)**	Local Transportation Authorities: Transactions and Tax	Exempts, upon the request of an authority, a county elections official from including the entire adopted transportation expenditure plan in the voter information guide, if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information guide sent to voters include information on viewing an electronic version of the plan and obtaining a printed copy at no cost.	07/17/2017 - In SENATE. Read second time. To third reading.		Secondary
AB 544	**Bloom (D)**	Vehicles: High-Occupancy Vehicle Lanes	Extends the authority of drivers of specified vehicles to use HOV lanes until the date federal authorization expires or until the Secretary of State receives a specified notice, whichever occurs first. Provides that identifiers issued for those specified vehicles are valid until a certain date. Provides for the validity of certain new identifiers. Repeals certain provisions.	07/11/2017 - From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.		Secondary
AB 669	**Berman (D)**	Department of Transportation: Vehicle Testing	Extends the repeal date of provisions authorizing the Department of Transportation to conduct testing of technologies that enable drivers to safely operate motor vehicles with less than 100 feet between each vehicle or combination of vehicles. Prohibits a person from operating a motor vehicle participating in this testing unless the person holds a valid driver's license of the appropriate class for the participating vehicle.	07/19/2017 - In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.		Secondary
AB 696	**Caballero (D)**	Department of Transportation: Prunedale Bypass	Requires the net proceeds from the sale of any excess properties originally acquired for a replacement alignment for State Highway Route 101 in the County of Monterey, known as the former Prunedale Bypass, to be reserved in the State Highway Account for programming and allocation by the commission for other state highway projects in the State Highway Route 101 corridor in that county. Exempts such funds from the distribution formulas applicable to transportation capital improvement funds.	07/18/2017 - In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
AB 805	**Gonzalez (D)**	County of San Diego: Transportation Agencies	Requires certain local government officials to serve on the San Diego Metropolitan Transit Development Board. Deletes the requirement for the chair of the County of San Diego Board of Supervisors to serve on the board. Relates to voting of the board. Provides for an audit committee with specified responsibilities. Authorizes certain transit districts to impose a transactions and use tax within their respective portions of the County of San Diego, with revenues to be used for public transit purposes.	07/13/2017 - In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.		Secondary
AB 810	**Gallagher (R)**	Local Alternative Transportation Improvement Program	Relates to planned state transportation facilities over the Feather River in the City of Yuba City and certain Counties. Authorizes affected local agencies, acting jointly with a transportation planning agency, to develop and file a specified alternative transportation improvement program. Requires all proceeds from the sale of certain excess properties to be allocated to the approved local alternative.	06/26/2017 - In SENATE Committee on APPROPRIATIONS: To Suspense File.		Secondary
AB 866	**Cunningham (R)**	State Highways: Gateway Monuments	Authorizes a city or county to display the Flag of the United States of America or the Flag of the State of California, or both, as part of a gateway monument.	07/13/2017 - In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY for concurrence.		Secondary
AB 1069	**Low (D)**	Local Government: Taxicab Transportation Services	authorizes specified counties to regulate taxi service within the respective county by means of a countywide transportation agency. Prohibits an authorized county that does not regulate taxi service by means of a countywide transportation agency, and the cities within that county, from regulating taxi service. Requires the sheriff in a county that does not regulate taxi service pursuant to these provisions to administer criminal background checks and drug testing for taxicab drivers within that county.	07/11/2017 - From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
AB 1082	**Burke (D)**	Transportation Electrification: Vehicle Charging	Authorizes a large electrical corporation to file with the Public Utilities Commission a pilot program proposal for the installation of vehicle charging stations at school facilities, giving priority to schools located in disadvantaged communities. Authorizes the use of these charging stations by faculty, students, and parents before, during, and after school hours. Includes a reasonable mechanism for cost recovery by the electrical corporation.	07/19/2017 - In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.		Secondary
AB 1083	**Burke (D)**	Transportation Electrification: State Parks and Beaches	Authorizes a large electrical corporation file a program proposal with the Public Utilities Commission for the installation of electric vehicle charging stations at state parks and beaches within its service territory. Requires that the approved pilot includes a reasonable mechanism for cost recovery.	07/19/2017 - In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.		Secondary
AB 1145	**Quirk (D)**	Electric and Communication Facilities: Cable Operators	Amends the Improvement Act of 1911. Authorizes the Department of Transportation and any person maintaining any utility facility to enter into a contract providing for or apportioning the obligations and costs to specified removal or relocations of utility facilities. Authorizes an agreement entered into as part of those proceedings to allocate duties between a city and an electricity or communication provider regarding the planning and specification of contributions of labor, materials and money.	07/17/2017 - In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.		Secondary
AB 1172	**Acosta (R)**	State Highways: Relinquishment	Authorizes the California Transportation Commission to relinquish to the City of Santa Clarita all or any portion of Sierra Highway located within the city limits of that city if the Department of Transportation and the city enter into an agreement providing for that relinquishment.	07/10/2017 - In SENATE Committee on APPROPRIATIONS: To Suspense File.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
AB 1184	**Ting (D)**	Vehicular Air Pollution: Electric Vehicles: Incentives	Establishes the California Electric Vehicle Initiative to provide incentives to the market to achieve a statewide deployment of 1.5 million electric vehicles by 2025. Requires a review to adopt revisions to specified electrification programs to ensure they consider funding benefits for disadvantaged and low-income individuals for all eligible vehicle types. Appropriates funds to support low-carbon transportation projects, including car-sharing programs and electric vehicle incentives.	07/06/2017 - Withdrawn from SENATE Committee on RULES.;07/06/2017 - Re-referred to SENATE Committee on APPROPRIATIONS.		Secondary
AB 1523	**Obernolte (R)**	San Bernardino County Transportation Authority	Amends The San Bernardino County Transportation Authority Consolidation Act of 2017 which creates the San Bernardino County Transportation Authority (SBCTA). Authorizes the SBCTA to use the design-build contracting process for local agencies to award a contract for the construction of the Mt. Vernon Avenue Viaduct project in the City of San Bernardino. Includes the requirement of purchase of all supplies, equipment, and materials, and the construction of all facilities and works.	07/18/2017 - *****To GOVERNOR.		Secondary
AB 1568	**Bloom (D)**	Enhanced Infrastructure Financing Districts	Enacts the Neighborhood Infill Finance and Transit Improvements Act, which authorizes a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure refinancing plan, to allocate specified tax revenues to the district under specified circumstances. Requires the legislative body of a municipality establishing an enhanced infrastructure financing district that will allocate those revenues.	07/19/2017 - In SENATE. Read second time and amended. To third reading.		Secondary
AB 1613	**Mullin (D)**	San Mateo County Transit District: Retail Transactions	Authorizes the board of the San Mateo County Transit District, unless a specified transactions and use tax has been imposed, to impose a retail transactions and use tax set at a rate. Prohibits the County of San Mateo from imposing a specified transactions and use tax if another retail transactions or use tax has been imposed. Authorizes the board to administer the expenditures plan in its entirety, or to transfer proceeds of the tax to the San Mateo County Transportation Authority.	07/13/2017 - In SENATE. Read second time. To third reading.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
SB 103	**Budget and Fiscal Review Cmt**	Transportation	Requires the department to develop and submit to the Legislature and specified legislative caucuses, a detailed outreach plan intended to increase procurement opportunities for new and limited contracting small business enterprises, as defined, including, but not limited to, those owned by women, minority, disabled veterans, LGBT, and other disadvantaged groups, in all the department's transportation programs, to undertake specified outreach activities required to be included in the plan.	07/21/2017 - Chaptered by Secretary of State. Chapter No. 95	Chaptered	Secondary
SB 145	**Hill (D)**	Autonomous Vehicles: Testing on Public Roads	Repeals a requirement that the Department of Motor Vehicles notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle on public roads. Repeals the requirement that the approval of such an application not be effective any sooner that a specified number of days after the date of the application.	07/12/2017 - From ASSEMBLY Committee on COMMUNICATIONS AND CONVEYANCE: Do pass to Committee on APPROPRIATIONS.		Secondary
SB 249	**Allen (D)**	Off-Highway Motor Vehicle Recreation	Revises and recasts provisions of the Off-Highway Motor Vehicle Recreation Act. Requires reports regarding the state park system, public information regarding all plans, reports and studies, an update to the soil conservation standard, implementation of a program to monitor the condition of soils, wildlife, and vegetation habitats, and identification and protection of sensitive natural, cultural, and archaeological resources. Revises the method of calculating certain gasoline excise taxes.	07/13/2017 - In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.		Secondary
SB 400	**Portantino (D)**	Highways: Surplus Residential Property	Prohibits the Department of Transportation from increasing the rent of tenants who reside in surplus residential property located on State Route 710 in the County of Los Angeles.	07/19/2017 - In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
SB 477	**Cannella (R)**	Intercity rail corridors: extensions	Provides that at any time after an interagency transfer agreement between the Department of Transportation and a joint powers board has been entered into, the amendment of the agreement may provide for the extension of an affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. Requires a proposed extension to be approved through a specified business plan.	07/12/2017 - From ASSEMBLY Committee on LOCAL GOVERNMENT: Do pass to Committee on APPROPRIATIONS.		Secondary
SB 498	**Skinner (D)**	Vehicle Fleets: Zero-Emission Vehicles	Requires the State Air Resources Board to review all programs affecting the adoption of light-duty and medium-duty zero-emission vehicles in the state and report to the Legislature no later than the specified date, recommendations for increasing the use of those vehicles for vehicle fleet use and on a general-use basis in the state. Requires the Department of General Services to ensure at least 50% of light-duty vehicles purchased for the state fleet each year are zero-emission vehicles.	07/19/2017 - In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.		Secondary
SB 622	**Wiener (D)**	Local Agency Public Construction Act: Golden Gate	Amends the Local Agency Public Construction Act which requirements for highway districts to advertise for contracts for all vessel repair, maintenance and alteration work as specified and instead, requires a bridge and highway district to publicize contracts for those facilities and public works whenever estimated expenditures exceed a specified amount and enact an informal bidding ordinance to govern the selection of contractors.	07/12/2017 - In ASSEMBLY. Read second time. To third reading.		Secondary
SB 672	**Fuller (R)**	Traffic Actuated Signals: Motorcycles and Bicycles	Extends requirements that, upon the first placement of a traffic-actuated signal or replacement of the loop detector of a traffic-actuated signal, the signal be installed and maintained, to the extent feasible and in conformance with professional engineering practices, so as to detect lawful bicycle or motorcycle traffic on the roadway.	07/19/2017 - In ASSEMBLY Committee on APPROPRIATIONS: To Suspense File.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
SB 802	**Skinner (D)**	Emerging Vehicle Technology: Advisory Taskforce	Directs the Office of Planning and Research to convene an Emerging Vehicle Advisory Study Group to review policies regarding new types of motor vehicles, including, but not limited to, autonomous vehicles and shared-use vehicles, and provide recommendations to the Legislature.	07/12/2017 - From ASSEMBLY Committee on COMMUNICATIONS AND CONVEYANCE: Do pass to Committee on APPROPRIATIONS.		Secondary
SB 810	**Trans & Housing Cmt**	Transportation: Omnibus Bill	Amends existing law which exempts a person with at least a class C driver's license who is employed in an agricultural operation and is driving a vehicle that is controlled by a farmer and transporting agricultural products or farm machinery or supplies to or from a farm from that endorsement requirement if specified conditions are met.	07/12/2017 - In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.		Secondary
AB 733	**Berman (D)**	Infrastructure Financing Districts: Climate Change	Authorizes the financing of projects that enable communities to adapt to the impacts of climate change, including, but not limited to, specified impacts described in the bill. Makes conforming changes to the Legislature's findings and declarations.	06/26/2017 - In SENATE. Read second time and amended. To third reading.		Housing/LandUse
AB 863	**Cervantes (D)**	Affordable Housing and Sustainable Communities Program	Provides that a project receiving funding pursuant to the Affordable Housing and Sustainable Communities Program shall be encouraged to employ local entrepreneurs and workers utilizing appropriate workforce training programs.	07/05/2017 - From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on APPROPRIATIONS.		Housing/LandUse
AB 915	**Ting (D)**	Planning and Zoning: Density Bonus: Affordable Housing	Requires the City and County of San Francisco, if it has adopted an ordinance requiring an affordable housing minimum percentage for housing developments, to apply that ordinance to the total number of housing units in the development, including any additional housing units granted pursuant to these provisions, unless the city, county, or city and county exempts those additional housing units from the ordinance. Provides that this provision does not apply to applications submitted before a specified date.	07/18/2017 - From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass as amended.		Housing/LandUse

Bill #	Author	Title	Summary	Status	Position	Priority
AB 932	**Ting (D)**	Shelter Crisis: Homeless Shelters	Provides that, upon a declaration of a shelter crisis by specified cities or counties, certain emergency housing may include homeless shelters and permanent supportive housing. Provides that, in lieu of compliance with local building approval procedures or housing, health, habitability, planning and zoning, or safety standards and laws, the cities or county may adopt by ordinance reasonable local standards for homeless shelters and permanent supportive housing.	07/19/2017 - In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.		Housing/LandUse
AB 943	**Santiago (D)**	Land Use Regulations: Local Initiatives: Voter Approval	Excludes requirement the proposal and submission to the voters of an ordinance or amendment of an ordinance by the legislative body and the adoption or amendment of a city or county charter. Excludes ordinances to certain lands specified in such general plan. Increases the vote threshold for approval of local ordinances or amendments of ordinances intended to reduce density or stop development or construction of any parcels located less than one mile from a major transit stop within a municipality.	07/19/2017 - In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.		Housing/LandUse
AB 1397	**Low (D)**	Local Planning: Housing Element	Requires the inventory of land to be available for residential development in addition to being suitable for residential development and to include vacant sites and sites that have realistic and demonstrated potential for redevelopment during the planning period to meet the locality's housing need for a designated income level. Requires parcels included in the inventory to have sufficient utilities supply available to support housing development.	07/18/2017 - In SENATE. Read second time. To third reading.		Housing/LandUse
AB 1404	**Berman (D)**	Environmental Quality Act: Categorical Exemption	Revises exemptions from the California Environmental Quality Act to include proposed residential and mixed-use housing projects occurring within an unincorporated area of a county. Requires the Office of Planning and Research to recommend proposed regulatory amendments for the implementation of these provisions. Requires the secretary to certify and adopt the changes.	07/10/2017 - In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.		Housing/LandUse

Bill #	Author	Title	Summary	Status	Position	Priority
AB 1505	**Bloom (D)**	Land Use: Zoning Regulations	Amends the Planning and Zoning Law to authorize the legislative body of a city or county to adopt ordinances to require, as a condition of development of residential rental units, that a development include a certain percentage of residential rental units affordable to, and occupied by, moderate-income, lower income, very low income, or extremely low income households.	07/11/2017 - In SENATE. Read second time. To third reading.		Housing/LandUse
SB 3	**Beall (D)**	Affordable Housing Bond Act of 2018	Enacts the Affordable Housing Bond Act of 2018 which would authorize the issuance of bonds to be used to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs.	07/12/2017 - From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT: Do pass to Committee on RULES.		Housing/LandUse
SB 166	**Skinner (D)**	Residential Density and Affordability	Amends the Planning and Zoning Law. Prohibits a city, county, or city and county from permitting or causing an inventory of sites identified in a housing element to be insufficient to meet its remaining unmet share of the regional housing need for lower and moderate-income households.	07/12/2017 - From ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT: Do pass to Committee on RULES.		Housing/LandUse
SB 540	**Roth (D)**	Workforce Housing Opportunity Zone	Authorizes a local government to establish a Workforce Housing Opportunity Zone by preparing an Environmental Impact Report pursuant to the California Environmental Quality Act and adopting a specific plan required to include text and a diagram or diagrams containing specified information. Requires certain public hearings. Provides for certain loans.	07/14/2017 - From ASSEMBLY Committee on RULES with author's amendments.;07/14/2017 - In ASSEMBLY. Read second time and amended. Re-referred to Committee on RULES.		Housing/LandUse
SB 680	**Wieckowski (D)**	San Francisco Bay Area Rapid Transit District	Extends the maximum distance from transit facilities of real and personal property that the San Francisco Bay Area Rapid Transit District is authorized to take for transit-oriented joint development projects, as commercial, residential, or mixed-use developments that are undertaken in connection with those transit facilities.	07/21/2017 - Chaptered by Secretary of State. Chapter No. 100	Chaptered	Housing/LandUse

Attachment B

Update on the California Transportation Commission's 2016 Annual Report Legislative Recommendations

In its 2016 Annual Report to the Legislature, the Commission made 15 legislative recommendations, of which 12 were included in legislation this session. Many of the Commission's recommendations were enacted through the passage of SB 1, with others included in other bills. To date, nine of the Commission's recommendations have been signed into law, with two additional bills poised to be sent to the Governor before interim recess. Below is an update on each legislative recommendation in the Commission's 2016 Annual Report.

1. Provide additional, reliable and sufficient transportation funding, and index all state fuel excise tax revenues to inflation.

Enacted April 27th through Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017)

2. Stabilize revenues from the price-based gasoline excise tax.

Enacted April 27th through SB 1 (Beall, Chapter 5, Statutes of 2017)

3. Restrict the expenditure of transportation revenues to transportation purposes only.

Enacted April 17th through Assembly Constitutional Amendment 5 (Frazier, Chapter 30)

4. Create a funding stream dedicated to improving freight mobility.

Enacted April 27th through SB 1 (Beall, Chapter 5, Statutes of 2017)

5. Provide Caltrans and the regions more flexibility when delivering projects including permanently authorize Caltrans and its partners to use alternative project delivery tools such as public-private partnerships (P3), design-build (DB), and construction manager/general contractor (CM/GC) methods, and expanding Caltrans' ability to hire consultant teams as needed.

Related to P3, Assembly Member Bloom and Senator Allen introduced AB 1454 and SB 768, respectively. Neither bill has moved out of their house of origin. AB 115 (Committee on Budget, Chapter 20, Statutes of 2017), a transportation-related budget trailer bill, expanded the state's ability to use both CM/GC and DB.

6. Account for the hidden costs to transportation resources of state environmental regulations.

None

7. Institute more certainty in the state's environmental permitting processes.

AB 1282 (Mullin), currently on the Assembly Floor awaiting concurrence of Senate amendments

8. Reduce project delays due to environmental lawsuits.

None

9. Authorize the Administration to implement a statewide advance mitigation program.

Enacted April 27th through SB 1 (Beall, Chapter 5, Statutes of 2017)

10. Extend statutory authority related to environmental review exemptions for specific repairs within existing public rights of way.

AB 278 (Steinorth) died in Assembly Natural Resources Committee

11. Improve delivery of critical Active Transportation Projects through environmental streamlining measures.

Enacted July 31st through AB 1218 (Obernolte, Chapter 149, Statutes of 2017)

12. Reenact the limited waiver of sovereign immunity necessary for the NEPA Assignment.

Enacted March 29th through AB 28 (Frazier, Chapter 4, Statutes of 2017)

13. Expand Regional Commute Benefits Program Authority Statewide.

None

14. The Commission should allocate Caltrans support costs.

Enacted April 27th through SB 1 (Beall, Chapter 5, Statutes of 2017)

15. Include Caltrans' maintenance workload in the Asset Management Plan.

AB 515 (Frazier), currently on the Senate Floor

Caltrans has spearheaded a working group of transportation-oriented agencies in California to put together a set of consensus principles related to federal proposals involving transportation infrastructure investment. Below is the most recent draft of these principles, based on feedback from a number of organizations across the state. Caltrans is hoping for a broad range of stakeholders to agree to be signatories to these principles, and will begin sharing this document with representatives in Washington DC in September.

* * * *

"California Federal Transportation Infrastructure Investment Principles"

As President Trump and the U.S. Congress consider an agenda for the 115th Congress, we, the undersigned California transportation stakeholders, urge the nation's leaders to make federal surface transportation infrastructure investment a top priority.

California is Eager to Partner with the Federal Government on Infrastructure

Transportation is the lifeblood of California's economy. The state's multimodal surface transportation network transports the highest volume of freight in the nation and enables 18 million California workers to commute to major employment centers, supporting the state's $2.6 trillion annual contribution to the nation's economy. Yet, California – like the rest of the country – faces significant transportation challenges that threaten to stifle economic growth and degrade the quality of life of our residents.

California has joined cities, counties, regions, and states across the country to increase infrastructure funding. In April, Governor Edmund G. Brown Jr. signed Senate Bill 1, the landmark "Road Repair and Accountability Act of 2017," which was backed by a broad coalition of supporters and will invest $52.4 billion over the next decade to fix roads, freeways, bridges, and put more dollars toward transit, safety programs and active transportation infrastructure in communities across California. Yet state, local and tribal governments across America continue to need a strong federal partner to make needed "fix it first" investments to preserve our existing assets and deliver transportation infrastructure improvements that will create jobs, increase safety, improve mobility and keep the economy growing in California and across the nation.

We recommend the following principles guide the development of an infrastructure package:

Restore Highway Trust Fund Solvency – Without an infusion of significant new funding to the Highway Trust Fund (HTF), Congress will be faced with nearly $20 billion in annual revenue shortfalls when the Fixing America's Surface Transportation (FAST Act) expires in federal fiscal year (FY) 2020. Thus, the Trump Administration's FY 2018 Budget proposal to limit HTF outlays to anticipated revenues starting in FY 2021 would significantly reduce core federal support for highway and transit projects. Any new infrastructure funding package should include new sustainable revenues to ensure the long-term solvency of the HTF and provide for increased direct federal investment after FY 2020. It should also ensure that Federal Transit Administration (FTA) programs continue to receive their historical funding share from the HTF.

Federal financing and targeted one-time funding proposals cannot replace increased and sustained federal investment.

Direct Federal Investment Should Be Major Part of Any Funding Package – California has taken the lead in utilizing innovative financing mechanisms to deliver major transportation investments. As such, California supports proposals to expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program and expand and lift the cap on Private Activity Bonds. However, financing tools cannot replace direct federal investment. In fact, direct federal funding is often an important tool that enables further leveraging of public sector funds and can help bring private partners to the table. For example, across the country, FTA Capital Investment Grant project sponsors have employed innovative financing tools such as TIFIA to fund major transit expansions combined with multi-year federal direct funding commitments through Full Funding Grant Agreements (FFGA), which enable these projects to put together innovative financing packages.

Build on the Bipartisan FAST Act Structure – California strongly supported the passage of the bipartisan FAST Act. Adopted in 2015, the FAST Act provides long-term certainty needed to advance multi-year highway, transit and passenger rail improvements. Any new infrastructure package should increase funding for the core highway, transit and passenger rail programs authorized by the FAST Act, which would empower state, local and tribal governments to expedite delivery of high-priority projects that are planned but not fully funded. Importantly, any transportation package should be in addition to, not in lieu of, maintaining existing FAST Act funding commitments to both highway and transit programs. As such, we oppose cuts to the FTA Capital Investment Grant program, as proposed in the FY 2018 Trump Administration budget request. Moreover, we reject the notion, included in the Administration's budget, that "Future investments in new transit projects would be funded by the localities that use and benefit from these localized projects," as this approach ignores the regional and national mobility, economic and jobs benefits that transit projects provide.

Balance Investments with Formula and Discretionary Programs – California is a diverse state and as such we support the balanced approach Congress employed with the FAST Act of investing in both formula and discretionary funding programs. An infrastructure package could expand on this structure with increased investment. This approach ensures that not only will state, local and tribal governments have the flexibility to address pressing "fix it first" priorities, improve safety and mobility, and meet the needs of rural communities and tribal governments, but also invest in the many regionally and nationally-significant projects in California – examples of which are included an initial list of high-priority infrastructure projects that the State developed earlier this year[i] – that will relieve congestion in major jobs centers and improve goods movement in critical border and trade corridors. This approach could include supplementing the FAST Act formula apportionment programs, FAST Act freight-related discretionary grants, FTA Capital Investment Grants and the Transportation Improvements Generating Economic Recovery – programs with a track record of success – as well as funding a new major projects program.

Fund Multimodal Mobility Solutions – Regions across California are taking a holistic approach to improving their transportation systems by making investments in multimodal

transportation infrastructure that relieve congestion, improve the movement of goods and people, spur economic growth and improve quality of life. Similarly, the State is seeking to triple bicycle and double pedestrian and transit travel between 2010 and 2020 as a strategic sustainability target.[ii] Any new infrastructure package should increase the flexibility to invest in a range of mobility solutions that best address the wide array of challenges that face our community.

- **Public Transportation**: California has made significant investments in public transportation to meet mobility, economic (e.g., access to employment), environmental and transportation equity (e.g., providing mobility options to individuals who cannot drive or who cannot afford to drive) objectives. We also recognize, and impress on Congress, that investment in public transportation creates good-paying construction jobs, spurs domestic manufacturing in states across the nation where transit buses, rail cars, parts and materials are produced, and thus, promotes economic growth. Over a 20-year period, $1 billion in investment in public transportation yields approximately $3.7 billion in increased economic activity. At current wage rates, this is equivalent to a ratio of approximately 50,731 jobs per $1 billion invested in public transportation.

- **Active Transportation**: Investing in active transportation furthers the State's sustainability and climate preparedness objectives and improves the quality of life and public health of Californians. Any new infrastructure package should ensure that walking and bicycling projects are eligible for funding. California has made a major commitment to walking and bicycling through investment in our Active Transportation Program, and we want to continue to increase that investment given the opportunity with new federal funding.

- **Passenger Rail**: As the state responsible for delivering the nation's first high-speed rail system, California is making significant investments in intercity passenger rail, and therefore supports dedicated long-term federal investment in passenger rail programs. Modernizing the state's passenger rail system will: reduce emissions by enabling more Californians to switch from driving and flying to traveling by clean, fast and efficient rail service; open freight capacity to enhance the flow of goods from our fields and ports; and sustain an innovative state economy that will help drive America's economic competitiveness. Any new federal infrastructure investment package should provide significant funding for the High-Speed Intercity Passenger Rail program and fully fund FAST Act authorized Federal Railroad Administration intercity passenger rail grant programs. California opposes cuts to Amtrak service proposed by the FY 2018 Trump Administration budget.

Shorten Project Delivery Time – California strongly supports efforts to streamline Federal regulations to facilitate more expeditious project delivery without diminishing environmental standards and safeguards. We are also encouraged by President Trump's focus on streamlining the environmental review and permitting processes, and the state has developed a list of high-priority projects for consideration under Executive Order 13766, *Expediting Environmental Review and Approvals for High Priority Infrastructure Projects*.[iii]

Provide Relief for 2017 California Winter Storm Damage - In 2017, California suffered the most severe winter storm events it has seen in 20 years brought on by an "atmospheric river" weather phenomena. These storms ended California's drought and also caused an estimated $1.4 billion in damage to state and local roadways since January, ranking the 2017 winter as the most expensive in history.[iv] As federal policymakers consider investment in new infrastructure improvements, we urge Congress to also set aside funding to help California repair the damage to its transportation infrastructure stemming from this historic 2017 California Winter Storm disaster event.

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[i] Office of Governor Edmund G. Brown Jr. February 7, 2017 Letter to the National Governor's Association providing and initial list of key infrastructure projects; https://www.gov.ca.gov/docs/CA_Infrastructure_Letter_and_Projects_2.7.17.pdf

[ii] California Department of Transportation *Strategic Management Plan 2015-2020*; http://www.dot.ca.gov/perf/library/pdf/Caltrans_Strategic_Mgmt_Plan_033015.pdf

[iii] Governor Edmund G. Brown Jr. February 24, 2017 Letter to President Trump regarding California High-Priority Projects for consideration under Executive Order 13766; https://www.gov.ca.gov/docs/2.24.17_Infrastructure_Letters.pdf

[iv] Caltrans June 2017 *Mile Marker*, "Winter Storms Exact Historic Roads Toll"; http://www.dot.ca.gov/milemarker/docs/2017/MM-2017-Q2.pdf#winter_storms

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***FINAL DRAFT* – "California Federal Transportation Infrastructure Investment Principles"**

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California has joined cities, counties, regions, and states across the country to increase infrastructure funding. In April, Governor Edmund G. Brown Jr. signed Senate Bill 1, the landmark "Road Repair and Accountability Act of 2017," which was backed by a broad coalition of supporters and will invest $52.4 billion over the next decade to fix roads, freeways, bridges, and put more dollars toward transit, safety programs and active transportation infrastructure in communities across California. Yet state, local and tribal governments across America continue to need a strong federal partner to make needed "fix it first" investments to preserve our existing assets and deliver transportation infrastructure improvements that will create jobs, increase safety, improve mobility and keep the economy growing in California and across the nation.

We recommend the following principles guide the development of an infrastructure package:

Restore Highway Trust Fund Solvency – Without an infusion of significant new funding to the Highway Trust Fund (HTF), Congress will be faced with nearly $20 billion in annual revenue shortfalls when the Fixing America's Surface Transportation (FAST Act) expires in federal fiscal year (FY) 2020. Thus, the Trump Administration's FY 2018 Budget proposal to limit HTF outlays to anticipated revenues starting in FY 2021 would significantly reduce core federal support for highway and transit projects. Any new infrastructure funding package should include new sustainable revenues to ensure the long-term solvency of the HTF and provide for increased direct federal investment after FY 2020. It should also ensure that Federal Transit Administration (FTA) programs continue to receive their historical funding share from the HTF. Federal financing and targeted one-time funding proposals cannot replace increased and sustained federal investment.

Direct Federal Investment Should Be Major Part of Any Funding Package – California has taken the lead in utilizing innovative financing mechanisms to deliver major transportation investments. As such, California supports proposals to expand ***and provide additional flexibility for*** the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, ***including streamlining the approval process,*** and to expand and lift the cap on Private Activity Bonds. However, financing tools cannot replace direct federal investment. In fact, direct federal funding is often an important tool that enables further leveraging of public sector funds and can help bring private partners to the table. For example, across the country, FTA Capital Investment Grant project sponsors have employed innovative financing tools such as TIFIA to fund major transit expansions combined with multi-year federal direct funding commitments through Full Funding Grant Agreements (FFGA), which enable these projects to put together innovative financing packages.

Build on the Bipartisan FAST Act Structure – California strongly supported the passage of the bipartisan FAST Act. Adopted in 2015, the FAST Act provides long-term certainty needed to advance multi-year highway, transit and passenger rail improvements. Any new infrastructure package should increase funding for the core highway, transit and passenger rail programs authorized by the FAST Act, which would empower state, local and tribal governments to expedite delivery of high-priority projects that are planned but not fully funded. Importantly, any transportation package should be in addition to, not in lieu of, maintaining existing FAST Act funding commitments to both highway and transit programs. As such, we oppose cuts to the FTA Capital Investment Grant program, as proposed in the FY 2018 Trump Administration budget request. Moreover, we reject the notion, included in the Administration's budget, that "Future investments in new transit projects would be funded by the localities that use and benefit from these localized projects," as this approach ignores the regional and national mobility, economic and jobs benefits that transit projects provide.

Balance Investments with Formula and Discretionary Programs – California is a diverse state and as such we support the balanced approach Congress employed with the FAST Act of investing in both formula and discretionary funding programs. An infrastructure package could expand on this structure with increased investment. This approach ensures that not only will state, local and tribal governments have the flexibility to address pressing "fix it first" priorities, improve safety and mobility, and meet the needs of rural communities and tribal governments, but also invest in the many regionally and nationally-significant projects in California – examples of which are included an initial list of high-priority infrastructure projects that the State developed earlier this year[i] – that will relieve congestion in major jobs centers and improve goods movement in critical border and trade corridors. This approach could include supplementing the FAST Act formula apportionment programs, FAST Act freight-related discretionary grants, FTA Capital Investment Grants and the Transportation Improvements Generating Economic Recovery – programs with a track record of success – as well as funding a new major projects program.

Fund Multimodal Mobility Solutions – Regions across California are taking a holistic approach to improving their transportation systems by making investments in multimodal transportation infrastructure that relieve congestion, improve the movement of goods and people, spur economic growth and improve quality of life. Similarly, the State is seeking to triple bicycle and double pedestrian and transit travel between 2010 and 2020 as a strategic sustainability target.[ii] Any new infrastructure package should increase the flexibility to invest in a range of mobility solutions that best address the wide array of challenges that face our community.

- **Public Transportation**: California has made significant investments in public transportation to meet mobility, economic (e.g., access to employment), environmental and transportation equity objectives (e.g., providing mobility options to individuals who cannot drive or who cannot afford to drive, ***and breaking down barriers for disadvantaged communities***). ***In California, public transportation has helped support the growth of key industries and institutions that are an engine of growth for the national economy.*** We also recognize, and impress on Congress, that investment in public transportation creates good-paying construction jobs, spurs domestic manufacturing in states across the nation where transit buses, rail cars, parts and materials are produced, and thus, promotes economic growth. Over a 20-year period, $1 billion in investment in public transportation yields approximately $3.7 billion in increased economic activity. At current wage rates, this is equivalent to a ratio of approximately 50,731 jobs per $1 billion invested in public transportation.

- **Active Transportation**: Investing in active transportation furthers the State's sustainability and climate preparedness objectives and improves the quality of life and public health of Californians. Any new infrastructure package should ensure that walking and bicycling projects are eligible for funding. California has made a major commitment to walking and bicycling through investment in our Active Transportation Program, and we want to continue to increase that investment given the opportunity with new federal funding.

- **Passenger Rail**: As the state responsible for delivering the nation's first high-speed rail system, California is making significant investments in intercity passenger rail, and therefore supports dedicated long-term federal investment in passenger rail programs. Modernizing the state's passenger rail system will: reduce emissions by enabling more Californians to switch from driving and flying to traveling by clean, fast and efficient rail service; open freight capacity to enhance the flow of goods from our fields and ports; and sustain an innovative state economy that will help drive America's economic competitiveness. Any new federal infrastructure investment package should provide significant funding for the High-Speed Intercity Passenger Rail program and fully fund FAST Act authorized Federal Railroad Administration intercity passenger rail grant programs. California opposes cuts to Amtrak service proposed by the FY 2018 Trump Administration budget.

- ***Managed Lanes: Throughout California, the construction of managed lanes has become a realistic and cost-effective way to deliver mobility choices to commuters. Managed lanes address multiple priorities including, but not limited to: enhanced transit service, ridesharing, travel time reliability, and congestion reduction. Tolled managed lanes can also offer the benefit of paying for operations and maintenance costs and other system improvements along the corridor, as well as potentially attracting private investment. A new transportation infrastructure investment package should liberalize tolling policy and facilitate the implementation of tolled managed express lanes.***

Shorten Project Delivery Time – California strongly supports efforts to streamline Federal regulations to facilitate more expeditious project delivery without diminishing environmental standards and safeguards. We are also encouraged by President Trump's focus on streamlining the environmental review and permitting processes, and the state has developed a list of high-priority projects for consideration under Executive Order 13766, *Expediting Environmental Review and Approvals for High Priority Infrastructure Projects*.[iii]

Provide Relief for 2017 California Winter Storm Damage - In 2017, California suffered the most severe winter storm events it has seen in 20 years brought on by an "atmospheric river" weather phenomena. These storms ended California's drought and also caused an estimated $1.4 billion in damage to state and local roadways since January, ranking the 2017 winter as the most expensive in history.[iv] As federal policymakers consider investment in new infrastructure improvements, we urge Congress to also set aside funding to help California repair the damage to its transportation infrastructure stemming from this historic 2017 California Winter Storm disaster event.

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[i] Office of Governor Edmund G. Brown Jr. February 7, 2017 Letter to the National Governor's Association providing and initial list of key infrastructure projects; https://www.gov.ca.gov/docs/CA_Infrastructure_Letter_and_Projects_2.7.17.pdf

[ii] California Department of Transportation *Strategic Management Plan 2015-2020*; http://www.dot.ca.gov/perf/library/pdf/Caltrans_Strategic_Mgmt_Plan_033015.pdf

[iii] Governor Edmund G. Brown Jr. February 24, 2017 Letter to President Trump regarding California High-Priority Projects for consideration under Executive Order 13766; https://www.gov.ca.gov/docs/2.24.17_Infrastructure_Letters.pdf

[iv] Caltrans June 2017 *Mile Marker*, "Winter Storms Exact Historic Roads Toll"; http://www.dot.ca.gov/milemarker/docs/2017/MM-2017-Q2.pdf#winter_storms

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 16

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 4.2
Informational Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **BUDGET AND ALLOCATION CAPACITY UPDATE**

SUMMARY:

Outlined below is an update for the California Transportation Commission (Commission) concerning topics related to transportation funding in the state of California (State). This information is intended to supplement portions of the verbal presentation on this Item.

BACKGROUND:

As of June 30, 2017, the Commission has allocated over $2 billion toward 1,039 projects in Fiscal Year 2016-17. Adjustments totaled negative $122 million, leaving approximately $666 million (20 percent) in remaining allocation capacity. Extension requests for August allocation exceed the capacity balance listed for the State Highway Operation and Protection Program (SHOPP), so all of the remaining SHOPP capacity will be utilized by projects delivered within the fiscal year. Any other unused capacity will roll into the 2017-18 fiscal year as appropriate.

2016-17 Capital Allocations vs. Capacity
Summary through June 30, 2017
($ in millions)

	SHOPP	STIP	TCRP	AERO	ATP	TIRCP	BONDS	TOTAL
Allocation Capacity	$2,267	$236	$191	$3	$227	$171	$284	$3,379
Total Votes	2,008	190	189	3	187	183	75	2,835
Authorized Changes[1]	-123	1	0	0	0	0	0	-122
Remaining Capacity	**$382**	**$45**	**$2**	**$0**	**$40**	**-$11**	**$209**	**$666**

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

[1] Authorized changes include project increases and decreases through June 30, 2017, pursuant to the Commission's G-12 process and project rescissions.

PROJECT SAVINGS REPORT (G-12):

Through June 30, 2017, California Department of Transportation has processed changes to capital construction budgets for both the State Transportation Improvement Program (STIP) and the SHOPP. The cumulative savings for the SHOPP equals approximately $123 million, while the STIP has experienced increases of over $1 million in excess of the programmed amounts. Savings is added to or subtracted from current year capacity in order to make funding immediately available for advancements and project cost increases. These amounts appear under "Authorized Changes," in the Capital Allocation vs. Capacity Summary on the preceding page.

As part of the Fourth Quarter 2016-17 Financial Report, there will be a final accounting of current year allocations and savings.

FINAL CAPACITY:

Fiscal Year 2017-18 final capacity, including carryover amounts, will be provided as part of the Budget and Allocation Capacity Presentation. We expect to have final numbers for the STIP, SHOPP, Aeronautics, Active Transportation, Transit and Intercity Rail, and the Bond programs.

M e m o r a n d u m

Tab 17

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 4.5
Information

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: CURTIS VANDERMOLEN
Deputy Director

Subject: **ROAD CHARGE PILOT PROGRAM UPDATE**

SUMMARY:

The Road Charge Pilot Program concluded participant operations on March 31, 2017. The program's independent evaluator, CH2M Hill completed their assessment and provided a report to the State Transportation Agency (Transportation Agency). In September the Road Charge Technical Advisory Committee will determine limited, short-term recommendations for the Commission to consider for inclusion in the 2017 Annual Report.

BACKGROUND:

In 2014, the Governor signed Senate Bill (SB) 1077 (DeSaulnier) which required the Chair of the California Transportation Commission (Commission) to create, in consultation with the Secretary of the California State Transportation Agency (Transportation Agency), a TAC to study road charge alternatives to the California gas tax and to make recommendations to the Transportation Agency on the design and evaluation of a road charge pilot program. The Commission established the TAC in January 2015.

In December 2015, the TAC presented their Road Charge Pilot Program Design Recommendations Report to the Transportation Agency Secretary for the development and deployment of the pilot. In July 2016, Caltrans launched a nine-month pilot program with over 5,000 participating vehicles, which concluded on March 31, 2017.

The Transportation Agency will submit a report on the findings of the Pilot Program to the Legislature, the Commission, and the TAC. The Agency's report is required to address cost, privacy, jurisdictional issues, feasibility, complexity, acceptance, use of revenues, security and compliance, data collection technology, potential for additional driver services, and implementation issues. The Commission is required to include its recommendations regarding the Road Charge Pilot Program in its 2018 annual report to the Legislature.

M e m o r a n d u m

Tab 18

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 4.4
Information

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: M. S. Weiss
Deputy Director

Subject: **ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 - (SENATE BILL 1) IMPLEMENTATION UPDATE**

SUMMARY:

The California Transportation Commission (Commission) approved the Senate Bill 1 (SB 1) implementation plan at the May 17, 2017 Commission meeting. Following adoption of the implementation plan, Commission staff started the process to develop guidelines for the new and existing programs under SB 1, namely the Local Partnership Program, Local Streets and Roads Program, Solutions for Congested Corridors Program, Trade Corridor Enhancement Account, State Highway Operation and Protection Program and the 2017 Augmentation to the Active Transportation Program.

In June, the Commission adopted Active Transportation Program Augmentation Guidelines, Interim State Highway Operation and Protection Program (SHOPP) Guidelines, and Transportation Asset Management Plan Guidelines.

Since the last Commission meeting, Commission staff held numerous workshops on various programs including the Local Streets and Roads, the State Transportation Improvement Program, the Trade Corridor Enhancement Program, the Solutions for Congested Corridors Program, and the Local Partnership Program.

At the August Commission meeting, the Commission will consider adoption of the 2017 Local Streets and Roads Funding Reporting Guidelines and the 2018 State Transportation Improvement Program (STIP) Guidelines (book items 4.10 and 4.6 respectively), and staff will present the Draft Local Partnership Program Guidelines (book item 4.27).

BACKGROUND:

The Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. The Legislature has provided additional funding to and increased the Commission's role in a number of existing programs, and created new programs for the Commission to oversee.

SB 1 creates the Road Maintenance and Rehabilitation Account and the Road Maintenance and Rehabilitation Program. Programs funded by this account include the Local Partnership Program, the Active Transportation Program, the SHOPP, and Local Streets and Roads Apportionments.

SB 1 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."

SB 1 also imposes two new registration fees, the Transportation Improvement Fee imposed on all motor vehicles, and the Road Improvement Fee on zero-emission motor vehicles. Revenues from the Road Improvement Fee will be deposited in the Road Maintenance and Rehabilitation Account. Revenues from the Transportation Improvement Fee will be deposited into different accounts: the Public Transportation Account to fund the Transit and Intercity Rail Capital Program and the State Transit Assistance Program and the State Highway Account to fund the Solutions for Congested Corridors Program and the Road Maintenance and Rehabilitation Account.

The Commission has held the following workshops on SB 1 programs:

- June 9th (Sacramento) brief introduction to all SB 1 programs
- June 23rd (Sacramento) Active Transportation Program Augmentation
- June 28th (Sacramento) Solutions for a Congested Corridors Program
- July 11th (Sacramento) Local Partnership Program
- July 17th (Sacramento) STIP and Trade Corridor Enhancement Programs
- July 18th (Sacramento) Local Streets and Roads Program
- July 21st (Los Angeles) Solutions for Congested Corridors Program and Local Partnership Program
- August 7th (Oakland) Solutions for Congested Corridors Program and Local Partnership Program
- August 8th (Oakland) Trade Corridor Enhancement Program

The next steps in the guideline development process include the following workshops:

- September 8th (Sacramento) Local Partnership Program and Solutions for Congested Corridors Programs
- September 25th (Sacramento) Trade Corridor Enhancement Program and Local Partnership Program
- October 19th (Modesto) Interregional Transportation Improvement Program (STIP)
- October 24th (Los Angeles) Interregional Transportation Improvement Program (STIP) and Trade Corridor Enhancement Program
- November 17th (Stockton) Solutions for Congested Corridors Program
- December 6th (Riverside) Solutions for Congested Corridors Program

A schedule of these workshops is available on the Commission's SB 1 webpage (http://www.catc.ca.gov/programs/SB1.html) and will be updated as additional details become available.

Attachments:

- Attachment A: SB 1 Implementation Plan Overview
- Attachment B: Guideline Schedule

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 (SENATE BILL 1)

IMPLEMENTATION PLAN OVERVIEW

Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), The Road Repair and Accountability Act of 2017, provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. In providing this funding, the Legislature has provided additional funding for transportation infrastructure, increased the role of the California Transportation Commission (Commission) in a number of existing programs, and created new transportation funding programs for the Commission to oversee. The development of guidelines will include workshops open to all interested parties. The timelines below are intended to be a guide. Staff will update these timelines during the guidelines development process.

EXISTING PROGRAMS UNDER COMMISSION OVERSIGHT

Active Transportation Program Augmentation ($100M per year)

The Commission will make this funding available to already programmed projects that can be delivered earlier than currently programmed or for projects that applied for funding in the 2017 Active Transportation Program but that were not selected for funding.

- June 9, 2017 – Workshop to develop guidelines
- June 28, 2017 – Adoption of guidelines
- August 1, 2017 – Applications due
- October 18-19, 2017 – Adopt statewide & small urban and rural components
- December 6-7, 2017 – Adopt MPO component

State Highway Operation And Protection Program (SHOPP) (Approximately $1.9B per year for the SHOPP and Caltrans maintenance efforts)

Along with a significant expansion of the Commission's oversight responsibilities. SB 1 requires additional Commission oversight of the development and management of the SHOPP, including allocating support staff, project review and approval, and convening public hearings prior to adopting the SHOPP. The Commission is also responsible for monitoring Caltrans' performance and progress toward accomplishing the specific goals set out in SB 1 and other targets or performance measures adopted by the Commission.

- May 17, 2017 - Presentation of draft interim guidelines
- June 28-29, 2017 - Adoption of interim SHOPP guidelines and Asset Management Plan Guidelines

State Transportation Improvement Program (STIP)

SB 1 stabilizes funding for the STIP. The impact of the stabilization of STIP funding is included in the 2018 STIP Fund Estimate and will be incorporated in the 2018 STIP.

- May 17, 2017 - Approval of fund estimate assumptions
- June 28, 2017 - Presentation of draft guidelines and draft fund estimate
- August 16-17, 2017 - Adoption of guidelines and fund estimate
- October 15, 2017 - Submittal of draft Interregional Transportation Improvement Program
- October 2017 - Interregional Transportation Improvement Program Hearings
- December 15, 2017 - Submittal of Regional Transportation Improvement Programs and the final Interregional Transportation Improvement Programs
- January-February 2018 - STIP Hearings
  March 2018 - Program adoption

NEW SB 1 PROGRAMS	
Local Partnership Program ($200M per year)	**Local Streets & Roads (Approximately $1.5B per year)**
To recognize the benefits of a competitive program while still providing incentives to counties to enact taxes and fees to fund transportation needs, staff recommends implementing the Local Partnership Program as a 50% competitive program, 50% formulaic program. • June through September 2017 – Workshops to develop guidelines • August 16, 2017 – Presentation of draft guidelines • October 18-19, 2017 – Adoption of guidelines • March 2018 – Applications due • June 2018 – Program Adoption	SB 1 creates new responsibilities for the Commission relative to this funding, including development of guidelines, review of project lists submitted by cities and counties, reporting to the State Controller, and receiving reports on completed projects. • June and July 2017 – Workshops to develop guidelines • August 16-17, 2017 – Adoption of guidelines • October 16, 2017 – Project lists due • December 6-7, 2017 – Adoption of list of eligible cities and counties
Solutions for Congested Corridors Program ($250M per year)	**Trade Corridor Enhancement Account ($300M per year)**
Key issues to be addressed in the guidelines include the definition of a corridor, the definition of a highly congested corridor, the key elements of a comprehensive corridor plan, and the scoring criteria weighting. • June through October 2017 – Workshops to develop guidelines • October 18-19, 2017 – Presentation of draft guidelines • December 6-7, 2017 – Adoption of guidelines • February 2018 – Applications due • May 2018 – Program adoption	SB 103, signed by the Governor on July 21, 2017, incorporates SB 1 freight funding and federal freight funding into a single program to fund infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have a high volume of freight movement. • June through November - Workshops to develop guidelines • December 6-7, 2017 - Presentation of draft guidelines • January 2018 – Adoption of guidelines • March 2018 –Applications due • May 2018 – Program adoption
Traffic Congestion Relief Program (TCRP)	**Office of Inspector General (Effective July 1, 2017)**
SB 1 states "as of June 30, 2017, projects in… the Traffic Congestion Relief Program shall be deemed complete and final…" SB 1 directs the repayments due of all outstanding TCRP loans to other programs. Therefore, the only funding available to fund TCRP projects was approximately $90 million of savings attributable to specific projects. The Commission approved final programming amendments and allocations at the Commission's June 28-29, 2017 meeting.	No Action Required.

Contact Us:

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SB 1 Programs – Implementation Schedule

New SB 1 Programs

Program	Workshops	Draft Guidelines Available	Guidelines Adoption	Applications or Project Lists Due	Program Adoption
Local Streets and Roads	• July 18th - Sacramento	June 30, 2017	August 16-17, 2017	Sept. – Oct. 2017	October 18-19, 2017 (Adopt Eligibility List and Submit to Controller)
Solutions for Congested Corridors	• June 28th - Sacramento • July 21st - Los Angeles • August 7th - Oakland • September 8th - Sacramento • November 17th – Stockton • December 6th - Riverside	October 18-19, 2017	December 6-7, 2017	February 2018	May 2018
Trade Corridor Enhancement	• July 17th - Sacramento • August 8th - Oakland • September 25th – Sacramento • October 24th – Los Angeles	December 6-7, 2017	January 2018	March 2018	May 2018
Local Partnership	• July 11th - Sacramento • July 21st - Los Angeles • August 7th - Oakland • September 8th – Sacramento • September 25th – Sacramento	August 16-17, 2017	October 18-19, 2017	March 2018	June 2018

As of July 6, 2017 – Please note that all dates are tentative and schedule is subject to change

SB 1 Programs – Implementation Schedule

Existing Commission Programs

Program	Workshops	Draft Guidelines Available	Guidelines Adoption	Applications or Project Lists Due	Program Adoption
Active Transportation	• June 23, 2017 • June 28, 2017	June 26, 2017	June 28, 2017	August 2017	October 18-19, 2017 (Statewide & Urban/Small Rural Components) December 6-7, 2017 (MPO Component)
State Highway Operation and Protection Program (SHOPP)	• May 17th – San Diego • June 9th - Sacramento • TBD in early 2018 – North and South hearings on Proposed 2018 SHOPP	May 17, 2017 Presented Draft Interim SHOPP Guidelines to Commission	June 28, 2017 Adopted Interim SHOPP Guidelines	January 2018 (Caltrans submits proposed SHOPP)	March 2018
Transportation Asset Management*	• May 17th – San Diego • June 9th - Sacramento	May 17, 2017 Presented Draft Transportation Asset Management Plan (TAMP) Guidelines to Commission	June 28, 2017 Adopted TAMP Guidelines	N/A	N/A
State Transportation Improvement Program (STIP)	• July 17th - Sacramento • October 19th - Modesto • October 24th – Los Angeles	June 28, 2017	August 16-17, 2017	October 15, 2017 (Draft ITIP due from Caltrans) December 15, 2017 (Final RTIPs & ITIP due)	March 2018

* The TAMP Guidelines inform the Department's development of the Transportation Asset Management Plan which prioritizes investments for projects funded from the SHOPP. The Department's completed Transportation Asset Management Plan must be submitted to the Commission by July 2020.

As of July 6, 2017 – Please note that all dates are tentative and schedule is subject to change

July 26, 2017

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, Room 2233 (MS-52)
Sacramento, CA 95814

RE: **Comments Regarding SB 1 (Chapter 5, Statutes of 2017) Implementation**

Dear Ms. Bransen,

On behalf of the 19 million residents within the jurisdiction of the Southern California Association of Governments (SCAG), we write to offer commentary to set the framework for the successful and efficient implementation of SB 1 programs to maximize the benefits to the traveling public, meeting many important state and regional goals.

SB 1 represents an historic opportunity to align state and local resources to achieve long overdue improvements that meet local and statewide objectives. We are grateful that the Legislature and the Governor have moved quickly to advance implementation of its new programs, thereby allowing the transportation benefits provided by these funds to accrue expeditiously. We also want to thank the California Transportation Commission (CTC) for the timely creation of a guidelines implementation plan and the early adoption of the Active Transportation Program augmentation guidelines, which considered SCAG's previous comment letter (dated May 17, 2017).

We offer the following provisions for inclusion within the implementation of all SB 1 funding programs as the CTC develops guidelines for these programs:

- Provide flexibility in the first round of funding programs, which will allow for expedited delivery of projects, including projects which may already be in the pipeline. This includes clarity that funds may be used on projects that may have been programmed with other funding sources. This programming flexibility will help the regions to deliver projects in a timely manner.

- Ensure geographic equity so that the SB 1 funds are benefiting all areas of the state.
- In order to provide more statewide improvements and accommodate longer lead times for more complicated projects, program funds for multiple years.
- Provide funding for preconstruction in order to build a solid shelf of projects for future state and federal investments in transportation.
- Coordinate guidelines, processes, and funding decisions with the California State Transportation Agency (CalSTA) considering projects may be funded through both the CTC and CalSTA programs.
- In future cycles, adjust the timing of competitive programs and formula programs in order to advance priority projects with the best possible mix of funding.
- For projects nominated by both the California Department of Transportation (Caltrans) and the regional agency, hold state funds in reserve so that cost increases can be managed through a proportional contribution from the state and the regions.
- For funding programs which have a specific set aside reserved for Caltrans nominated projects, require project nomination lists from Caltrans first, so that regional agencies are aware of what the state is funding first and can appropriately submit projects knowing what is funded through the state's share.
- Simplify reporting requirements to what information is the most valuable to the public.

In terms of individual programs, we suggest the following:

Local Partnership Program (LPP)

- Emphasize that the LPP is a 50 percent formula program that provides maximum discretion to self-help agencies to fulfill the intent of the Legislature to provide a true incentive for voters to pass local transportation taxes or fees. Regional agencies should have funding flexibility on the formula portion of the program; including project selection and distribution within the region.
- Consider a north/south split for the 50 percent competitive program.
- For the competitive program, implement a tiered program to ensure equitable opportunities for agencies of different sizes to compete.
- Clarify that the LPP (competitive and formula) provides funding for multi-modal projects consistent with local transportation sales tax measures, such as local streets and roads, transit, highways, active transportation, and transportation demand management.

- Include a provision in the LPP Guidelines that this funding program would be revisited in two years to consider increasing the formula share of the program, consistent with the legislative intent as described in the June 8, 2017, letter from the Chairs of the Assembly Transportation and Senate Transportation and Housing Committees.

Local Streets and Roads

- Please work quickly with the State Controller's Office to issue estimates and maintenance of effort information to the counties and the cities as soon as possible so that they may adjust their fiscal year 2017-18 budgets as necessary to avoid any delay in delivery of important initial Road Maintenance and Rehabilitation projects.

- Please provide any signage requirements, including an SB 1 logo, as soon as possible.

- Consider providing pre-award or letter of no prejudice authority to spend funds once local agencies have submitted their project lists to the CTC.

- Provide clear guidance on how the aspirational goals will be considered and documented.

State Highway Operations and Protection Program (SHOPP)

- The SCAG regional agencies look forward to increased coordination with Caltrans that will be achieved through the new accountability and transparency that is being included in the SHOPP Guidelines. This transparency is particularly important to understand which projects are being funded through the SHOPP that may also be eligible for other SB 1 funding programs.

Solutions for Congested Corridors

- Programs of projects should be nominated through a bottom-up approach between the regions and Caltrans.

- "Congestion" should be defined through hours of delay so that investments are made where they would have the greatest benefit.

- In order to expedite delivery of multi-modal corridor projects, allow for the use of various existing plans and documents to meet the corridor plan requirement.

Trade Corridor Enhancement Account

- Ensure that projects are nominated to the CTC with the support of a consensus-based bottom-up approach.

- Specify that all projects should be freight corridor focused, consistent with the goals of the program.

- Accelerate the schedule for guideline adoption, leveraging the work the CTC has already done with the regions on the California Freight Investment Program while ensuring that application deadlines complement the timing of INFRA grant submittals.

- Clarify that all project savings stay within the trade region, and at the discretion of those corridor agencies (same as TCIF).

- Provide maximum possible flexibility for meeting the minimum match requirement should such a minimum be established. Allowable match sources should include State Transportation Improvement Program, other SB 1 programs, and federal apportionments.

Again, thank you very much for holding the June 8 and 9 forum and workshops, and for the continued outreach CTC has conducted, which is invaluable to assist overall efforts to implement SB 1. Please contact any of us if you have questions or wish to discuss these comments. Hasan Ikhrata can also coordinate any questions or comments on all of our behalf. He can be reached at (213) 236-1944 or lkhrata@scag.ca.gov.

Sincerely,

Mark Baza
Executive Director, Imperial County Transportation Commission

Hasan Ikhrata
Executive Director, Southern California Association of Governments

Darrell Johnson
Chief Executive Officer, Orange County Transportation Authority

Darren M. Kettle
Executive Director, Ventura County Transportation Commission

Anne Mayer
Executive Director, Riverside County Transportation Commission

Phillip A. Washington
Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority

Raymond Wolfe
Executive Director, San Bernardino County Transportation Authority

Tab 18 Attachment

SB 1 Workshop Schedule

Date/Time	Location	Program(s) to be Covered
Friday, June 23rd 10:00 AM - 1:00 PM	Caltrans HQ Basement Board Room 1120 N Street Sacramento, CA 95814	**2017 Active Transportation Program Augmentation**
Wednesday, June 28th 9:30 AM-11:30 AM	CalPERS Auditorium 400 P Street Sacramento, CA 95814	**Solutions for Congested Corridors Program**
Tuesday, July 11th 2:00 PM – 5:00 PM	Caltrans HQ Basement Board Room 1120 N Street Sacramento, CA 95814	**Local Partnership Program**
Monday July 17th 9:00 AM - 5:00 PM	Caltrans HQ Basement Board Room 1120 N Street Sacramento, CA 95814	**Trade Corridors Enhancement Program** 9:00 AM to 12:30 PM **State Transportation Improvement Program** 1:30 PM to 5:00 PM
Tuesday, July 18th 9:00 AM - 12:00 PM	Caltrans HQ Conference Room 2116 1120 N Street Sacramento, CA 95814	**Local Streets and Roads Program**
Friday, July 21st 10:00 AM – 5:00 PM	Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012	**Solutions for Congested Corridors Program** 10:00 AM – 1:00 PM **Local Partnership Program** 2:00 PM – 5:00 PM
Monday, August 7th 10:00 AM – 5:00 PM	Caltrans District 4 Auditorium 111 Grand Ave Oakland, CA 94612	**Solutions for Congested Corridors Program** 10:00 AM – 1:00 PM **Local Partnership Program** 2:00 PM – 5:00 PM
Tuesday, August 8th 10:00 AM – 1:00 PM	Caltrans District 4 Auditorium 111 Grand Ave Oakland, CA 94612	**Trade Corridors Enhancement Program** 10:00 AM – 1:00 PM

Please note: Topics, dates and times for each workshops are subject to change

August 9, 2017

SB 1 Workshop Schedule

Date/Time	Location	Program(s) to be Covered
Friday, September 8th 9:00 AM – 5:00 PM	Caltrans HQ Basement Board Room 1120 N Street Sacramento, CA 95814	**Local Partnership Program** 9:00 AM to 12:30 PM ~~**Solutions for Congested Corridors Program**~~ ~~1:30 PM to 5:00 PM~~
Monday, September 25th 9:00 AM – 5:00 PM	Caltrans HQ Basement Board Room 1120 N Street Sacramento, CA 95814	**Trade Corridors Enhancement Program** 9:00 AM to 12:30 PM **Solutions for Congested Corridors Program** ~~**Local Partnership Program**~~ 1:30 PM to 5:00 PM
Tuesday, September 26th 9:00 AM – 12:30 PM	Caltrans HQ Conference Room 2116 1120 N Street Sacramento, CA 95814	**Local Partnership Program** (if necessary) 9:00 AM to 12:30 PM
Wednesday, October 18th At Commission Meeting	Stanislaus County Administration Building Chambers 1010 10th Street Modesto, CA 95354	**Solutions for Congested Corridors - Hearing**
Thursday, October 19th 1:00 PM - 4:00 PM	Stanislaus County Administration Building Chambers 1010 10th Street Modesto, CA 95354	**Interregional Transportation Improvement Program - Hearing** 1:00 PM to 4:00 PM
Tuesday, October 24th ~~9:00 AM - 4:00 PM~~ **10:00 AM – 5:00 PM**	Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012	**Interregional Transportation Improvement Program - Hearing** ~~9:00 AM to 12:00 PM~~ 10:00 AM – 1:00 PM **Trade Corridors Enhancement Program** (if necessary) ~~1:00 PM to 4:00 PM~~ 2:00 PM – 5:00 PM
Friday, November 17th	San Joaquin Council of Governments 555 E. Weber Avenue Stockton, CA 95202	**Solutions for Congested Corridors** (if necessary)
Wednesday, December 6th At Commission Meeting	Riverside County Administration Building Supervisors' Chambers 4080 Lemon Street Riverside, CA 92501	**Solutions for Congested Corridors - Hearing**

Please note: Topics, dates and times for each workshops are subject to change

August 9, 2017

M e m o r a n d u m

Tab 19

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 4.24
Information

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Teresa Favila
Assistant Deputy Director

Subject: **HEARING ON THE 2018 STATE TRANSPORTATION IMPROVEMENT PROGRAM GUIDELINES**

SUMMARY:

The State Transportation Improvement Program (STIP) Guidelines describe the policy, standards, criteria and procedures for the development, adoption and management of the STIP. In accordance with Government Code Section 14530.1, the STIP Guidelines are developed in cooperation with the Department of Transportation (Caltrans), regional transportation planning agencies, county transportation commissions and local agencies. The STIP Guidelines may be amended after conducting at least one public hearing.

Amendments are proposed to the permanent STIP Guidelines to provide more information on project outcomes for purposes of better communicating the project benefits resulting from STIP funding. The 2018 STIP Guidelines will continue to emphasize coordination and consistency with adopted regional transportation plans including sustainable communities strategies, the interregional transportation strategic plan, investment strategies and decisions consistent with state and federal laws

The draft 2018 STIP Guidelines were presented at the June 28, 2017 Commission meeting. Commission staff held a workshop on the draft STIP Guidelines on July 17, 2017. This public hearing is to take final comments on the draft 2018 STIP Guidelines prior to the Commission's adoption under Book Item 4.6.

BACKGROUND:

Statute (Senate Bill 45, 1997) calls for the Commission to adopt STIP Guidelines to serve as "the complete and full statement of the policy, standards and criteria that the Commission intends to use in selecting projects to be included in the state transportation improvement program."

The statutes further authorize the Commission to amend the adopted STIP Guidelines after conducting at least one public hearing. The STIP Guidelines were most recently amended on August 27, 2015. The statutes call for the Commission to make a reasonable effort to adopt guideline amendments prior to the adoption of the fund estimate. In no event may the Commission change its guidelines during the period between 30 days after the fund estimate adoption and the STIP adoption.

Memorandum

Tab 20

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 4.6
Action

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Teresa Favila
Assistant Deputy Director

Subject: **ADOPTION OF THE 2018 STATE TRANSPORTATION IMPROVEMENT PROGRAM GUIDELINES**
RESOLUTION G-17-22

ISSUE:

Should the California Transportation Commission (Commission) adopt the 2018 State Transportation Improvement Program (STIP) Guidelines?

RECOMMENDATION:

Staff recommends the Commission adopt the 2018 STIP Guidelines as proposed in the Attachment. The 2018 STIP Guidelines include both provisions specific to the 2018 STIP cycle and amendments to the Permanent STIP Guidelines. Changes to the Permanent Guidelines are noted in strikethrough and bold. Changes in red are changes from the Draft 2018 STIP Guidelines presented at the June Commission Meeting.

BACKGROUND:

Statute (Senate Bill 45, 1997) calls for the Commission to adopt STIP Guidelines to serve as "the complete and full statement of the policy, standards and criteria that the Commission intends to use in selecting projects to be included in the state transportation improvement program." The STIP Guidelines are developed in cooperation with the Department of Transportation (Caltrans), regional transportation planning agencies, county transportation commissions and local agencies in accordance with Government Code 14530.1.

The statutes further authorize the Commission to amend the adopted STIP Guidelines after conducting at least one public hearing. The STIP Guidelines were most recently amended on August 27, 2015. The statutes call for the Commission to make a reasonable effort to adopt STIP Guideline amendments prior to the adoption of the fund estimate. In no event may the Commission change its STIP Guidelines during the period between 30 days after the fund estimate adoption and the STIP adoption.

The Draft 2018 STIP Guidelines were presented at the June 28, 2017 Commission meeting. Commission staff held a workshop on the Draft 2018 STIP Guidelines on July 17, 2017, and a public hearing on August 16, 2017.

Attachments:

- Resolution G-17-22
- Final 2018 STIP Guidelines

August 16-17, 2017

CALIFORNIA TRANSPORTATION COMMISSION

AMENDMENT OF THE

STATE TRANSPORTATION IMPROVEMENT PROGRAM GUIDELINES

RESOLUTION G-17-22

Amending Resolution No. G-15-18

1.1 **WHEREAS**, Government Code Section 14530.1 requires the California Transportation Commission (Commission) to adopt guidelines for the development of the State Transportation Improvement Program (STIP) and permits the Commission to amend the guidelines after conducting a public hearing, and

1.2 **WHEREAS**, the Commission last amended the STIP Guidelines on August 27, 2015 (Resolution G-15-18), and

1.3 **WHEREAS**, Government Code Section 14530.1 requires the Commission to make a reasonable effort to adopt the amended guidelines prior to its adoption of the fund estimate pursuant to Government Code Section 14525 and, in no event, to amend the guidelines during the period commencing 30 days after the fund estimate and before the adoption of the STIP, and

1.4 **WHEREAS,** the Commission intends to adopt the 2018 STIP Fund Estimate on August 16, 2017, and

1.5 **WHEREAS,** the draft 2018 STIP Guidelines were presented at the June 28, 2017 Commission meeting and the July 17, 2017 workshop, and

1.6 **WHEREAS,** the Commission held a public hearing on the draft 2018 STIP Guidelines on August 16, 2017.

2.1 **NOW, THEREFORE, BE IT RESOLVED,** that the Commission adopts the amendments to the STIP Guidelines, as presented by Commission staff on August 16, 2018, and

2.2 **BE IT FURTHER RESOLVED,** that the Commission adopts the attached amendments to the policies and procedures specific to the 2018 STIP, and

2.3 **BE IT FURTHER RESOLVED,** that the Commission requests that the Department, in cooperation with Commission staff, distribute copies of the STIP Guidelines, as amended, together with the policies and procedures specific to the 2018 STIP, to regional agencies, county transportation commissions, and representatives of local agencies and transit agencies.

Attachment to Resolution G-17-22

STIP Guidelines
Policies and Procedures Specific to the 2018 STIP

The following specific policies and procedures address the particular circumstances of the 2018 STIP:

- Schedule. The following schedule lists the major milestones for the development and adoption of the 2018 STIP:

Caltrans presents draft Fund Estimate	June 28, 2017
STIP Guidelines & Fund Estimate Workshop	July 17, 2017
CTC adopts Fund Estimate & Guidelines	August 16-17, 2017
Caltrans identifies State highway needs	September 15, 2017
Caltrans submits draft ITIP	October 13, 2017
CTC ITIP hearing, North	October 19, 2017
CTC ITIP hearing, South	October 24, 2017
Regions submit RTIPs	December 15, 2017
Caltrans submits final ITIP	December 15, 2017
CTC STIP hearing, South	January 25, 2018
CTC STIP hearing, North	February 1, 2018
CTC publishes staff recommendations	February 28, 2018
CTC adopts STIP	March 21-22, 2018

- Statewide Fund Estimate. The overall statewide capacity for the 2018 STIP Fund Estimate identifies net new capacity in the five years of the STIP period (2018-19 through 2022-23). The estimate incorporates the 2017-18 Budget Act and other 2017 legislation enacted prior to the Fund Estimate adoption. Programming in the 2018 STIP will be constrained by fiscal year.

- Public Transportation Account. Although the overall statewide capacity for the 2018 STIP Fund Estimate identifies new capacity for the STIP period, the 2018 STIP Fund Estimate indicates a negative program capacity for the Public Transportation Account (PTA). This means that many of the transit projects currently programmed in the STIP may either have to be delivered with other funds (if eligible) or be unprogrammed.

- Senate Bill 1. Effective 2019-20, Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017) resets the price based excise tax to 17.3 cents with the provision to adjust the tax annually for inflation. This will stabilize the funding in the State Highway Account that is directed to fund the STIP. SB 1 does not provide additional funding for the PTA, instead PTA STIP resources decreased.

- County Shares and Targets. The 2018 Fund Estimate indicates that there is capacity to program existing unprogrammed share balances. The Fund Estimate Table of County Shares and Targets takes into account all county and interregional shares through June 30, 2017. For each county and the interregional share, the table identifies the following amounts:

- Base (Minimum). The base (minimum) is the formula distribution of new capacity available through 2019-20 while accounting for existing unprogrammed share balances. The calculated base for each county is the formula distribution of new capacity, not to exceed the unprogrammed share balance. Because the total unprogrammed share balance exceeds the total capacity available through 2019-20, in some instances the base target may be below the unprogrammed share balance.
- Total Target. The total target is determined by calculating the STIP formula share of all new capacity through 2022-23. The total target is not a minimum, guarantee, or limit on project nominations or on project selection in any county or region for the 2018 STIP.
- Maximum. The maximum target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2023-24. This target represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million.
- Advance Project Development Element (APDE). The 2018 STIP Fund Estimate identifies funding for APDE. This will provide funding for environmental and permits and plans, specifications and estimates. The target for APDE is determined by calculating the STIP formula share of the estimated capacity to be available for APDE. Projects programmed using APDE capacity will be identified and tracked separately as they will be treated as advances of regular future county or interregional shares.

- Transit and Rail Projects. As indicated in the 2018 STIP Fund Estimate, there is a negative capacity in PTA funds. Rail and Transit projects currently programmed will need to be delivered with other STIP fund types, if eligible. Regions must identify the eligible fund source if they choose to maintain these projects in the STIP. Regions may nominate transit and rail projects in its RTIP within State Highway Account and Federal funding constraints (rolling stock may only be funded with Federal funds).

- Bicycle and Pedestrian projects. Bicycle and pedestrian projects may be programmed in the STIP so long as they are eligible for State Highway Account or Federal funds.

- Limitations on planning, programming, and monitoring (PPM). The 2018 Fund Estimate includes a table of PPM limitations that identifies a 5% limit for county shares for 2020-21 through 2022-23, based upon the 2016 and 2018 Fund Estimates. The PPM limitations are the amounts against which the 5% is applied. The PPM limitations are a limit to the amount that can be programmed in any region and not in addition to amounts already programmed.

- GARVEE bonding and AB 3090 commitments. The Commission will not consider proposals for either GARVEE bonding or new AB 3090 commitments as part of the 2018 STIP. The Commission will consider AB 3090 or GARVEE bonding proposals as amendments to the STIP after the initial adoption.

- Commission expectations and priorities. For the 2018 STIP, the Commission expects to give first priority to the reprogramming of projects from the 2016 STIP, as amended, followed by:

1. Project cost increases requested in RTIPs and ITIP but not programmed in the 2016 STIP
2. Projects or project components programmed in the 2014 STIP and deleted without prejudice in the 2016 STIP
3. New projects

Notwithstanding the above, the Commission will consider the Base (Minimum) for the county share period ending in 2022-23 when selecting projects to program in the STIP.

The selection of projects for additional programming will be consistent with the standards and criteria in section 61 of the 2018 STIP Guidelines. In particular, the Commission intends to focus on RTIP proposals that meet State highway improvement and intercity rail needs as described in section 20 of the guidelines. The Department of Transportation (Department) should provide a list of the identified state highway and intercity rail needs to regional agencies and to the Commission by September 15, 2017. Should the Department fail to provide a region and the Commission with this information, the Commission intends to assume there are no unmet state highway or intercity rail needs in that region.

Governor Brown issued Executive Order B-30-15 on April 29, 2015, related to climate change and ordering that a new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established. The Executive Order states that State agencies shall take climate change into account in their planning and investment decisions, and employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives. In addition, State agencies' planning and investment shall be guided by the following principles:

- Priority should be given to actions that both build climate preparedness and reduce greenhouse gas emissions;
- Where possible, flexible and adaptive approaches should be taken to prepare for uncertain climate impacts;
- Actions should protect the state's most vulnerable populations; and
- Natural infrastructure solutions should be prioritized.

Executive Order B-30-15 must be considered by the Department and Regional Agencies when proposing new programming for the 2018 STIP. The Commission intends to consider Executive Order B-30-15 when approving programming recommendations in the event that programming requests exceed programming capacity.

- In order to establish baseline information, the regional agencies and Caltrans must submit project output information, consistent with Section 19C, for all currently programmed projects carried forward into the 2018 STIP.

CALIFORNIA TRANSPORTATION COMMISSION

STIP GUIDELINES
August 16, 2017

CALIFORNIA TRANSPORTATION COMMISSION
STIP GUIDELINES

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I. Introduction:

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

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

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

2. Biennial Fund Estimate. By July 15 of each odd numbered year Caltrans shall submit to the Commission a proposed fund estimate for the following five-year STIP period. The Commission shall adopt the fund estimate by August 15 of that same year. The assumptions on which the fund estimate is based shall be determined by the Commission in consultation with Caltrans, regional agencies and county transportation commissions.

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

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

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

II. STIP Contents:

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

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

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

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

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

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

10. 1996 STIP Projects. All 1996 STIP project costs will be funded off the top prior to the division of new funds between the regional and interregional programs. This grandfathered funding will include Caltrans support costs, and the project cost display for 1996 STIP projects will conform to the same standards used for new STIP projects. Any cost changes to construction or right-of-way capital costs for 1996 STIP projects will be drawn from or credited to county and interregional shares the same as if they were cost changes to new STIP projects. Caltrans support costs for 1996 STIP projects will be drawn from county and interregional shares only to the extent that they are attributable to a change in project scope since the 1996 STIP. Except where there is a proposal for jointly funding a cost increase from county and interregional shares, cost changes that Caltrans requests for projects originally programmed under the former intercity rail, interregional road system, or retrofit soundwall programs or for NAFTA projects programmed in the 1996 STIP will be drawn from or credited to the new interregional share. All other cost changes will be drawn from or credited to the appropriate regional share. Caltrans, in the ITIP, shall report on the budgets for all ongoing grandfathered 1996 STIP projects. This reporting shall include a comparison of actual expenditures compared to project budgets as reported in the 2010 ITIP.

11. Multi-Modal Corridor. 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.

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

    Considering this objective and the respective responsibilities of Caltrans and the regional agencies, it is the Commission's policy that TMS improvements for state highways may be programmed in the State Highway Operations and Protection Program (SHOPP) by Caltrans in consultation with regional agencies if such improvements are part of a region's adopted strategy for addressing system wide congestion. The regions are encouraged to program

TMS improvements in their RTIP for STIP programming if timely programming through the SHOPP is not possible because of funding limitations in the SHOPP. TMS improvements include the following types of projects:

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

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

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

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

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

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

III. STIP Requirements for All Projects:

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

15. Programming Project Components Sequentially. Project components may be programmed sequentially. That is, a project may be programmed for environmental work only without being programmed for plans, specifications, and estimates (design). A project may be programmed for design without being programmed for right-of-way or construction. A project may be programmed for right-of-way without being programmed for construction. The Commission recognizes a particular benefit in programming projects for environmental work only, since project costs and particularly project scheduling often cannot be determined with meaningful accuracy until environmental studies have been completed. The premature programming of post-environmental components can needlessly tie up STIP programming resources while other transportation needs go unmet.

    The Commission will program a project component only if it finds that the component itself is fully funded, either from STIP funds or from other committed funds. The Commission will regard non-STIP funds as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For Federal formula funds, including RSTP, CMAQ, and Federal formula transit funds, the commitment may be by Federal TIP adoption.

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

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

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

16. Completion of Environmental Process. The Commission may program funding for project right-of-way or construction only if it finds that the sponsoring agency will complete the environmental process and can proceed with right-of-way acquisition or construction within the five-year period of the STIP. In compliance with Section **21102 and** 21150 of the Public Resources Code, the Commission may not allocate funds to **state or** local agencies for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act. As a matter of policy, the Commission will not allocate funds for design, right-of-way, or construction of a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act. Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of National Environmental Policy Act review.

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

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

Where the regional agency prepares a Federal TIP, the consultation should provide for the timely inclusion of State highway projects in the Federal TIP.

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

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

19. Criteria for Measuring Performance and Cost-Effectiveness. Regions and Caltrans are responsible for developing goals, objectives and priorities that include consideration of the overall performance of the transportation system consistent with federal and state planning requirements. These goals and objectives are incorporated in the region's regional transportation plan (RTP) and are also reflected in the region's RTIP, and similarly in Caltrans' interregional transportation strategic plan (ITSP) and ITIP. In order to maximize the state's investments in transportation infrastructure, it is the Commission's policy that each RTIP and the ITIP will be evaluated for performance and cost-effectiveness at the regional level and, where applicable, at the project level.

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

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

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

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

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

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

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

A. Regional level performance evaluation.

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

- Vehicle Miles Traveled (VMT) per capita.
- Percent of congested VMT (at or below 35 mph).
- Commute mode share (travel to work or school).
- Percent of distressed state highway lane-miles.
- Pavement Condition Index (local streets and roads).
- Percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below).
- Percent of transit assets that have surpassed the FTA useful life period.
- Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival).
- Fatalities and serious injuries per capita.
- Fatalities and serious injuries per VMT.
- Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service.
- Mean commute travel time (to work or school).
- Change in acres of agricultural land.
- CO_2 emissions reduction per capita.
- **~~Reliability, a~~ Accessibility and on-time performance for rail and transit.**
- **Farebox recovery ratio.**

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

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

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

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans

ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

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

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

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

C. Project-level ~~evaluations~~ **outputs**.

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

For state highway projects:

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

For intercity rail and rail/transit projects:

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

For local street and road projects:

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

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

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

- Change in Vehicle Miles Traveled (VMT) per capita.
- Change in percent of congested VMT (at or below 35 mph).
- Change in commute mode share (travel to work or school).
- Change in percent of distressed state highway lane-miles.
- Change in Pavement Condition Index (local streets and roads).
- Change in percent of highway bridge lane-miles in need of replacement or rehabilitation (Sufficiency Rating of 80 or below).
- Change in percent of transit assets that have surpassed the FTA useful life period.
- Change in highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival).
- Change in fatalities and serious injuries per capita.
- Change in fatalities and serious injuries per VMT.
- Change in percent of housing and jobs within 0.5 miles of transit stops with frequent transit service.
- Change in mean commute travel time (to work or school).
- Change in acres of agricultural land.
- Change in CO_2 emissions reduction per capita.
- **Changes in ~~reliability,~~ accessibility and on-time performance.**
- **Change in farebox recovery ratio.**

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

IV. Regional Improvement Program:

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

    (a) Programming proposals from the county share(s), consistent with the STIP fund estimate and Section 23 of these guidelines. These proposals may include new projects and changes to existing STIP projects.

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

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

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

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

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

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

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

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

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

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

23. County Shares, Advances, and Reserves. The fund estimate will identify, for each county, (1) the county share for the share period that ends during the current STIP period, (2) the county's proportionate share for the portion of the new four-year period that falls within the current STIP period, and (3) the balance of the estimated share for the four-year period that extends beyond the current STIP period. For the 201**8** STIP fund estimate, for example, this means (1) the available share for the period ending 2019-20, (2) the county's proportionate share for the period ending **2022-23**, and (3) an estimated proportionate share for the period ending in 2023-24.

Any region may, in its RTIP, propose projects or project components during the STIP period from all of these shares, including the share for the period that extends beyond the STIP period. Unless the Commission rejects an RTIP, as described in Section 60, the Commission will include in the STIP, at a minimum, all RTIP projects carried forward from the prior STIP and all new RTIP programming proposed within the level of the county share for the share period that ends during the current STIP (i.e**.,** for the **2018** STIP, the share for the period ending **2019-20**). Beyond that, as described in Section 61, the Commission may include in the STIP either more or less than each region's proportionate share for the new share period. Overall, the Commission may not program more than the available statewide capacity for the STIP period. The RTIP shall identify those projects or project components that it proposes to program within the STIP period from the share for each four-year share period.

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

or project components it proposes to program with the advance, following the same display format used for other RTIP projects.

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

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

25. Regional Improvement Program Project Eligibility. Except for project planning, programming, and monitoring, all STIP projects will be capital projects (including project development costs) needed to improve transportation in the region. These projects generally may include, but are not limited to, improving State highways, local roads, public transit (including buses), intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, intermodal facilities, and safety. Non-capital costs for transportation system management or transportation demand management may be included where the regional agency finds the project to be a cost-effective substitute for capital expenditures. Other non-capital projects (e.g. road and transit maintenance) are not eligible.

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

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

- Safety improvements on transportation facilities other than State highways where physical changes, other than adding new capacity, would reduce fatalities and the number and severity of injuries. (Safety projects on State highways are programmed in the SHOPP, however regions may program safety improvements in their RTIP for STIP programming if timely programming through the SHOPP is not possible because of funding limitations in the SHOPP.)

- Transportation capital improvements that expand capacity or reduce congestion, or do both. These improvements may include the reconstruction of local roads and transit facilities and non-capital expenditures for transportation systems management and transportation demand management projects that are a cost effective substitute for capital expenditures.
- Environmental enhancement and mitigation, including soundwall projects.

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

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

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

This means, for example, that rail rolling stock and buses may be funded only from the Federal revenues in the STIP. For such projects, the non-Federal match (generally a minimum of 11½%) can only be programmed in the STIP if PTA capacity is available. If no PTA capacity is available, the match will have to be provided from a non-STIP source.

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

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

26. Federalizing Transit Projects. In accordance with Federal statutes and regulations, federal highway funds programmed for transit projects must be transferred from the Federal Highway Administration to the Federal Transit Administration (FTA) for administration when the project or project component is ready to be implemented. In order to facilitate the

transfer and timely use of funds, the Commission encourages the implementing agency or fund applicant to submit grant applications to FTA requesting a grant number and tentative approval of project eligibility prior to requesting Commission allocation of funds.

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

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

    In those instances when any regional agency seeks additional STIP funding for a previously programmed project and the projected funding increase exceeds any increase in the estimated cost of that project, the board of such regional agency, by resolution of a majority of board members, shall declare in writing that the increase in the STIP funding is not for the purpose of "back-filling" other non-STIP funds previously committed to the capital project which have already been, or in the future will be, redirected to non-capital activities and purposes.

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

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

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

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

programs with the provisions of all applicable short- and long-term land use and development plans.

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

V. Interregional Improvement Program:

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

    (a) The first, funded from up to 10% of new STIP funding, is nominated solely by Caltrans in the ITIP. It is subject to the north/south 40%/60% split and otherwise may include projects anywhere in the State. The projects may include State highway, intercity passenger rail, mass transit guideway, or grade separation projects. Non-capital costs for transportation system management or transportation demand management may be included where Caltrans finds the project to be a cost-effective substitute for capital expenditures.

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

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

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

interregional share of proposals for jointly funding new projects or cost increases from county and interregional shares.

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

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

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

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

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

with the region proposing the county share in its RTIP and Caltrans proposing the interregional share in the ITIP.

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

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

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

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

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

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

listed above. The Commission will evaluate the ITIP and any regional recommendations for the interregional program in the light of these objectives and the ITSP.

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

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

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

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

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

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

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

For rail, the interregional program should emphasize:

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

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

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

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

Where a potential interregional program project may provide substantial local benefits, it is appropriate that costs be divided between the regional and interregional programs. In this case, the evaluation of the project for the interregional program should be based on the interregional program cost share in relationship to the benefits described in this section.

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

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

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

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

VI. Advance Project Development Element:

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

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

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

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

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

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

VII. Display of project descriptions and costs:

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

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

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

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

    (d) For projects on the State highway system, the route number and post-mile (or post-kilometer) limits.

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

    (f) Total project cost, including the source and amounts of local or other non-STIP funds, if any, committed to the project.

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

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

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

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

agency's access to the database is established, a regional agency will develop its RTIP submittals to the Commission utilizing the STIP database.

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

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

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

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

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

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

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

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

Where a project is funded from both STIP and non-STIP sources and where the Commission has approved non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending), the project is not eligible for an increase (supplemental) allocation under the authority delegated to Caltrans by Commission Resolution G-12 until all other funds committed to the project have been expended.

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

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

(a) Project development.

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

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

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

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

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

52. Prior Costs for Grandfathered 1996 STIP Projects. For every Caltrans project that will be carried forward to the 1998 STIP, Caltrans will identify the amount of its expenditures for right-of-way (including support) and for project development through the 1997-98 fiscal year. These amounts, when added to the amounts remaining and programmed for the 1998 STIP period, will form the project component base cost for the purpose of share balance tabulations and adjustments, as described in Sections 53-58 of these guidelines.

VIII. Share Balances and Adjustments:

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

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

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

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

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

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

    No other adjustment will be made after the allocation vote for the award amount or for changes in expenditures except where the Commission votes a supplemental allocation during or following construction. No adjustment will be made for supplemental allocations made by Caltrans under the authority delegated by Commission Resolution G-12, except that when a Commission supplemental vote is larger than it otherwise would have been because of a prior G-12 rescission (negative G-12) made by Caltrans, the effect of the negative G-12 will be excluded when counting the Commission's supplemental vote for the purpose of share balances. Where a project has not been voted, the programmed amount will be counted.

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

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

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

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

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

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

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

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

IX. Commission Action and Adoption:

60. Commission Action on RTIP Proposals. The Commission will include all RTIP projects nominated from the county share for the four-year share period that ends during the current STIP (i.e., the period ending 2019-20 for the **2018** STIP) unless the Commission finds that (a) the RTIP is not consistent with these guidelines, (b) there are insufficient funds to

implement the RTIP, (c) there are conflicts with other RTIPs or with the ITIP, (d) a project is not in an approved CMP or is not included in a separate listing in the approved RTIP as provided by Government Code 65082**,** or (e) the RTIP is not a cost-effective expenditure of State funds. In making its finding, the Commission will consider the cost-effectiveness evaluation of the RTIP submitted by the region as required in Section 19 of these guidelines. The Commission may also make its own evaluation based on the criteria in Section 19 of these guidelines. If the Commission makes one of those findings, it may reject the RTIP in its entirety. For the 6-county SCAG area, the Commission will incorporate or reject each county's RTIP separately. For MTC and SACOG, the Commission will incorporate or reject the multicounty RTIP in its entirety. For any counties that choose to pool county shares, the Commission will incorporate or reject the counties' RTIPs together.

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

The Commission may also program projects proposed in the RTIP for funding from the estimated county share for the four-year share period that extends beyond the current STIP (in the **2018** STIP this is the share period ending 2023-24) or from advances against future share periods. A decision by the Commission not to program any of these proposed projects does not constitute or require a rejection of the RTIP. Any portion of the county share for the four-year period that is not programmed in the current STIP will remain available for programming within the same period in the following STIP.

61. Commission Action on Advances and Reserves. In selecting projects for funding beyond the county share for the share period that ends during the current STIP, including advances, the Commission intends to consider regional agency priorities and the extent to which each RTIP includes:
    - projects consistent with Governor's Executive Order B-30-15 (based on documentation submitted in the RTIP);
    - projects that implement a cost-effective RTIP, giving consideration to the evaluation submitted as required by Section 19 of these guidelines;
    - projects that complete or fund further components of projects included in the prior STIP;
    - grandfathered projects from the 1996 STIP;
    - projects within the corridor that meet identified State highway and intercity rail improvement needs as described in Section 20;
    - projects that leverage federal discretionary funds

- projects that leverage discretionary local funds that would otherwise not be spent for a transportation related purpose; and
- projects that provide regional funding for interregional partnership projects.

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

An RTIP request to reserve part or all of a county share until the next STIP or county share period will free up current period funding that the Commission may use to advance county shares in other counties. The Commission, with the consent of Caltrans, may also consider advancing county shares by reserving a portion of the interregional share until the next county share period.

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

63. STIP Respreading of Projects. The Commission may program projects, project components and project reserves in fiscal years later than the fiscal years proposed in the RTIP or ITIP if the Commission finds it necessary to do so to insure the total amount programmed in each fiscal year of the STIP does not exceed the amount specified in the fund estimate as required by Section 14529(e) of the Government code. In that case, the Commission will compare all projects nominated for the year(s) from which projects will be postponed, giving consideration to (1) regional priorities and the leveling of regional shares across the STIP period, **and** (2) the availability of PTA or other restricted funds by fiscal year.~~, and (3) in consultation with Caltrans, the need to balance Caltrans' workload by district and fiscal year.~~

X. STIP Management:

64. Allocation of Funds. The Commission will consider allocation of funds for a project or project component when it receives an allocation request and recommendation from Caltrans.

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

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

All allocations will be made in units of $1,000, and all allocation requests shall therefore be in units of $1,000. The request will include a determination of the availability of funding and a recommendation on the source of funding. The recommendation on the source of funding shall include the amounts by fund account, i.e., State Highway Account, Public Transportation Account, or Federal Trust Fund, as well as the fund type within the account including type of federal funds. Caltrans' recommendation to the Commission for state only funding of a project will be made in accordance with Caltrans' current policy for exceptions to federal funding. The final determination of fund type available for a project will be made in the Commission's allocation of funds to the project. The Commission will approve the allocation only if the funds are available and are necessary to implement the project as programmed in the STIP.

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

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

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

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

Upon award of the construction contract, expenditures will be reported as construction phase expenditures. The project will be programmed and allocated in the same manner as projects utilizing design-bid-build delivery, although flexibility in schedule, scope and cost may be requested and approved consistent with allocation and programming capacity, and timely use of funds rules.

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

If a project or project component is ready for implementation earlier than the fiscal year that it is programmed in the STIP, the implementing agency may request an allocation in advance of the programmed year. The Commission may make an allocation in advance of the programmed year if it finds that the allocation will not delay availability of funding for other projects.

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

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

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

advantage of the reimbursement provisions of Section 14529.17 understand its obligations and the risk that is inherently involved.

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

- expenditures made prior to adoption of the project component in the STIP;
- expenditures made prior to the submittal of the allocation request or prior to the beginning of the fiscal year for which the project is programmed;
- expenditures that exceed the amount that was or is programmed in the STIP for the particular project component;
- expenditures made by Caltrans;
- expenditures made by a regional or local agency for a project component that was or is programmed for Caltrans implementation;
- expenditures made by a regional or local agency on the State highway system, except in accordance with a project-specific cooperative agreement executed between the local agency and Caltrans; and
- expenditures made by a regional or local agency for a project component that was or is programmed for implementation by another regional or local agency, except in accordance with a project-specific agreement between the two agencies.

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

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

Funds allocated for local project development, PPM, or right of way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were

allocated. For local grant projects, the local agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

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

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

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

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

Except for the allocation of funds, the request to extend the deadline for any of the above must be received by Caltrans prior to the expiration date. For allocation of funds, the time extension must be approved by the Commission by June 30th of the year the funds are programmed, otherwise the funds will lapse as specified in Section 65.

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

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

These provisions for the timely use of funds do not apply to Caltrans project development costs, which the Commission does not allocate, or to Caltrans right-of-way costs~~, which the Commission allocates annually on a lump sum basis rather than by project~~.

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

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

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

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

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

For each request to extend the deadline to allocate project construction funds, the agency requesting the extension should submit, in conjunction with the request, a project construction STIP history. The request should also identify any cost increase related to the

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

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

All regional requests for STIP amendments shall be submitted directly to the appropriate Caltrans district. For each amendment that would delay the year of construction, the agency requesting the amendment should submit, in conjunction with the amendment request, a project construction STIP history. The request should also identify any cost increase related to the delay and how the increase would be funded. The STIP history should note the original inclusion of project construction in the STIP and each prior project construction STIP amendment including, for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delivery. It is the Commission's intent to review this history when considering a STIP amendment that would delay the year of construction.

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

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

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

- to change the programming of any funds after they have been allocated.

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

Scheduled project reimbursements have the highest STIP priority among projects programmed within a fiscal year although reimbursements are subject to the availability of the appropriate fund type. In most cases, reimbursement will be programmed over several years. Additionally, the Department may pay the reimbursements quarterly if so specified in the reimbursement agreement.

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

1. The Commission intends to encourage local agencies who wish to use local funds to advance the delivery of projects programmed for construction in the STIP when State funds are not sufficient to support direct project allocations. In doing so, the Commission will consider the approval of either AB 3090 replacement projects or AB 3090 direct reimbursement arrangements, giving preference to the programming of AB 3090 replacement projects where feasible or to AB 3090 reimbursements using federal funds and the local advance construction process.
2. Where a local agency proposes to use its own funds for early delivery of a project component programmed in the STIP for a future fiscal year, the Commission will consider approval of an AB 3090 replacement project under the following conditions:
    a. The regional agency approves the arrangement.
    b. The local agency has identified a local fund source for the project component, and there is a reasonable expectation that the AB 3090 approval will result in the acceleration of construction delivery of a STIP project.
    c. The local agency commits to award a contract or otherwise begin delivery of the project component within 6 months of the Commission's approval, with the understanding that the arrangement may be cancelled if that condition is not met. AB 3090 arrangements for construction or for purchase of equipment are valid

for six months from the date of approval unless the Commission approves an extension.

d. The STIP amendment approving the arrangement will replace the project component with an unidentified replacement project in the same fiscal year.

3. Where a local agency proposes to use its own funds for early delivery of a project component programmed in the STIP for a future fiscal year, the Commission will consider approval of an AB 3090 reimbursement only when the following *additional* conditions are met:

   a. The regional agency explicitly finds the project to be the region's highest priority among STIP projects programmed for that fiscal year. A regional agency unable to make such a finding shall, in its request for an AB 3090 reimbursement explain why it is unable to make the finding and the relative priority of the STIP projects programmed for that fiscal year.

   b. The Commission determines that reimbursement would be consistent with the fund estimate.

   c. The source of local funds to be used to deliver the project could not or would not be made available for an AB 3090 replacement project. The request for AB 3090 reimbursement approval shall identify the source of local funds to be used, why the funds would not be available for the STIP project without an AB 3090 direct reimbursement arrangement, and what the funds would be available for if not used for the STIP project.

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

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

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

5. In considering approval of AB 3090 reimbursement arrangements, the Commission intends to insure that no more than $200 million in reimbursements is scheduled statewide for any one fiscal year and that no more than $50 million in reimbursements is scheduled for the projects of any single agency or county for any one fiscal year. The Commission intends to evaluate the limit on AB 3090 reimbursements arrangements biennially as a part of the STIP fund estimate and STIP guidelines. A local agency may

request the approval of an AB 3090 reimbursement arrangement that exceeds the aforementioned limits. The Commission will consider such requests on a case-by-case basis. In evaluating such requests, the Commission will weigh the impact exceeding the limits might have on the allocation of other STIP projects.

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

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

GARVEE bonds cover only the Federally-funded portion of a project's cost (generally 88½ percent). GARVEE bonding in California is structured so that the State's future Federal transportation apportionments cover all debt service payments. This requires that the entire non-Federal portion of project cost (including costs of issuance and interest) be provided at the time of construction on a pay-as-you-go basis. The Commission's policy is that the non-federal portion of project costs will be programmed within current STIP and SHOPP capacity. Although local funds may be applied to the non-federal share, the ability of a local agency to contribute non-STIP funding will not be a major criterion in the selection of projects for GARVEE bonding.

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

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

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

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

XI. STIP Development Schedule and Procedures:

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

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

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

71. STIP Hearings. Prior to the adoption of the STIP, the Commission will hold two STIP hearings for Caltrans and regional agencies, one in northern California and one in southern California. By statute, the hearings are "to reconcile any objections by any county or regional agency to the department's program or the department's objections to any regional program."

The Commission will expect any objections to the Caltrans program or to a regional program to be expressed in terms of the undesirable impact that the program would have on the implementation of the respective agency's long range transportation plan(s). The Commission expects that regional agencies and Caltrans would discuss how the infrastructure projects included in each program help to attain regional and statewide goals, including those in Governor's Executive Orders B-30-15 and B-32-15.

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

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

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

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

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

XII. APPENDICES

Appendix A:

STIP PROJECT FACT SHEET
PROJECT PROGRAMMING REQUEST

The Caltrans Project Programming Request (PPR) Form will serve as the STIP project fact sheet. A template of this form, in Excel, may be found at:
http://www.dot.ca.gov/hq/transprog/ocip/2018stip.htm.

Appendix B (Tables B1, B2, B3):

Performance Indicators and Measures

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

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

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

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

B1 Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled per capita.		
	Percent of congested Vehicle Miles Traveled (at or below 35 mph).		
	Commute mode share (travel to work or school).		
Infrastructure Condition	Percent of distressed state highway lane-miles.		
	Pavement Condition Index (local streets and roads).		
	Percent of highway bridge**s** ~~lane-miles~~ in need of replacement or rehabilitation (Sufficiency Rating of 80 or below).		
	Percent of transit assets that have surpassed the FTA useful life period.		
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival).		
Safety	Fatalities and serious injuries per capita.		
	Fatalities and serious injuries per Vehicle Miles Traveled		
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service		
	Mean commute travel time (to work or school).		
Environmental Sustainability	Change in acres of agricultural land.		
	CO_2 emissions reduction per capita		

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

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

B2 Evaluation - Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure (per thousand dollar invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (indicate time frame)
Congestion Reduction	Reduce Vehicle Miles Traveled per capita		
	Reduce percent of congested VMT (at or below 35 mph).		
	Change in commute mode share (travel to work or school).		
Infrastructure Condition	Reduce percent of distressed state highway lane-miles.		
	Improve Pavement Condition Index (local streets and roads).		
	Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (Sufficiency Rating of 80 or below).		
	Reduce percent of transit assets that have surpassed the FTA useful life period.		
System Reliability	Reduce Highway Buffer Index (the time cushion added to average commute travel times to ensure on-time arrival).		
Safety	Reduce fatalities and serious injuries per capita.		
	Reduce fatalities and serious injuries per Vehicle Miles Traveled		
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service		
	Reduce mean commute travel time (to work or school).		
Environmental Sustainability	Change in acres of agricultural land.		
	CO_2 emissions reduction per capita		

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

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

Appendix C:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ADDITIONAL REVISIONS TO THE 2018 STIP GUIDELINES

Since the Commission Book was published, the following revisions are proposed to the 2018 State Transportation Improvement Program (STIP) Guidelines (Tab 20). These include provisions that allow regions the flexibility to propose uncommitted funds on projects from competitive SB1 programs with certain conditions (Sections 15 and 60).

Below you will find the changes staff is proposing to include in the 2018 STIP Guidelines. All other provisions in the 2018 STIP Guidelines, included as an Attachment under Tab 20, remain. The complete text to the 2018 STIP Guidelines with the proposed changes can be found at www.ctc.ca.gov.

Guidelines Specific to the 2018 STIP

- Commission expectations and priorities. For the 2018 STIP, the Commission expects to give first priority to the reprogramming of projects from the 2016 STIP, as amended, followed by:

    1. Project cost increases requested in RTIPs and ITIP but not programmed in the 2016 STIP
    2. Projects or project components programmed in the 2014 STIP and deleted without prejudice in the 2016 STIP
    3. New projects

    Notwithstanding the above, the Commission will consider the Base (Minimum) for their county share period ending in ~~2022-23~~ **2019-20** when selecting projects to program in the STIP.

Permanent STIP Guidelines

Section 10

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

reporting shall include a comparison of actual expenditures compared to project budgets as reported in the ~~2010~~ **2012** ITIP

Section 15

Programming Project Components Sequentially. Project components may be programmed sequentially. That is, a project may be programmed for environmental work only without being programmed for plans, specifications, and estimates (design). A project may be programmed for design without being programmed for right-of-way or construction. A project may be programmed for right-of-way without being programmed for construction. The Commission recognizes a particular benefit in programming projects for environmental work only, since project costs and particularly project scheduling often cannot be determined with meaningful accuracy until environmental studies have been completed. The premature programming of post-environmental components can needlessly tie up STIP programming resources while other transportation needs go unmet.

The Commission ~~will~~ **may** program a project component ~~only if it finds that the component itself is fully funded, either from STIP funds or from other committed funds~~ **funded from a combination of committed and uncommitted funds.** The Commission will regard ~~non-STIP~~ funds as committed when **they are programmed by the Commission or when** the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including ~~RSTP,~~ **Regional Surface Transportation,** ~~CMAQ,~~ **Congestion Mitigation and Air Quality** and federal formula transit funds, the commitment may be by federal ~~TIP~~ **Transportation Improvement Program** adoption. **For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.**

Uncommitted funds may be nominated only from the following competitive programs: Active Transportation Program, Local Partnership Program, Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, or Transit and Intercity Rail Capital Program. The agency must indicate its plan for securing a funding commitment, explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments must be secured prior to July 1 of the year in which the project is programmed. Projects programmed by the Commission in the STIP will not be given priority for funding in other programs under the Commission's purview.

Section 60

Commission Action on RTIP Proposals. The Commission will include all RTIP projects nominated from the county share for the four-year share period that ends during the current STIP (i.e., the period ending 2019-20 for the **2018** STIP) unless the Commission finds that (a) the RTIP is not consistent with these guidelines, (b) there are insufficient funds to implement the

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

Appendix B

From B1 Evaluation Table – Regional Level performance Indicators and Measurements

Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Infrastructure Condition	Percent of highway bridge**s** **by deck area classified in Poor condition** ~~lane-miles in need of replacement or rehabilitation (Sufficiency Rating of 80 or below).~~		

From B2 Evaluation Table – Cost Effectiveness Indicators and Measurements

Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Infrastructure Condition	Reduce percent of highway bridge **deck area in Poor Condition** ~~lane-miles in need of replacement or rehabilitation (Sufficiency Rating of 80 or below).~~		

Tab 20

July 28th, 2017

Re: Final 2018 STIP Guidelines

Dear Ms. Favilia:

Thank you for the opportunity to provide comments on the 2018 STIP Guidelines.

California has provided unprecedented leadership to tackle climate change, advance sustainable transportation choices, increase walking and bicycling, and promote social equity. With the passage of laws such as AB 32, SB 32, SB 375, and SB 391, we've seen our state set clear climate targets and provide tools to better align our transportation and land use planning to meet those goals. With SB 535 – and the passage of SB 1 – we've seen our state take an ambitious step forward to align our transportation dollars to our goals to reduce greenhouse gas (GHG) emissions and provide direct benefits to low-income communities and communities of color that are underserved and overburdened by transportation investments.

We, the undersigned organizations, want to ensure that the 2018 State Transportation Improvement Program (STIP) Guidelines align with our state goals to help us reduce GHG emissions while also maximizing investment in sustainable transportation choices and providing direct benefits to low-income communities and communities of color. We appreciate the changes in the Final 2018 STIP Guidelines to better align our state transportation investments with our state goals, most notably:

- Clearly stating that the STIP should make progress towards our regional and statewide goals, as well as mitigate negative environmental and community impacts
- Ensuring that the Interregional Program objectives align with the California Transportation Plan 2040 (CTP 2040) including fostering livable, healthy communities that promote social equity

However, we believe much more can – and should – be done to better align the STIP to our ambitious climate and equity goals. We recommend the 2018 STIP include the following:

- All Interregional projects should align with the policies listed in the CTP 2040.
- Explicitly recommend that highway capacity expansion should be used as a last resort.
- Provide a breakdown of how previous STIP funds were spent, and how they benefited underserved and overburdened communities.
- New chapter specifying the obligations of countywide Congestion Management Agencies (or County Transportation Agencies/Commissions).
- A clear commitment to provide direct benefits to underserved and overburdened communities while decreasing existing environmental, social, and other burdens.

- Enhance the guidance for regional agencies in determining the consistency of Congestion Management Plans (CMPs) with the Regional Transportation Plan.
- Prioritize active transportation projects and leverage the oversubscribed Active Transportation Program.
- Leverage economic benefits for low income communities through targeted training and hiring.

All Interregional projects should align with the policies listed in the CTP 2040.

As noted above, we appreciate the alignment of Interregional Program objectives align with the CTP 2040 goals. We believe it is critical that our state transportation framework shape our state transportation funding and the inclusion of the CTP 2040 goals is an important step forward. To further align our state transportation framework to our state transportation funding, specifically STIP dollars, we recommend all Interregional Projects for the State Highways, Rail, and Bicycle and Pedestrians on pages 19-20 of Final 2018 STIP Guidelines should align with the CTP 2040 policies and emphasize an interregional transportation system that:

- Reduces fatalities, serious injuries, and collisions.
- Reduce greenhouse gas emissions and other air pollutants.
- Promote public health and social equity.

Explicitly recommend that highway capacity expansion should be used as a last resort.

Given the academic research on induced demand and how it increases our greenhouse gas emissions, we believe that the 2018 STIP Guidelines should explicitly recommend that highway capacity expansion must be used as a last resort. Specifically, in the Final 2018 STIP Guidelines, Attachment A, we recommend including a bullet that outlines the findings from Dr. Susan Handy's policy brief, "Increasing Highway Capacity Unlikely to Relieve Traffic Congestion"[1], specifically including the following language:

> "Increased roadway capacity induces additional VMT in the short run and even more VMT in the long run....one study predicted that the growth in VMT attributable to increased lane miles would produce an additional 43 million metric tons of CO2 emissions in 2012 nationwide."

In a separate bullet in Attachment A, the Final 2018 STIP Guidelines should also recommend all highway capacity projects that increase throughput with physical expansion should be a last resort. This bullet should include recommendations for alternative programs to alleviate traffic congestion like the Freeway Service Patrol (FSP), which address commute traffic pattern problems by removing obstructions on the freeway as rapidly as possible, reduces overall traffic congestion and minimizes automobile emissions.

In addition, in Section 19, Criteria for Measuring Performance and Cost-Effectiveness, we recommend that projects should account for *generated* and *induced* vehicle travel (additional

[1] Handy, S. (2015). National Center for Sustainable Transportation. "Increasing Highway Capacity Unlikely to Relieve Traffic Congestion." http://www.dot.ca.gov/newtech/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf

vehicle travel resulting from reduced congestion) when increasing highway capacity or roadway expansion. We also recommend that the Project Programming Request Form should also include “Increase VMT” as well as “Increase GHG”.

Provide a breakdown of how previous STIP funds were spent, and how they benefited underserved and overburdened communities.

The 2014 SSTI noted a serious disconnect between California’s sustainability goals and transportation funding, stating, “Nor is Caltrans (or for that matter the agency or the CTC) a major player in ensuring the regions are moving toward lower VMT development, as envisioned in SB 375, even though much of the work done in the region is funded through state STIP monies.”[2] To help achieve our climate and equity goals, we believe the California Transportation Commission (CTC) can play an important role to increase transparency to better help the Legislature and public understand how the state and regions are spending their STIP funds. We recommend the CTC provide a breakdown of how the STIP funding is spent and how the funds are providing benefits to underserved and overburdened communities. This should breakdown should be provided in advance of the STIP adoption and the final project breakdown should be included in the CTC’s annual report to the Legislature.

The California Bicycle Coalition’s analysis[3] of RTIP from 2007-2016 shows that despite our sustainability goals, the regional share continues to be heavily dominated by programming on highway expansion (see Figure 1).

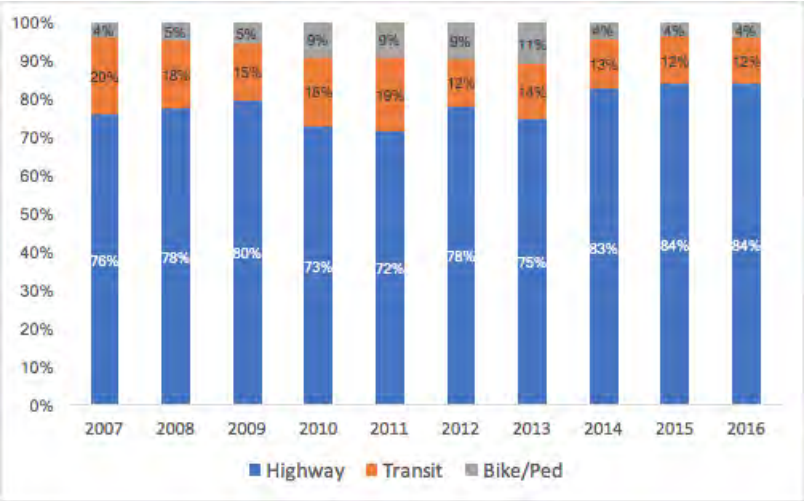

Figure 1: RTIP Programming by Mode, 2007-2016

[2] State Smart Transportation Initiative. (2014). The California Department of Transportation: SSTI Assessment and Recommendations. http://www.dot.ca.gov/CIP/docs/SSTIReport.pdf
[3] Note that each of these years represents 5 years of spending, e.g., the 2007 figures represent the spending planned for 2007-2011. Data was summarized using the California Transportation Commission’s “Orange Books,” which are the STIP county share reports produced annually.

New chapter specifying the obligations of countywide Congestion Management Agencies (or County Transportation Agencies/Commissions).

The Congestion Management Agencies (CMAs) are held by statute (Gov. Code sections 65088 et seq.) to significant requirements that, while they preceded SB 375, are congruent with its major objectives. The Congestion Management statute, like SB 375, emphasizes the need for better-coordinated planning[4] and, in particular, stresses the importance of ensuring that transportation investments support affordable housing production.[5]

The Congestion Management Program (CMP) statute specifically requires that countywide transportation agencies, in the adoption of their Congestion Management Programs that become the basis for the allocation of county shares of the RTIP, include:

- A "performance element" that "includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods." Those performance measures "shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program." (Gov. Code § 65089 (b) (2).)
- A "program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts." (Id., subd. (b) (4).)
- A "seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods …" (Id., subd. (b) (5).)

We are aware of no source of guidance that the CTC provides on compliance with these important statutory requirements. This guidance is sorely needed and we recommend the CTC provide guidance in the Final 2018 STIP Guidelines. For instance, the performance-based project selection the statute requires is far from routine, and many county agencies fail to prioritize transit projects for RTIP funding, as seen above in Figure 1.

A clear commitment to provide direct benefits to underserved and overburdened communities while decreasing existing environmental, social, and other burdens.

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[4] See Gov. Code § 65088 (b) ("California's transportation system is characterized by fragmented planning") & (d) ("all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers").

[5] See Gov. Code § 65088 (f) ("rebuilding California's cities and suburbs, particularly with affordable housing and more walkable neighborhoods, is an important part of accommodating future increases in the state's population") & (g) ("The Legislature intends to do everything within its power to remove regulatory barriers around the development of infill housing, transit-oriented development, and mixed use commercial development in order to reduce regional traffic congestion and provide more housing choices for all Californians").

The Regional Transportation Improvement Programs (RTIPs) should ensure that our state transportation dollars provide direct benefits to underserved and overburdened communities while simultaneously mitigating existing and preventing any future environmental, social, and other burdens. The 2018 STIP Guidelines should align with other state transportation funds such as the Active Transportation Program and provide direct benefits to underserved and overburdened communities. Specifically, the Final 2018 STIP Guidelines should require the regions to do the following:

- Each region must specifically assess localized impacts in underserved and overburdened communities, evaluating benefits or costs for underserved and overburdened communities.
    - Page 21 in “Project descriptions” add “(h). A CalEnviroScreen map of the project area along with a description on how each project aligns with its region’s RTP goals on environmental justice, social equity, and Title VI requirements”.
- Prioritize projects that target community identified benefits to underserved and overburdened communities focused on improving accessibility and safety while reducing emissions of diesel particulates, greenhouse gases, and other pollutants and reducing other negative community impacts.
    - “Policies and Procedures Specific to the 2018 STIP”. 1) Under “Commission expectation and priorities” as part of new projects “in accordance with statewide climate and equity goals and directive”. 2) Add additional language under the mention of EO B-30-15 and other state transportation goals found in SB 99 and SB 350 that strive towards equity in transportation planning and investments.
    - Page 7-9 Section 19. Add approximate language above: 1) as a new sub-bullet E. on page 7; 2) modify sub-bullet C. to include “and social and economic impacts on underserved and overburdened communities”; 3) environmental justice criteria of performance in “A. Regional level performance evaluation”; 4) in the SCS section on page 9; and 5) a new paragraph below the SCS section where greater DAC priority equals greater performance.

In addition to the RTIPs, the Final 2018 STIP should take into account broader negative social equity impacts when assessing traffic congestion and highway expansion. Specifically, the Final 2018 STIP should include the following metrics:

- The inequity of higher-occupant vehicle (bus, van and carpool) passengers being delayed by traffic congestion caused by lower-occupant vehicle passengers who require 10 to 100 times more road space, and therefore the equity justification for parallel bus, train, and active transportation infrastructure projects.
- The inequity of reduced pedestrian and cycling safety and accessibility caused by wider roads, increased traffic speeds, reduced roadway connectivity and sprawled development. This indicates that there is an equity justification for favoring narrower roads, lower traffic speeds, and other pedestrian and cycling improvements.

- The regressivity of congestion reduction strategies that favor automobile travel over more affordable modes (walking, cycling and public transport) and therefore forces lower-income households to own more vehicles than they can afford.
- The harm that automobile-dependent transport systems have on underserved and overburdened communities.
- The performance measures in Section 19 and in Appendix B should be updated to add a measure of the percentage of STIP funds directed to communities most dependent on transit, biking and walking.

Enhance the guidance for regional agencies in determining the consistency of Congestion Management Plans (CMPs) with the Regional Transportation Plan.

The Guidelines should do more to ensure that regional agency oversight of county-level decisions is robust. The draft includes a short section (sec. 29) on "Consistency with Land Use Plans and Congestion Management Programs." It does not, however, specify the evaluation criteria that regional agencies should use in determining consistency, nor does it provide any guidance on when a county program should be found "inconsistent" with the RTP/SCS. We recommend expanding the Final 2018 STIP Guidelines to discuss at least three important dimensions of consistency:

- Consistency in achieving the RTP/SCS's GHG-reduction target: CTC should specify that CMPs, or projects, that increase GHG emissions are not consistent with a compliant RTP/SCS.
- Consistency with achieving the housing goal of SB 375: CTC should specify that CMPs that do not demonstrate that they promote the land-use objectives of the RTP/SCS in general, and transit-oriented affordable housing development in particular, are not consistent.
- Consistency in ensuring civil rights and environmental justice compliance: Just as RTPs are required by federal law to undergo an "equity analysis," so should CMPs.

Prioritize active transportation projects and leverage the oversubscribed Active Transportation Program.

Given our state's ambitious climate and equity goals, the 2018 STIP should prioritize sustainable transportation choices for funding. Active transportation projects should be prioritized in accordance with the state's newly created State Bicycle and Pedestrian Plan (which seeks to triple biking and double walking by 2020 and reduce bicycle and pedestrian fatalities by 10 percent each year) and to meet state Complete Streets requirements. Specifically, the Final 2018 STIP Guidelines should:

- Add under "Purpose and Authority" on page 1 a bullet stating "Advance state goals to ensure all transportation projects comply with the Complete Streets directive and to increase walking and biking rates and reduce walking and biking fatalities per the state's Bicycle and Pedestrian Plan.
- All projects should be required to be in compliance with the state's Complete Streets Deputy Directive 64-Revision 2. This requirement should be added into Section 19,

Section 25, and Section 61. A checkbox should also be added to the Project Programming Request (Appendix A) to indicate whether the project complies with the Complete Streets directive.

- The performance measures in Section 19 and in Appendix B should be updated to add a measure of the percentage of fatalities and serious injuries that are made up of people walking and biking.
- Regions that have applied (or that encompass jurisdictions or districts that have applied) to the Active Transportation Program, but that have not received funding due to the ATP being oversubscribed, should be encouraged to use STIP funds to advance those projects. Regions seeking STIP funding for ATP projects should include with their Project Fact sheet the ATP application reviewers scores/notes, so that CTC can determine whether the project in question was lacking merit, or simply refused because of oversubscription to the ATP.

Leverage economic benefits for low income communities through targeted training and hiring.

With the passage of SB 1, there is now a foundation to direct economic opportunity created by transportation investments to low income communities experiencing high unemployment and poverty. As outlined in SB 1, the California Workforce Development Board will develop guidelines for pre-apprenticeship partnerships and investments, including the focus on recruiting people of color, disconnected youth, women, formerly incarcerated individuals, and other underrepresented groups into these programs and jobs. To fully realize these outcomes and build upon SB 1's intent to strengthen local and regional economies, the 2018 STIP Guidelines should encourage regions to:

- Partner with pre-apprenticeship training programs and other community workforce training entities that specifically work with the targeted populations identified in SB 1.
- Target employment opportunities to youth and young adults facing barriers to employment as identified in SB 1, by encouraging regions to develop projects that utilize workforce development and hiring strategies that are designed to achieve these outcomes such as:
    - Project labor agreements with targeted hire commitments,
    - Community workforce agreements,
    - High-road agreements,
    - Caltrans' Local Labor Hiring Program, and
    - "Earn-while-you-learn" models, and/or YouthBuild programs.

In closing, we thank you for your hard work on the STIP. We look forward to partnering with you to better align this program to our climate and equity goals.

Sincerely,

Chanell Fletcher, Associate Director
ClimatePlan

Jonathan Matz, California Senior Policy Manager
Safe Routes to School National Partnership

Richard Marcantonio, Managing Attorney
Public Advocates Inc.

Jared Sanchez, Policy Associate
California Bicycle Coalition

Angela Glover Blackwell, President and CEO
PolicyLink

Matt Baker, Land Use and Conservation Policy Director
Environmental Council of Sacramento (ECOS)

Howard Penn, President
Planning and Conservation League

Tony Dang, Executive Director
California Walks

Cc: Deputy Director Mitchell Weis, California Transportation Commission
Deputy Director Eric Thronson, California Transportation Commission
Executive Director Susan Bransen, California Transportation Commission
Deputy Director Kate White, California State Transportation Agency
Deputy Director Brian Annis, California State Transportation Agency
Secretary Brian Kelly, California State Transportation Agency
Deputy Director Ellen Greenberg, California Department of Transportation
Director Malcolm Dougherty, California Department of Transportation
Deputy Executive Officer Kurt Karperos, Air Resources Board
Senior Advisor to the Chair Steve Cliff, Air Resources Board
Chair Mary Nichols, Air Resources Board

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 21

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 4.20
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **ADOPTION OF THE 2018 STIP AND AERONAUTICS ACCOUNT FUND ESTIMATES RESOLUTION G-17-25**

ISSUE:

Should the California Transportation Commission (Commission) adopt the 2018 State Transportation Improvement Program (STIP) Fund Estimate and approve the 2018 Aeronautics Account Fund Estimate at the scheduled August Commission meeting?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve Resolution G-17-25 to adopt the Proposed 2018 STIP Fund Estimate, and to approve the Proposed 2018 Aeronautics Account Fund Estimate.

BACKGROUND:

Section 14524(a) of the Government Code (GC) requires the Department to present a STIP Fund Estimate to the Commission by July 15, and requires the Commission to adopt the STIP Fund Estimate by August 15 in each odd numbered year. The purpose of the Fund Estimate is to forecast all federal and state funds reasonably expected to be available for programming in the subsequent STIP. Each even-numbered year, the Commission is required to adopt a STIP based on the funding identified in the adopted Fund Estimate.

Section 14525(d) of the GC allows the Commission to postpone the issuance of the Fund Estimate for up to 90 days. In January, the Commission took action to delay consideration of adopting the 2018 STIP Fund Estimate until the scheduled August Commission meeting. The Proposed 2018 STIP Fund Estimate and the Aeronautics Account Fund Estimate have been updated based on Commission and Commission staff recommendations, and includes the state and federal funding available for programming over the respective fund estimate periods.

Although Aeronautics Account resources are independent of the accounts included within the STIP Fund Estimate, the biennial Aeronautics Account Fund Estimate has been presented for approval concurrently with the adoption of the 2018 STIP Fund Estimate.

The following is a schedule of milestone dates leading up to the adoption of the funding levels in the Proposed 2018 STIP FE for the 2018 STIP.

Date	Milestone
January 18, 2017	The Department provided an overview of the STIP FE.
March 15, 2017	The Department presented Draft Assumptions for the 2018 STIP FE.
May 17, 2017	The Commission approved the 2018 STIP FE Assumptions.
June 28, 2017	The Department delivered the Draft 2018 STIP FE to the Commission.
July 17, 2017	The Department provided supplemental background and details regarding the development of the 2018 STIP FE at the workshop.
August 16, 2017	The Commission is being requested to adopt the funding levels as identified in the Proposed 2018 STIP FE for the 2018 STIP.

Attachment

RESOLUTION G-17-25 – TO ADOPT THE 2018 STIP FUND ESTIMATE

CALIFORNIA TRANSPORTATION COMMISSION

1.1. WHEREAS, Sections 14524 and 14525 of the Government Code require the California Department of Transportation (Department) to present, and the California Transportation Commission (Commission) to adopt, a biennial fund estimate to include and estimate all state and federal funds reasonably expected to be available for the biennial State Transportation Improvement Program (STIP), including the amount that may be programmed in each county for regional improvement programs; and

1.2. WHEREAS, on January 18, 2017, the Department presented an overview of the fund estimate process and schedule; and

1.3 WHEREAS, on May 17, 2017, the Department presented, and the Commission approved the 2018 Fund Estimate assumptions; and

1.4 WHEREAS, on June 28, 2017, the Department presented to the Commission the Draft 2018 Fund Estimate; and

1.5 WHEREAS, on July 17, 2017, the Commission held a workshop on the Proposed 2018 Fund Estimate to consider public comment, and indicated that the adoption of the 2018 Fund Estimate would be scheduled for August 16, 2017; and

1.6 WHEREAS, on August 16, 2017, the Department presented to the Commission an updated, Proposed 2018 Fund Estimate; and

1.7 WHEREAS, the Proposed 2018 Fund Estimate identifies new program capacity of approximately $2.2 billion in new highway STIP capacity for the five-year period covering 2018-19 through 2022-23; and

1.8 WHEREAS, the Proposed 2018 Fund Estimate includes annual programming targets, adjusted for STIP amendments and allocations through June 2017.

2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission does hereby adopt the 2018 STIP Fund Estimate, as presented by the Department on August 16, 2017, with programming in the 2018 STIP to be based on the statutory funding identified; and

2.2 BE IT FURTHER RESOLVED that the Commission requests that the Department, in cooperation with Commission staff, distribute copies of the 2018 Fund Estimate to each regional agency and county transportation commission.

EXECUTIVE SUMMARY

On August 16, 2017, the California Transportation Commission (Commission) adopted the 2018 State Transportation Improvement Program (STIP) Fund Estimate (FE). The STIP FE is a biennial estimate of all resources available for the state's transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP and the State Highway Operation and Protection Program (SHOPP). The 2018 STIP FE period covers state fiscal years 2018-19 through 2022-23, with 2017-18 included as the base year.

The 2018 STIP FE includes applicable resources provided by Senate Bill (SB 1). This includes resource contributions created from supplemental excise taxes, excise tax rate stabilization, indexing of excise taxes to inflation, and the creation of new programs and accounts as required by statute.

STIP Capacity

STIP projects add new development to the state's transportation infrastructure. The 2018 STIP FE includes a total estimate of $3.3 billion in program capacity over the five-year FE period. Program capacity represents the total value of projects that can be funded each year, including construction, right-of-way (R/W), and support. Support consists of preliminary engineering, planning, design, and construction engineering. From the $3.3 billion in total estimated program capacity over the 2018 STIP FE, new STIP capacity currently available for programming is about $2.2 billion over the FE period. In comparison, the Amended 2016 STIP FE forecasted negative $578 million in STIP capacity over the prior five-year FE period.

- Because the price-based excise tax remains in place until 2019-20, STIP capacity in the short-term will continue to depend primarily on retail prices and consumption of gasoline and diesel fuels. Both of these sources are difficult to forecast with any certainty due to the current economic climate.

SHOPP Capacity

SHOPP projects are funded with federal and state resources, and consist of major rehabilitation work on the State Highway System (SHS). The 2018 STIP FE forecasts SHOPP capacity of $22 billion over the five-year FE period. Similar to the STIP, SHOPP capacity represents the total value of projects that can be funded each year, and includes construction, R/W, and support. From the $22 billion in total estimated program capacity over the 2018 STIP FE, new SHOPP capacity currently available for programming is about $16.9 billion over the FE period. In comparison, the 2016 STIP FE displayed a forecast of $7.1 billion in new SHOPP capacity.

- SHOPP capacity over the 2018 five-year FE period has increased significantly from capacity in the 2016 five-year FE period, going from $12 billion in the 2016 FE to $22 billion respectively for an increase of about 83 percent. The increase is attributable to the enactment of SB 1.

- Resources provided by SB 1 have closed the gap in the funding shortfall and are expected to continue to assist in this area. SB 1 has added $1.6 billion in annual capacity to the SHOPP through additional tax revenues and stopped the degradation of funding availability by indexing fuel taxes to inflation in future years.

ESTIMATED CAPACITY BY PROGRAM

Fund Estimate Five-Year Period

2018 STIP FE
SHOPP Program Capacity
($ in millions)

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
2018 STIP FE SHOPP Target Capacity	**$2,713**	**$4,200**	**$4,300**	**$4,400**	**$4,500**	**$4,600**	**$22,000**	**$24,713**
2016 SHOPP Program	2,540	2,540	2,540	0	0	0	5,080	7,620
New SHOPP Program Capacity	**$173**	**$1,660**	**$1,760**	**$4,400**	**$4,500**	**$4,600**	**$16,920**	**$17,093**
Cumulative Difference	**$173**	**$1,833**	**$3,593**	**$7,993**	**$12,493**	**$17,093**		

Note: Individual numbers may not add to total due to independent rounding.

2018 STIP FE
STIP Program Capacity
($ in millions)

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
2018 STIP FE Target Capacity	**$300**	**$580**	**$655**	**$675**	**$685**	**$685**	**$3,279**	**$3,579**
2016 STIP Program	238	336	346	399	0	0	1,081	1,319
New STIP Program Capacity	**$62**	**$244**	**$309**	**$276**	**$685**	**$685**	**$2,198**	**$2,260**
Cumulative Difference	**$62**	**$306**	**$614**	**$890**	**$1,575**	**$2,260**		

Note: Individual numbers may not add to total due to independent rounding.

2018 STIP FE
RMRA Capacity - Included in Overall SHOPP Program Capacity
($ in millions)

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
2018 STIP FE RMRA Target Capacity	**$313**	**$1,600**	**$1,600**	**$1,600**	**$1,600**	**$1,600**	**$8,000**	**$8,313**
2016 RMRA SHOPP Program	0	0	0	0	0	0	0	0
New RMRA SHOPP Capacity	**$313**	**$1,600**	**$1,600**	**$1,600**	**$1,600**	**$1,600**	**$8,000**	**$8,313**

Note: Individual numbers may not add to total due to independent rounding.

2018 STIP FE
PTA Capacity - Included in Overall STIP Program Capacity
($ in millions)

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
2018 STIP FE PTA Target Capacity	**$20**	**$15**	**$15**	**$15**	**$15**	**$15**	**$75**	**$95**
2016 PTA STIP Program	50	40	40	40	0	0	120	170
New PTA STIP Capacity	**($30)**	**($25)**	**($25)**	**($25)**	**$15**	**$15**	**($45)**	**($75)**

Note: Individual numbers may not add to total due to independent rounding.

PROPOSED

2018 STIP FUND ESTIMATE
STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS
($ millions)

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	$1,812							$1,812
Fuel Excise Taxes (Base)	$2,124	$2,111	$2,092	$2,184	$2,215	$2,273	$10,875	$12,999
Fuel Excise Taxes (Price-Based)	1,454	1,645	1,915	1,980	2,011	2,055	9,606	11,060
Net Weight Fees	0	0	0	0	0	0	0	0
Misc. Revenues	371	371	371	371	365	367	1,846	2,216
Transportation Loans	75	75	75	1,498	0	0	1,648	1,723
Net Transfers - Others	(162)	(165)	(167)	(1,668)	(165)	(165)	(2,329)	(2,491)
Expenditures - Other Departmental	(539)	(541)	(543)	(545)	(547)	(550)	(2,727)	(3,266)
Total State Resources	$5,134	$3,496	$3,744	$3,820	$3,879	$3,979	$18,919	$24,053
Obligation Authority (OA)	$3,340	$3,416	$3,498	$3,575	$3,655	$3,736	$17,879	$21,220
August Redistribution	162	162	162	162	162	162	810	972
Other Federal Resources	(313)	(284)	(284)	(284)	(284)	(284)	(1,418)	(1,731)
Total Federal Resources	$3,190	$3,294	$3,376	$3,454	$3,533	$3,614	$17,271	$20,461
TOTAL STATE & FED RESOURCES	**$8,324**	**$6,790**	**$7,120**	**$7,273**	**$7,412**	**$7,594**	**$36,190**	**$44,513**
COMMITMENTS								
STATE OPERATIONS	**($845)**	**($872)**	**($898)**	**($925)**	**($953)**	**($981)**	**($4,630)**	**($5,475)**
MAINTENANCE	**($1,301)**	**($1,333)**	**($1,367)**	**($1,401)**	**($1,436)**	**($1,472)**	**($7,008)**	**($8,309)**
LOCAL ASSISTANCE (LA)								
Oversight (Partnership)	($157)	($143)	($133)	($126)	($120)	($116)	($638)	($795)
State & Federal LA	(1,299)	(1,333)	(1,368)	(1,453)	(1,472)	(1,400)	(7,025)	(8,324)
TOTAL LA	**($1,456)**	**($1,476)**	**($1,501)**	**($1,579)**	**($1,591)**	**($1,516)**	**($7,663)**	**($9,119)**
SHOPP CAPITAL OUTLAY SUPPORT (COS)								
SHOPP Major	($815)	($620)	($430)	($299)	($169)	($77)	($1,595)	($2,410)
SHOPP Minor	(65)	(65)	(65)	(65)	(65)	(65)	(326)	(391)
Stormwater	(49)	(49)	(49)	(49)	(49)	(49)	(244)	(292)
TOTAL SHOPP COS	**($929)**	**($734)**	**($544)**	**($413)**	**($283)**	**($191)**	**($2,164)**	**($3,093)**
SHOPP CAPITAL OUTLAY								
Major capital	($1,763)	($229)	($89)	($33)	($8)	$0	($359)	($2,122)
Minor capital	(89)	(83)	(81)	(81)	(81)	(81)	(405)	(494)
R/W Project Delivery	(50)	(70)	(73)	(7)	(6)	(5)	(161)	(211)
Unprogrammed R/W	(48)	(12)	(8)	(8)	(8)	(8)	(44)	(92)
GARVEE Debt Service	(11)	(11)	(11)	0	0	0	(23)	(34)
TOTAL SHOPP CAPITAL OUTLAY	**(1,961)**	**(405)**	**(262)**	**(129)**	**(102)**	**(94)**	**(992)**	**(2,953)**
TOTAL NON-STIP COMMITMENTS	**($6,492)**	**($4,820)**	**($4,571)**	**($4,448)**	**($4,366)**	**($4,253)**	**($22,458)**	**($28,950)**
STIP LA								
STIP Off-System	($25)	($25)	($18)	($7)	($1)	($0)	($50)	($75)
Oversight (Partnership)	(17)	(15)	(14)	(13)	(13)	(12)	(67)	(84)
TOTAL STIP LA	**($41)**	**($40)**	**($32)**	**($20)**	**($14)**	**($13)**	**($118)**	**($159)**
STIP COS	**($99)**	**($67)**	**($61)**	**($40)**	**($26)**	**($20)**	**($213)**	**($313)**
STIP CAPITAL OUTLAY								
STIP On-System	($280)	($193)	($87)	($38)	($11)	$0	($328)	($608)
R/W Project Delivery	(44)	(46)	(45)	(7)	(7)	(7)	(112)	(156)
Unprogrammed R/W	(8)	(8)	(4)	(1)	(1)	(1)	(15)	(23)
TOTAL STIP CAPITAL OUTLAY	**($332)**	**($247)**	**($136)**	**($46)**	**($19)**	**($8)**	**($455)**	**($787)**
TOTAL STIP COMMITMENTS	**($472)**	**($354)**	**($228)**	**($105)**	**($59)**	**($40)**	**($786)**	**($1,259)**
TOTAL RESOURCES AVAILABLE	**$1,360**	**$1,616**	**$2,321**	**$2,720**	**$2,988**	**$3,300**	**$12,946**	**$14,305**
SHOPP TARGET CAPACITY	**$2,400**	**$2,600**	**$2,700**	**$2,800**	**$2,900**	**$3,000**	**$14,000**	**$16,400**
STIP TARGET CAPACITY	**$280**	**$565**	**$640**	**$660**	**$670**	**$670**	**$3,204**	**$3,484**

Note: Individual numbers may not add to total due to independent rounding.

PROPOSED

2018 STIP FUND ESTIMATE
ROAD MAINTENANCE & REHABILITATION ACCOUNT
($ millions)

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
RESOURCES								
Bridges & Culverts	$400	$400	$400	$400	$400	$400	$2,000	$2,400
Maintenance & SHOPP	$370	$1,085	$1,100	$1,191	$1,252	$1,314	$5,942	$6,312
TOTAL RESOURCES	$770	$1,485	$1,500	$1,591	$1,652	$1,714	$7,942	$8,712
COMMITMENTS								
EXISTING COMMITMENTS								
Program Development	($0)	($0)	($0)	($0)	($0)	($0)	($2)	($2)
Statewide Planning	($17)	($18)	($18)	($19)	($19)	($20)	($94)	($112)
Maintenance	($421)	($400)	($400)	($120)	($120)	($120)	($1,160)	($1,581)
Capital Outlay Support	($20)	($30)	($20)	$0	$0	$0	($50)	($70)
Capital Outlay	($293)	$0	$0	$0	$0	$0	$0	($293)
TOTAL EXISTING COMMITMENTS	**($752)**	**($448)**	**($439)**	**($139)**	**($140)**	**($140)**	**($1,306)**	**($2,059)**
TOTAL RESOURCES AVAILABLE	**$18**	**$1,036**	**$1,061**	**$1,451**	**$1,513**	**$1,574**	**$6,635**	**$6,653**
RMRA SHOPP TARGET CAPACITY	**$313**	**$1,600**	**$1,600**	**$1,600**	**$1,600**	**$1,600**	**$8,000**	**$8,313**

Note: Individual numbers may not add to total due to independent rounding.

PROPOSED

2018 STIP FUND ESTIMATE
PUBLIC TRANSPORTATION ACCOUNT
($ in thousands)

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
RESOURCES								
Beginning Balance	$396,035							$396,035
Adjustment for STA Transfer Timing	(73,491)							(73,491)
Sales Tax on Diesel	685,572	769,563	830,964	904,194	943,301	943,301	4,391,323	5,076,895
SMIF Interest Earned	2,764	2,097	1,371	469	0	0	3,937	6,701
Transfer from Aeronautics Account	30	30	30	30	30	30	150	180
Transfer from SHA (S&HC 194)	25,046	25,046	25,046	25,046	25,046	25,046	125,230	150,276
Loan Repayment from General Fund	85,000	85,000	86,000	0	0	0	171,000	256,000
Loan Repayment from Local Mass Transit Providers	0	14,165	0	0	0	0	14,165	14,165
Transportation Improvement Fee	350,000	358,750	367,719	376,912	386,335	386,335	1,876,051	2,226,051
TOTAL RESOURCES	**$1,470,956**	**$1,254,650**	**$1,311,130**	**$1,306,651**	**$1,354,712**	**$1,354,712**	**$6,581,855**	**$8,052,811**
State Transit Assistance (STA)	(477,660)	(555,286)	(599,875)	(653,053)	(681,453)	(681,453)	(3,171,119)	(3,648,779)
Commuter & Intercity Rail Set-Aside	(28,395)	(35,896)	(38,819)	(42,307)	(44,169)	(44,169)	(205,359)	(233,754)
SUBTOTAL AVAILABLE RESOURCES	**$964,902**	**$663,469**	**$672,436**	**$611,291**	**$629,091**	**$629,091**	**$3,205,377**	**$4,170,278**
COMMITMENTS								
STATE OPERATIONS								
Rail and Mass Transportation Support	($11,577)	($11,866)	($12,163)	($12,467)	($12,779)	($13,098)	($62,373)	($73,950)
Planning Staff and Support	(22,828)	(23,399)	(23,984)	(24,583)	(25,198)	(25,828)	(122,991)	(145,819)
California Transportation Commission	(1,878)	(1,925)	(1,973)	(2,022)	(2,073)	(2,125)	(10,118)	(11,996)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(7,171)	(7,350)	(7,534)	(7,722)	(7,915)	(8,113)	(38,635)	(45,806)
State Controller's Office	(19)	(19)	(20)	(20)	(21)	(21)	(102)	(121)
Secretary for Transportation Agency	(6)	(6)	(6)	(6)	(6)	(6)	(30)	(36)
TOTAL STATE OPERATIONS	**($44,459)**	**($45,546)**	**($46,660)**	**($47,801)**	**($48,972)**	**($50,172)**	**($239,150)**	**($283,609)**
INTERCITY RAIL								
Intercity Rail and Bus Operations	($120,776)	($125,607)	($130,631)	($135,857)	($141,291)	($146,942)	($680,328)	($801,104)
San Joaquin Service Change: 8th Round Trip	0	0	0	(7,725)	(8,034)	(8,355)	(24,114)	(24,114)
Heavy Equipment Overhaul: Existing	(38,985)	(55,289)	(23,997)	(7,685)	(7,285)	(7,285)	(101,540)	(140,526)
Equipment Overhaul: New Railcars and Locomotives	0	0	0	0	(635)	(1,144)	(1,779)	(1,779)
TOTAL INTERCITY RAIL	**($159,761)**	**($180,896)**	**($154,628)**	**($151,267)**	**($157,245)**	**($163,727)**	**($807,762)**	**($967,523)**
LOCAL ASSISTANCE								
Transportation Improvement Fee to TIRCP	(245,000)	(251,125)	(257,403)	(263,838)	(270,435)	(270,435)	(1,313,236)	(1,558,236)
Transportation Improvement Fee to STA	(105,000)	(107,625)	(110,316)	(113,074)	(115,901)	(115,901)	(562,815)	(667,815)
Climate Change Adaptation Planning	(6,000)	(7,000)	(7,000)	0	0	0	(14,000)	(20,000)
Loan Repayment to TIRCP	(79,000)	(78,000)	(79,000)	0	0	0	(157,000)	(236,000)
Bay Area Ferry Operations/Waterborne	($3,276)	($3,309)	($3,342)	($3,375)	($3,409)	($3,443)	($16,878)	($20,154)
TOTAL LOCAL ASSISTANCE	**($438,276)**	**($447,059)**	**($457,061)**	**($380,287)**	**($389,744)**	**($389,778)**	**($2,063,929)**	**($2,502,205)**
CAPITAL PROJECTS								
STIP - Mass Transportation*	($31,076)	($49,529)	($40,178)	($20,570)	($8,896)	($1,029)	($120,202)	($151,278)
STIP - Rail*	(29,130)	(14,763)	(9,310)	(85,965)	(1,863)	(621)	(112,521)	(141,651)
TOTAL CAPITAL PROJECTS	**($60,206)**	**($64,293)**	**($49,487)**	**($106,535)**	**($10,759)**	**($1,649)**	**($232,723)**	**($292,929)**
CASH AVAILABLE FOR PROGRAMMING	**$262,200**	**($74,324)**	**($35,400)**	**($74,599)**	**$22,371**	**$23,765**	**($138,187)**	**$124,012**
PTA STIP TARGET CAPACITY	**$20,000**	**$15,000**	**$15,000**	**$15,000**	**$15,000**	**$15,000**	**$75,000**	**$95,000**

Note: Individual numbers may not add to total due to independent rounding.

* Cash flow adjusted for unliquidated encumbrances.

PROPOSED

2018 FUND ESTIMATE
AERONAUTICS ACCOUNT
($ in thousands)

	2017-18	2018-19	2019-20	2020-21	2021-22	4-Year Total
RESOURCES						
Beginning Balance	$8,060					
Adjustment for Prior Commitments[1]	(7,322)					
ADJUSTED BEGINNING BALANCE	**$738**	**$0**	**$0**	**$0**	**$0**	**$0**
Aviation Gas Excise Tax[2]	$3,055	$3,093	$3,132	$3,171	$3,211	$12,607
Jet Fuel Excise Tax[2]	2,778	2,829	2,881	2,935	2,989	11,634
Interest (SMIF)	72	67	59	59	59	243
Federal Trust Funds	442	453	464	476	488	1,881
Sale of Documents	0	0	0	0	0	1
De-allocations[4]	565	0	0	0		0
Transfer to PTA Account	(30)	(30)	(30)	(30)	(30)	(120)
Transfers from Local Airport Loan Account[3]	4,000	4,000	4,000	4,000	4,000	16,000
TOTAL RESOURCES	**$11,620**	**$10,413**	**$10,507**	**$10,611**	**$10,716**	**$42,246**
STATE OPERATIONS						
State Operations	($3,878)	($3,975)	($4,074)	($4,176)	($4,280)	($16,505)
State Controller (0840)	(1)	(1)	(1)	(1)	(1)	(4)
Financial Information System for California (8880)	(6)	(6)	(6)	(6)	(7)	(26)
TOTAL STATE OPERATIONS	**($3,885)**	**($3,982)**	**($4,081)**	**($4,183)**	**($4,288)**	**($16,534)**
LOCAL ASSISTANCE						
Grants to Local Agencies (Annual Credit Program)	($1,490)	($1,490)	($1,490)	($1,490)	($1,490)	($5,960)
Airport Improvement Program (AIP) Match[5]	(2,000)	0	0	0	0	0
Acquisition & Development (A&D)[5]	(2,418)	0	0	0	0	0
TOTAL LOCAL ASSISTANCE	**(5,908)**	**(1,490)**	**(1,490)**	**(1,490)**	**(1,490)**	**(5,960)**
TOTAL RESOUCES AVAILABLE	**$1,827**	**$4,941**	**$4,935**	**$4,937**	**$4,938**	**$21,579**

TARGET Capacity	**$0**	**$5,300**	**$5,300**	**$5,300**	**$5,300**	**$21,200**

Note: Numbers may not add due to rounding.

[1] Includes outstanding Plans of Financial Adjustment and encumbrances.

[2] Excise tax revenues are based on the 2017-18 projection from the 2017-18 Governor's Budget and escalated each year from 2018-19 through 2021-22 per Aeronautics Account Assumption #2.

[3] Fiscal year transfers from Local Airport Loan Account were approved by the Commission in December 2015.

[4] De-allocations prepared by Division of Aeronautics in June 2017.

[5] Revised Programming prepared by Division of Aeronautics in December 2017.

COUNTY AND INTERREGIONAL SHARE ESTIMATES

The STIP consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP). A detailed explanation of this methodology is included in the County Share portion of this document.

The 2018 STIP Fund Estimate (FE) indicates that there is negative program capacity for the Public Transportation Account (PTA). This means that many of the transit projects currently programmed in the STIP will either have to be delivered with State Highway Account (SHA) funds, federal funds, or be unprogrammed.

The following tables display STIP county and interregional shares and targets for the 2018 STIP.

Table 1. Reconciliation to County and Interregional Shares

This table lists the net changes to program capacity from the 2018 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA and SHA capacity. The table is based on Commission actions through June 30, 2017.

Table 2. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the June 2017 Commission meeting, as well as new statewide STIP capacity. For each county and the interregional share, the table identifies the following target amounts:

- Base (Minimum): This is the formula distribution of new capacity available through the end of the share period 2019-20. This is the first priority for new programming, and it represents the minimum amount that will programmed in each county. The calculation of this target is shown in Table 3.

- Total Target: This target is determined by calculating the STIP formula share of all new capacity through 2022-23. The calculation of this target is shown in Table 4.

- Maximum: This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2023-24. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The calculation of this target is shown in Table 5.

- Advance Project Development Element (APDE): This target is determined by calculating the STIP formula share of the estimated capacity to be available for APDE. The calculation target is shown in Table 6.

Table 3. Calculation of New Programming Targets and Shares – Base (Minimum)

This table displays factors in the calculation of the Base (Minimum) Target.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2017 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.

- Net Share (Base): This section calculates the base (minimum). The base (minimum) is the formula distribution of new capacity available through 2019-20 while accounting for existing unprogrammed share balances. The calculated base for each county is the formula distribution of new capacity, not to exceed the unprogrammed share balance. Because the total unprogrammed share balance exceeds the total capacity available through 2019-20, in some instances the base target may be below the unprogrammed share balance.

- Net Advance: Numbers in this column represent advances against future capacity. The advances did not change in the calculation of the base target as only unprogrammed share balances were calculated.

Table 4. Calculation of New Programming Targets and Shares - Total Target

This table displays factors in the calculation of the Total Target.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2017 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.

- 2018 STIP Target Through 2022-23: This section calculates the total target. The total target is the formula distribution of new capacity available through 2022-23 adjusted for carryover balances and lapses.

  - Formula Distribution: This is the 2018 STIP share through 2022-23. It is the formula distribution of program capacity available through 2022-23. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.

  - Add Back Lapses 2015-16 & 2016-17: This identifies the amount of projects lapsed in 2015-16. These amounts are credited back in the 2018 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2020-21.

  - Net Share (Total Target): This is the 2018 STIP target through 2022-23. The Net Share (Total Target) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.

- Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2022-23) is insufficient to cover prior advances.

Table 5. Calculation of New Programming Targets and Shares – Maximum

This table calculates the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2017 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.

- 2018 STIP Share Through 2023-24: This section estimates the maximum target. This is the formula distribution of estimated new capacity available through 2023-24 adjusted for carryover balances and lapses.

  - Formula Distribution: This column estimates the STIP share of the estimated new capacity through the county share period ending in 2023-24. It is the formula distribution of estimated program capacity available through the county share period ending in 2023-24. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.

  - Add Back Lapses 2015-16 & 2016-17: This identifies the amount of projects lapsed in 2015-16 and 2015-16. These amounts are credited back in the 2018 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2020-21.

  - Net Share (Maximum): This target is the STIP share of all available new capacity through the end of the county share period in 2023-24. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The Net Share (Maximum) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.

  - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2022-23) is insufficient to cover prior advances.

Table 6. Calculation of New Programming Targets and Shares – APDE

This table calculates the available amount that can be programmed for STIP APDE, pursuant to Government Code Section 14529.01(c). These shares will be treated as an advance of regular future county or interregional share.

- Formula Distribution: This is the formula distribution of APDE capacity available for the STIP period.

- Net Share (APDE): The Net Share (APDE) is determined by calculating the STIP formula share of the estimated capacity identified for APDE.

- Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares is insufficient to cover prior advances.

Table 7. Planning, Programming, and Monitoring (PPM) Limitations

State law provides that up to 5 percent of a county share may be expended for planning, programming, and monitoring (PPM). This limitation is applied separately to each four-year county share period.

- Total: This section identifies the shares for the 2020-21 through 2022-23 share period, based upon the 2016 and 2018 Fund Estimates. These are the amounts against which the 5 percent is applied.

- 5 Percent PPM Limitation: These are the PPM limitations for the 2020-21 through 2022-23 share period.

Table 1. Reconciliation to County and Interregional Shares

($ in millions)

Public Transportation Account (PTA)	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
2018 FE PTA Target Capacity	$20	$15	$15	$15	$15	$15	$75	$95
Total 2018 STIP FE PTA Target Capacity	**$20**	**$15**	**$15**	**$15**	**$15**	**$15**	**$75**	**$95**
2016 STIP Program [1]	**$76**	**$48**	**$57**	**$96**	**$0**	**$0**	**$201**	**$277**
Extensions	$0	$0	$0	$0	$0	$0	$0	$0
Delivered But Not Allocated	$0	$0	$0	$0	$0	$0	$0	$0
Advances	($23)	$0	$0	$0	$0	$0	$0	($23)
Net PTA STIP Program	**$53**	**$48**	**$57**	**$96**	**$0**	**$0**	**$201**	**$254**
PTA Capacity for County Shares	**($33)**	**($33)**	**($42)**	**($81)**	**$15**	**$15**	**($126)**	**($159)**
Cumulative	**($33)**	**($66)**	**($108)**	**($189)**	**($174)**	**($159)**		

State Highway Account (SHA)	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
2018 FE SHA Target Capacity	$280	$565	$640	$660	$670	$670	$3,205	$3,485
Total 2018 STIP FE SHA Capacity	**$280**	**$565**	**$640**	**$660**	**$670**	**$670**	**$3,205**	**$3,485**
2016 STIP Program [1]	**$204**	**$319**	**$323**	**$304**	**$0**	**$0**	**$947**	**$1,151**
Extensions	$3	$3	$0	$0	$0	$0	$3	$6
Delivered But Not Allocated	$0	$0	$0	$0	$0	$0	$0	$0
Advances	($21)	($35)	($34)	$0	$0	$0	($69)	($90)
Net SHA STIP Program	**$186**	**$288**	**$289**	**$304**	**$0**	**$0**	**$881**	**$1,067**
SHA Capacity for County Shares	**$94**	**$277**	**$351**	**$356**	**$670**	**$670**	**$2,324**	**$2,418**
Cumulative	**$94**	**$371**	**$722**	**$1,078**	**$1,748**	**$2,418**		
Total Capacity	**$61**	**$244**	**$309**	**$275**	**$685**	**$685**	**$2,198**	**$2,259**

Notes:

General note: Numbers may not add due to rounding.

[1] 2016 STIP as of June 30, 2017

Table 2. Summary of Targets and Shares

($ in thousands)

County	2018 STIP Programming			
	Base	Total Target	Maximum	APDE
	Share Through 2019-20	Target through 2022-23	Estimated Share through 2023-24	Shares Available
Alameda	8,789	48,813	67,069	8,950
Alpine	687	3,339	3,882	266
Amador	1,049	3,750	4,981	604
Butte	3,617	11,615	15,262	1,788
Calaveras	1,500	4,729	6,202	722
Colusa	0	2,401	3,376	478
Contra Costa	15,815	71,411	83,896	6,121
Del Norte	0	0	0	0
El Dorado LTC	0	362	2,885	1,237
Fresno	17,428	58,592	72,350	6,745
Glenn	1,293	5,453	6,474	501
Humboldt	0	7,024	10,698	1,801
Imperial	0	2,272	8,802	3,201
Inyo	1,319	12,419	17,481	2,482
Kern	20,747	61,323	79,831	9,074
Kings	0	0	0	0
Lake	199	3,694	5,288	782
Lassen	2,955	12,390	14,723	1,144
Los Angeles	74,946	317,185	427,675	54,170
Madera	0	0	0	0
Marin	0	0	0	0
Mariposa	1,209	4,867	5,821	468
Mendocino	0	3,066	6,495	1,681
Merced	5,717	32,098	36,611	2,213
Modoc	1,516	4,246	5,491	610
Mono	4,765	19,562	23,324	1,844
Monterey	8,230	31,072	37,569	3,185
Napa	2,847	11,441	13,689	1,102
Nevada	0	1,492	3,424	947
Orange	43,092	119,247	153,264	16,678
Placer TPA	0	0	0	0
Plumas	1,762	9,443	10,834	682
Riverside	37,720	105,158	134,936	14,599
Sacramento	21,900	68,820	86,108	8,476
San Benito	0	0	0	0
San Bernardino	43,712	137,928	172,435	16,918
San Diego	37,186	122,811	161,867	19,148
San Francisco	0	16,315	25,576	4,540
San Joaquin	11,869	39,101	48,470	4,594
San Luis Obispo	8,557	24,225	31,097	3,369
San Mateo	11,938	50,729	60,153	4,620
Santa Barbara	3,678	20,628	28,359	3,790
Santa Clara	20,982	68,336	89,935	10,589
Santa Cruz	4,727	17,461	21,193	1,830
Shasta	1,718	10,478	14,474	1,959
Sierra	837	2,700	3,361	324
Siskiyou	2,611	8,619	11,359	1,343
Solano	7,167	23,602	29,260	2,774
Sonoma	0	0	5,313	1,770
Stanislaus	874	17,224	24,155	3,398
Sutter	491	3,984	5,578	781
Tahoe RPA	0	0	0	0
Tehama	2,573	11,921	13,952	996
Trinity	1,572	4,730	6,170	706
Tulare	10,751	29,556	38,133	4,205
Tuolumne	1,781	5,347	6,937	780
Ventura	14,508	59,202	70,655	5,615
Yolo	4,230	16,022	19,361	1,637
Yuba	500	3,181	4,404	599
				0
Statewide Regional	471,364	1,731,384	2,240,638	248,836
				0
Interregional	142,679	527,986	703,732	86,164
				0
TOTAL	614,043	2,259,370	2,944,370	335,000

	New Capacity
Statewide SHA Capacity	**2,418,118**
Statewide PTA Capacity	**(158,748)**
Total STIP Capacity	**2,259,370**

Table 3. Calculation of New Programming Targets and Shares – Base (Minimum)

($ in thousands)

County	Net Carryover		2018 STIP Share through 2019-20	
	Unprogrammed Balance	Balance Advanced	**Net Share (Base)**	Net Advance
Alameda	8,789	0	**8,789**	0
Alpine	2,150	0	**687**	0
Amador	1,049	0	**1,049**	0
Butte	3,617	0	**3,617**	0
Calaveras	1,500	0	**1,500**	0
Colusa	0	(2)	**0**	(2)
Contra Costa	44,039	0	**15,815**	0
Del Norte	0	(9,392)	**0**	(9,392)
El Dorado LTC	0	(5,170)	**0**	(5,170)
Fresno	28,428	0	**17,428**	0
Glenn	3,215	0	**1,293**	0
Humboldt	0	(1,029)	**0**	(1,029)
Imperial	0	(12,043)	**0**	(12,043)
Inyo	1,319	0	**1,319**	0
Kern	20,747	0	**20,747**	0
Kings	0	(17,145)	**0**	(17,145)
Lake	199	0	**199**	0
Lassen	7,275	0	**2,955**	0
Los Angeles	74,946	0	**74,946**	0
Madera	0	(13,688)	**0**	(13,688)
Marin	0	(32,447)	**0**	(32,447)
Mariposa	2,768	0	**1,209**	0
Mendocino	0	(4,452)	**0**	(4,452)
Merced	22,204	0	**5,717**	0
Modoc	1,516	0	**1,516**	0
Mono	11,316	0	**4,765**	0
Monterey	16,829	0	**8,230**	0
Napa	6,514	0	**2,847**	0
Nevada	0	(2,744)	**0**	(2,744)
Orange	44,666	0	**43,092**	0
Placer TPA	0	(35,212)	**0**	(35,212)
Plumas	6,393	0	**1,762**	0
Riverside	39,874	0	**37,720**	0
Sacramento	30,917	0	**21,900**	0
San Benito	0	(4,834)	**0**	(4,834)
San Bernardino	62,274	0	**43,712**	0
San Diego	37,186	0	**37,186**	0
San Francisco	0	(3,989)	**0**	(3,989)
San Joaquin	18,558	0	**11,869**	0
San Luis Obispo	8,557	0	**8,557**	0
San Mateo	30,068	0	**11,938**	0
Santa Barbara	3,678	0	**3,678**	0
Santa Clara	20,982	0	**20,982**	0
Santa Cruz	9,279	0	**4,727**	0
Shasta	1,718	0	**1,718**	0
Sierra	1,151	0	**837**	0
Siskiyou	2,611	0	**2,611**	0
Solano	11,198	0	**7,167**	0
Sonoma	0	(16,876)	**0**	(16,876)
Stanislaus	874	0	**874**	0
Sutter	491	0	**491**	0
Tahoe RPA	0	(4,337)	**0**	(4,337)
Tehama	7,468	0	**2,573**	0
Trinity	1,572	0	**1,572**	0
Tulare	10,751	0	**10,751**	0
Tuolumne	1,781	0	**1,781**	0
Ventura	34,092	0	**14,508**	0
Yolo	8,702	0	**4,230**	0
Yuba	500	0	**500**	0
Statewide Regional	653,761	(163,360)	**471,364**	(163,360)
Interregional	142,679	0	**142,679**	0
TOTAL	796,440	(163,360)	**614,043**	(163,360)

Statewide SHA Capacity	**722,171**
Statewide PTA Capacity	**(108,128)**
Total	**614,043**

Table 4. Calculation of New Programming Targets and Shares - Total

($ in thousands)

County	Net Carryover		2018 STIP Share through 2022-23			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2015-16 & 2016-17	**Net Share (Total Target)**	Net Advance
Alameda	8,789	0	40,024	0	**48,813**	0
Alpine	2,150	0	1,189	0	**3,339**	0
Amador	1,049	0	2,701	0	**3,750**	0
Butte	3,617	0	7,998	0	**11,615**	0
Calaveras	1,500	0	3,229	0	**4,729**	0
Colusa	0	(2)	2,137	266	**2,401**	0
Contra Costa	44,039	0	27,372	0	**71,411**	0
Del Norte	0	(9,392)	1,995	0	**0**	(7,397)
El Dorado LTC	0	(5,170)	5,532	0	**362**	0
Fresno	28,428	0	30,164	0	**58,592**	0
Glenn	3,215	0	2,238	0	**5,453**	0
Humboldt	0	(1,029)	8,053	0	**7,024**	0
Imperial	0	(12,043)	14,315	0	**2,272**	0
Inyo	1,319	0	11,100	0	**12,419**	0
Kern	20,747	0	40,576	0	**61,323**	0
Kings	0	(17,145)	5,961	0	**0**	(11,184)
Lake	199	0	3,495	0	**3,694**	0
Lassen	7,275	0	5,115	0	**12,390**	0
Los Angeles	74,946	0	242,239	0	**317,185**	0
Madera	0	(13,688)	5,547	0	**0**	(8,141)
Marin	0	(32,447)	7,484	0	**0**	(24,963)
Mariposa	2,768	0	2,092	7	**4,867**	0
Mendocino	0	(4,452)	7,518	0	**3,066**	0
Merced	22,204	0	9,894	0	**32,098**	0
Modoc	1,516	0	2,730	0	**4,246**	0
Mono	11,316	0	8,246	0	**19,562**	0
Monterey	16,829	0	14,243	0	**31,072**	0
Napa	6,514	0	4,927	0	**11,441**	0
Nevada	0	(2,744)	4,236	0	**1,492**	0
Orange	44,666	0	74,581	0	**119,247**	0
Placer TPA	0	(35,212)	10,194	0	**0**	(25,018)
Plumas	6,393	0	3,050	0	**9,443**	0
Riverside	39,874	0	65,284	0	**105,158**	0
Sacramento	30,917	0	37,903	0	**68,820**	0
San Benito	0	(4,834)	2,623	0	**0**	(2,211)
San Bernardino	62,274	0	75,654	0	**137,928**	0
San Diego	37,186	0	85,625	0	**122,811**	0
San Francisco	0	(3,989)	20,304	0	**16,315**	0
San Joaquin	18,558	0	20,543	0	**39,101**	0
San Luis Obispo	8,557	0	15,068	600	**24,225**	0
San Mateo	30,068	0	20,661	0	**50,729**	0
Santa Barbara	3,678	0	16,950	0	**20,628**	0
Santa Clara	20,982	0	47,354	0	**68,336**	0
Santa Cruz	9,279	0	8,182	0	**17,461**	0
Shasta	1,718	0	8,760	0	**10,478**	0
Sierra	1,151	0	1,449	100	**2,700**	0
Siskiyou	2,611	0	6,008	0	**8,619**	0
Solano	11,198	0	12,404	0	**23,602**	0
Sonoma	0	(16,876)	15,238	0	**0**	(1,638)
Stanislaus	874	0	15,197	1,153	**17,224**	0
Sutter	491	0	3,493	0	**3,984**	0
Tahoe RPA	0	(4,337)	2,032	0	**0**	(2,305)
Tehama	7,468	0	4,453	0	**11,921**	0
Trinity	1,572	0	3,158	0	**4,730**	0
Tulare	10,751	0	18,805	0	**29,556**	0
Tuolumne	1,781	0	3,486	80	**5,347**	0
Ventura	34,092	0	25,110	0	**59,202**	0
Yolo	8,702	0	7,320	0	**16,022**	0
Yuba	500	0	2,681	0	**3,181**	0
Statewide Regional	653,761	(163,360)	1,155,920	2,206	**1,731,384**	(82,857)
Interregional	142,679	0	385,307	0	**527,986**	0
TOTAL	796,440	(163,360)	1,541,227	2,206	**2,259,370**	(82,857)

Statewide SHA Capacity	**2,418,118**
Statewide PTA Capacity	**(158,748)**
Total	**2,259,370**

Table 5. Calculation of New Programming Targets and Shares - Maximum

($ in thousands)

County	Net Carryover		2018 STIP Share through 2023-24			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2015-16 & 2016-17	**Net Share (Maximum)**	Net Advance
Alameda	8,789	0	58,280	0	**67,069**	0
Alpine	2,150	0	1,732	0	**3,882**	0
Amador	1,049	0	3,932	0	**4,981**	0
Butte	3,617	0	11,645	0	**15,262**	0
Calaveras	1,500	0	4,702	0	**6,202**	0
Colusa	0	(2)	3,112	266	**3,376**	0
Contra Costa	44,039	0	39,857	0	**83,896**	0
Del Norte	0	(9,392)	2,906	0	**0**	(6,486)
El Dorado LTC	0	(5,170)	8,055	0	**2,885**	0
Fresno	28,428	0	43,922	0	**72,350**	0
Glenn	3,215	0	3,259	0	**6,474**	0
Humboldt	0	(1,029)	11,727	0	**10,698**	0
Imperial	0	(12,043)	20,845	0	**8,802**	0
Inyo	1,319	0	16,162	0	**17,481**	0
Kern	20,747	0	59,084	0	**79,831**	0
Kings	0	(17,145)	8,680	0	**0**	(8,465)
Lake	199	0	5,089	0	**5,288**	0
Lassen	7,275	0	7,448	0	**14,723**	0
Los Angeles	74,946	0	352,729	0	**427,675**	0
Madera	0	(13,688)	8,077	0	**0**	(5,611)
Marin	0	(32,447)	10,897	0	**0**	(21,550)
Mariposa	2,768	0	3,046	7	**5,821**	0
Mendocino	0	(4,452)	10,947	0	**6,495**	0
Merced	22,204	0	14,407	0	**36,611**	0
Modoc	1,516	0	3,975	0	**5,491**	0
Mono	11,316	0	12,008	0	**23,324**	0
Monterey	16,829	0	20,740	0	**37,569**	0
Napa	6,514	0	7,175	0	**13,689**	0
Nevada	0	(2,744)	6,168	0	**3,424**	0
Orange	44,666	0	108,598	0	**153,264**	0
Placer TPA	0	(35,212)	14,843	0	**0**	(20,369)
Plumas	6,393	0	4,441	0	**10,834**	0
Riverside	39,874	0	95,062	0	**134,936**	0
Sacramento	30,917	0	55,191	0	**86,108**	0
San Benito	0	(4,834)	3,820	0	**0**	(1,014)
San Bernardino	62,274	0	110,161	0	**172,435**	0
San Diego	37,186	0	124,681	0	**161,867**	0
San Francisco	0	(3,989)	29,565	0	**25,576**	0
San Joaquin	18,558	0	29,912	0	**48,470**	0
San Luis Obispo	8,557	0	21,940	600	**31,097**	0
San Mateo	30,068	0	30,085	0	**60,153**	0
Santa Barbara	3,678	0	24,681	0	**28,359**	0
Santa Clara	20,982	0	68,953	0	**89,935**	0
Santa Cruz	9,279	0	11,914	0	**21,193**	0
Shasta	1,718	0	12,756	0	**14,474**	0
Sierra	1,151	0	2,110	100	**3,361**	0
Siskiyou	2,611	0	8,748	0	**11,359**	0
Solano	11,198	0	18,062	0	**29,260**	0
Sonoma	0	(16,876)	22,189	0	**5,313**	0
Stanislaus	874	0	22,128	1,153	**24,155**	0
Sutter	491	0	5,087	0	**5,578**	0
Tahoe RPA	0	(4,337)	2,959	0	**0**	(1,378)
Tehama	7,468	0	6,484	0	**13,952**	0
Trinity	1,572	0	4,598	0	**6,170**	0
Tulare	10,751	0	27,382	0	**38,133**	0
Tuolumne	1,781	0	5,076	80	**6,937**	0
Ventura	34,092	0	36,563	0	**70,655**	0
Yolo	8,702	0	10,659	0	**19,361**	0
Yuba	500	0	3,904	0	**4,404**	0
Statewide Regional	653,761	(163,360)	1,683,158	2,206	**2,240,638**	(64,873)
Interregional	142,679	0	561,053	0	**703,732**	0
TOTAL	796,440	(163,360)	2,244,211	2,206	**2,944,370**	(64,873)

Statewide SHA Capacity	**3,088,118**
Statewide PTA Capacity	**(143,748)**
Total	**2,944,370**

Table 6. Advance Project Development Element
($ in thousands)

County	2018 STIP Advance Project Development Element Shares		
	Formula Distribution	Net Share APDE	Net Advance
Alameda	8,950	8,950	0
Alpine	266	266	0
Amador	604	604	0
Butte	1,788	1,788	0
Calaveras	722	722	0
Colusa	478	478	0
Contra Costa	6,121	6,121	0
Del Norte	446	0	(6,951)
El Dorado LTC	1,237	1,237	0
Fresno	6,745	6,745	0
Glenn	501	501	0
Humboldt	1,801	1,801	0
Imperial	3,201	3,201	0
Inyo	2,482	2,482	0
Kern	9,074	9,074	0
Kings	1,333	0	(9,851)
Lake	782	782	0
Lassen	1,144	1,144	0
Los Angeles	54,170	54,170	0
Madera	1,240	0	(6,901)
Marin	1,674	0	(23,289)
Mariposa	468	468	0
Mendocino	1,681	1,681	0
Merced	2,213	2,213	0
Modoc	610	610	0
Mono	1,844	1,844	0
Monterey	3,185	3,185	0
Napa	1,102	1,102	0
Nevada	947	947	0
Orange	16,678	16,678	0
Placer TPA	2,279	0	(22,739)
Plumas	682	682	0
Riverside	14,599	14,599	0
Sacramento	8,476	8,476	0
San Benito	587	0	(1,624)
San Bernardino	16,918	16,918	0
San Diego	19,148	19,148	0
San Francisco	4,540	4,540	0
San Joaquin	4,594	4,594	0
San Luis Obispo	3,369	3,369	0
San Mateo	4,620	4,620	0
Santa Barbara	3,790	3,790	0
Santa Clara	10,589	10,589	0
Santa Cruz	1,830	1,830	0
Shasta	1,959	1,959	0
Sierra	324	324	0
Siskiyou	1,343	1,343	0
Solano	2,774	2,774	0
Sonoma	3,408	1,770	0
Stanislaus	3,398	3,398	0
Sutter	781	781	0
Tahoe RPA	454	0	(1,851)
Tehama	996	996	0
Trinity	706	706	0
Tulare	4,205	4,205	0
Tuolumne	780	780	0
Ventura	5,615	5,615	0
Yolo	1,637	1,637	0
Yuba	599	599	0
Statewide Regional	258,487	248,836	(73,206)
Interregional	86,164	86,164	0
TOTAL	344,651	335,000	(73,206)

Statewide SHA Capacity	**335,000**
Statewide PTA Capacity	**0**
Total	**335,000**

Table 7. Planning, Programming, and Monitoring (PPM) Limitations
($ in thousands)

County	2016 STIP 2020-21	Total 2018 STIP 2020-21 through 2022-23	Total 2020-21 through 2022-23	5% PPM Limitation 2020-21 through 2022-23
Alameda	0	40,024	40,024	**2,001**
Alpine	0	1,189	1,189	**59**
Amador	0	2,701	2,701	**135**
Butte	0	7,998	7,998	**400**
Calaveras	0	3,229	3,229	**161**
Colusa	0	2,137	2,137	**107**
Contra Costa	0	27,372	27,372	**1,369**
Del Norte	0	1,995	1,995	**100**
El Dorado LTC	0	5,532	5,532	**277**
Fresno	0	30,164	30,164	**1,508**
Glenn	0	2,238	2,238	**112**
Humboldt	0	8,053	8,053	**403**
Imperial	0	14,315	14,315	**716**
Inyo	0	11,100	11,100	**555**
Kern	0	40,576	40,576	**2,029**
Kings	0	5,961	5,961	**298**
Lake	0	3,495	3,495	**175**
Lassen	0	5,115	5,115	**256**
Los Angeles	0	242,239	242,239	**12,112**
Madera	0	5,547	5,547	**277**
Marin	0	7,484	7,484	**374**
Mariposa	0	2,092	2,092	**105**
Mendocino	0	7,518	7,518	**376**
Merced	0	9,894	9,894	**495**
Modoc	0	2,730	2,730	**137**
Mono	0	8,246	8,246	**412**
Monterey	0	14,243	14,243	**712**
Napa	0	4,927	4,927	**246**
Nevada	0	4,236	4,236	**212**
Orange	0	74,581	74,581	**3,729**
Placer TPA	0	10,194	10,194	**510**
Plumas	0	3,050	3,050	**153**
Riverside	0	65,284	65,284	**3,264**
Sacramento	0	37,903	37,903	**1,895**
San Benito	0	2,623	2,623	**131**
San Bernardino	0	75,654	75,654	**3,783**
San Diego	0	85,625	85,625	**4,281**
San Francisco	0	20,304	20,304	**1,015**
San Joaquin	0	20,543	20,543	**1,027**
San Luis Obispo	0	15,068	15,068	**753**
San Mateo	0	20,661	20,661	**1,033**
Santa Barbara	0	16,950	16,950	**848**
Santa Clara	0	47,354	47,354	**2,368**
Santa Cruz	0	8,182	8,182	**409**
Shasta	0	8,760	8,760	**438**
Sierra	0	1,449	1,449	**72**
Siskiyou	0	6,008	6,008	**300**
Solano	0	12,404	12,404	**620**
Sonoma	0	15,238	15,238	**762**
Stanislaus	0	15,197	15,197	**760**
Sutter	0	3,493	3,493	**175**
Tahoe RPA	0	2,032	2,032	**102**
Tehama	0	4,453	4,453	**223**
Trinity	0	3,158	3,158	**158**
Tulare	0	18,805	18,805	**940**
Tuolumne	0	3,486	3,486	**174**
Ventura	0	25,110	25,110	**1,256**
Yolo	0	7,320	7,320	**366**
Yuba	0	2,681	2,681	**134**
Statewide	0	1,155,920	1,155,920	**57,796**

Note: Limitation amounts include amounts already programmed.

M e m o r a n d u m

Tab 22

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 3.5
Information

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Teresa Favila
Assistant Deputy Director

Subject: **UPDATE ON THE 2017 REPORT OF THE STATE TRANSPORTATION IMPROVEMENT PROGRAM BALANCES, COUNTY AND INTERREGIONAL SHARES**

SUMMARY:

The California Transportation Commission (Commission) is required to maintain a long-term balance of shares, shortfalls, and surpluses for the regional and interregional improvement programs, which collectively make up the State Transportation Improvement Program (STIP). The Commission is also required to make the share balances through the preceding fiscal year available for review by all regional agencies at the time of each fund estimate no later than August 15 of each year.

Commission staff transmitted this year's report to all regions and to the California Department of Transportation (Caltrans) on August 4, 2017. The report includes both county and interregional share balances, with listings of projects programmed from those balances. The report's transmittal letter (Attachment A) and summary table of balances (Attachment B) are attached. The full report is available on the Commission's website (www.catc.ca.gov) and can also be obtained by contacting the Commission's office.

BACKGROUND:

Streets and Highways Code Section 188.11 requires that the Commission maintain a long-term balance of shares, shortfalls, and surpluses for the regional and interregional programs. This statute also requires the Commission to make the balances through the preceding fiscal year available for review at the time of each fund estimate and by no later than August 15 of each year. The balances are to include shares from the prior fund estimate, amounts programmed in the STIP, surpluses or shortfalls due to reservations or advancements, and adjustments as provided for in statute.

Attachments:

Attachment A: 2017 Report of STIP Balances County and Interregional Shares letter to the regions and Caltrans

Attachment B: Summary of STIP Share Balances through June 30, 2017

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

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

SUSAN BRANSEN, Executive Director

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

CALIFORNIA TRANSPORTATION COMMISSION

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August 4, 2017

To: Regional Agencies and the California Department of Transportation

2017 Report of STIP Balances
County and Interregional Shares

The California Transportation Commission's (Commission) twentieth annual report of State Transportation Improvement Program (STIP) county share and interregional share balances is provided with this letter for your review. Streets and Highways Code Section 188.11 mandates that the Commission maintain a record of balances and that it make the balances through the end of each fiscal year available for review by regional agencies not later than August 15 each year.

This year's report of share balances includes allocations approved through the June 29, 2017 Commission meeting. The balances in this report are based on capacity identified through 2020-21 in the 2016 STIP fund estimate, adopted in January 2016. The balances also include all current cash commitments made for AB 3090 reimbursements.

STIP project listings are included in the report for the primary purpose of documenting the use and availability of county and interregional shares. The Commission breaks down the programming of STIP projects into three distinct categories: (1) highway projects; (2) rail and transit projects; and (3) bicycle and pedestrian projects. Although these listings provide a useful summary of STIP projects, the project descriptions are brief and should not be regarded as complete and authoritative. The California Department of Transportation maintains a database with more complete project descriptions, and final authority rests with specific Commission actions and corresponding supporting documentation.

Please direct any comments or questions regarding this report to the Commission's Assistant Deputy Director, Teresa Favila, at 916-653-2064 or by email at Teresa.Favila@dot.ca.gov.

Sincerely,

Susan Bransen

SUSAN BRANSEN
Executive Director

SUMMARY OF STIP SHARE BALANCES
Through June 30, 2017

($1,000's)

County	STIP County and Interregional Share Balances			
	Total Share Amount	Amount Programmed	Unprogrammed Balance	Balance Advanced
Alameda	23,596	14,807	8,789	0
Alpine	2,832	682	2,150	0
Amador	4,300	3,251	1,049	0
Butte	18,418	14,801	3,617	0
Calaveras	6,834	5,334	1,500	0
Colusa	2,106	2,108	0	2
Contra Costa	86,635	42,596	44,039	0
Del Norte	(9,262)	130	0	9,392
El Dorado CTC	582	5,752	0	5,170
Fresno	80,593	52,165	28,428	0
Glenn	5,730	2,515	3,215	0
Humboldt	24,689	25,718	0	1,029
Imperial	26,697	38,740	0	12,043
Inyo	40,685	39,366	1,319	0
Kern	74,474	53,727	20,747	0
Kings	(15,435)	1,710	0	17,145
Lake	20,380	20,181	199	0
Lassen	20,558	13,283	7,275	0
Los Angeles	247,721	172,775	74,946	0
Madera	(6,487)	7,201	0	13,688
Marin	(31,726)	721	0	32,447
Mariposa	5,993	3,225	2,768	0
Mendocino	6,450	10,902	0	4,452
Merced	22,847	643	22,204	0
Modoc	4,772	3,256	1,516	0
Mono	29,289	17,973	11,316	0
Monterey	69,122	52,293	16,829	0
Napa	14,420	7,906	6,514	0
Nevada	3,522	6,266	0	2,744
Orange	162,891	118,225	44,666	0
Placer TPA	(34,717)	495	0	35,212
Plumas	7,281	888	6,393	0
Riverside	92,804	52,930	39,874	0
Sacramento	59,200	28,283	30,917	0
San Benito	4,915	9,749	0	4,834
San Bernardino	129,559	67,285	62,274	0
San Diego	94,231	57,045	37,186	0
San Francisco	2,981	6,970	0	3,989
San Joaquin	34,452	15,894	18,558	0
San Luis Obispo	15,496	6,939	8,557	0
San Mateo	74,789	44,721	30,068	0
Santa Barbara	40,780	37,102	3,678	0
Santa Clara	43,109	22,127	20,982	0
Santa Cruz	26,316	17,037	9,279	0
Shasta	18,091	16,373	1,718	0
Sierra	2,992	1,841	1,151	0
Siskiyou	10,771	8,160	2,611	0
Solano	15,300	4,102	11,198	0
Sonoma	(12,352)	4,524	0	16,876
Stanislaus	35,394	34,520	874	0
Sutter	4,689	4,198	491	0
Tahoe RPA	7,229	11,566	0	4,337
Tehama	14,767	7,299	7,468	0
Trinity	1,902	330	1,572	0
Tulare	39,866	29,115	10,751	0
Tuolumne	11,363	9,582	1,781	0
Ventura	35,742	1,650	34,092	0
Yolo	17,638	8,936	8,702	0
Yuba	12,024	11,524	500	0
Statewide Regional	1,749,838	1,259,437	653,761	163,360
Interregional	696,006	553,327	142,679	0
TOTAL	2,445,844	1,812,764	796,440	163,360

M e m o r a n d u m

Tab 23

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 4.26
Action

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Laurie Waters
Associate Deputy Director

Subject: **ADOPTION OF 2017 ACTIVE TRANSPORTATION PROGRAM – GREENHOUSE GAS REDUCTION FUNDS**
RESOLUTION G-17-26, AMENDING RESOLUTION G-16-32

ISSUE:

Should the California Transportation Commission (Commission) adopt the 2017 Active Transportation Program – Greenhouse Gas Reduction Funds as recommended by staff?

RECOMMENDATION:

Commission staff recommends that the Commission adopt the 2017 Active Transportation Program – Greenhouse Gas Reduction Funds in accordance with the attached resolution and the staff recommendations, noting any specific changes, corrections, or exceptions to staff recommendations.

In summary, staff recommends programming $10,000,000 in Active Transportation Program – Greenhouse Gas Reduction Funds to three projects valued at $16,274,000. This includes programming of $7,100,000 to two projects that provide benefits to disadvantaged communities.

Commission staff recommends that the Commission adopt the following three projects into the 2017 Active Transportation Program – Greenhouse Gas Reduction Funds:

1) City of South Lake Tahoe – Sierra Boulevard Complete Streets Project
2) Los Angeles County Metropolitan Transportation Authority – Metro Bike Share USC/South Los Angeles/Expo Line Communities Expansion
3) San Gabriel Valley Council of Governments – Bike Share Expansion into the San Gabriel Valley

The Commission received 27 applications requesting funds from the 2017 Active Transportation Program – Greenhouse Gas Reduction Fund Program. These applications were reviewed and evaluated by Commission, California Department of Transportation (Caltrans), and California Air Resources Board staff. While Commission and Caltrans staff evaluated project applications based on all aspects of the Commission's adopted guidance, the California Air Resources Board staff limited their review to project eligibility, greenhouse gas reductions, and disadvantaged

community benefit criteria. Based on the evaluations conducted, it was determined that 17 projects did not meet the requirements of the Active Transportation Program – Greenhouse Gas Reduction Funds and were removed from the evaluation process.

Of the 10 eligible projects remaining, based on the evaluations conducted, Commission staff recommends funding the three projects identified above and detailed further in Attachment A.

Due to the limited programming capacity available for the successful applicants, staff recommends funding only $4,554,000 of the $6,850,000 requested by the San Gabriel Valley Council of Governments for the Bike Share Expansion into the San Gabriel Valley project. Commission staff will work with the San Gabriel Valley Council of Governments to determine if the project may be delivered with the funds available.

BACKGROUND:

Assembly Bill (AB) 1613 (Budget Act of 2016), signed by the Governor on September 14, 2016, appropriated Greenhouse Gas Reduction Funds totaling $10 million for the Active Transportation Program necessitating an amendment to the 2017 Active Transportation Program Guidelines. The Commission adopted amendments to the Active Transportation Program Guidelines for the use of these funds at the October 2016 Commission meeting.

AB 1532 (Pérez, Chapter 807, Statutes of 2012), Senate Bill (SB) 535 (De León, Chapter 830, Statutes of 2012), and SB 1018 (Budget and Fiscal Review Committee, Chapter 39, Statutes of 2012) provide the framework for how the Greenhouse Gas Reduction Funds must be appropriated and expended. Goals derived from AB 1532, established for the investment of auction proceeds, and SB 535, requirements for allocating funds to benefit disadvantaged communities, are:

- Reduce greenhouse gas emissions;
- Maximize economic, environmental, and public health benefits to the State;
- Foster job creation by promoting in-State greenhouse gas emission reduction projects carried out by California workers and businesses;
- Complement efforts to improve air quality;
- Direct investment toward the most disadvantaged communities and households in the State;
- Provide opportunities for businesses, public agencies, nonprofits, and other community institutions to participate in and benefit from statewide efforts to reduce greenhouse gas emissions; and
- Lessen the impacts and effects of climate change on the State's communities, economy, and environment.

Pursuant to AB 1613, the $10 million appropriated from the Greenhouse Gas Reduction Fund for the Active Transportation Program must be allocated by the Commission no later than June 30, 2018 and liquidated by June 30, 2020.

Attachments:

- Attachment A: 2017 Active Transportation Program – Greenhouse Gas Reduction Funds: Staff Recommendations

- Attachment B: Resolution G-17-26

August 16-17, 2017

CALIFORNIA TRANSPORTATION COMMISSION

ADOPTION OF THE 2017 ACTIVE TRANSPORTATION PROGRAM
GREENHOUSE GAS REDUCTION FUNDS
RESOLUTION G-17-26
Amending Resolution No. G-16-32

1.1 **WHEREAS**, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking; and

1.2 **WHEREAS**, Streets and Highways Code section 2384 requires the California Transportation Commission (Commission) to adopt a program of projects to receive allocations under the ATP; and

1.3 **WHEREAS**, Assembly Bill 1613, signed by the Governor on September 14, 2016, appropriated $10 million from the Greenhouse Gas Reduction Fund for the Active Transportation Program; and

1.4 **WHEREAS**, Senate Bill 535, set forth that no less than 25% of Greenhouse Gas Reduction Funds must be allocated to projects that benefit disadvantaged communities; and

1.5 **WHEREAS**, not all programs utilizing Greenhouse Gas Reduction Funds can contribute towards the disadvantaged community requirements, certain programs are required to exceed the statutory minimum; therefore, the Administration specified a 50% funding target for the Active Transportation Program; and

1.6 **WHEREAS**, on October 20, 2016, the Commission adopted an amendment to the 2017 ATP Guidelines for the use of Greenhouse Gas Reduction Funds and issued a call for projects on June 1, 2017; and

1.7 **WHEREAS**, the Commission staff recommendations for the 2017 Active Transportation Program were published on July 31, 2017; and

1.8 **WHEREAS,** Streets and Highways Code section 2382(a) requires the California Transportation Commission (Commission) to develop guidelines for the Active Transportation Program; and

1.9 **WHEREAS**, the staff recommendations conform to the Fund Estimate and other requirements of the Active Transportation Program – Greenhouse Gas Reduction Funds; and

1.10 **WHEREAS,** the Commission considered staff recommendations and public testimony at its August 16-17, 2017 meeting.

2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2017 Active Transportation Program – Greenhouse Gas Reduction Funds to include the program described in the staff recommendations, including the attachment to this resolution; and

2.2 **BE IT FURTHER RESOLVED**, that the Department will continue to work with project sponsors to resolve any project component eligibility and deliverability issues, and report back to the Commission with project specific programming recommendations to resolve those issues; and

2.3 **BE IT FURTHER RESOLVED,** that having a project included in the adopted 2017 Active Transportation Program – Greenhouse Gas Reduction Funds, is not authorization to begin work on that project. Contracts may not be awarded nor work begin until an allocation is approved by the Commission for a project in the adopted program; and

2.4 **BE IT FURTHER RESOLVED**, that if available funding is less than assumed in the Fund Estimate, the Commission may be forced to delay or restrict allocations using interim allocation plans, or, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed.

2017 Active Transportation Program - Greenhouse Gas Reduction Funds
($1,000's)
Staff Recommendations

Application ID	Co	Project Title	DAC SB 535 (CES 2.0)	Total Project Cost	Total Fund Request	Funding Recommendation	17-18	CON	CON NI
3-South Lake Tahoe-1	ED	Sierra Boulevard Complete Streets Project		6,267	2,900	2,900	2,900	2,900	0
7-Los Angeles County Metropolitan Transportation Authority-2	LA	Metro Bike Share USC/South LA/Expo Line Communities Expansion	X	2,546	2,546	2,546	2,546	2,287	259
7-San Gabriel Valley Council of Governments-1*	LA	Bike Share Expansion into the San Gabriel Valley	X	7,461	6,850	4,554	6,850	6,577	273
		Totals		16,274	12,296	10,000	12,296	11,764	532

* Applicant requested $6850. $4554 was the remaining available funding. Commission staff will work with the applicant to determine if the project can be delivered with available ATP - GGRF funding

CES: CalEnviroScreen
CON: Construction Funding
DAC: Benefit to Disadvantaged Communities
NI: Non-Infrastructure

M e m o r a n d u m

Tab 24

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 4.10
Action

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Laura Pennebaker
Associate Deputy Director

Subject: **ADOPTION OF THE 2017 LOCAL STREETS AND ROADS FUNDING ANNUAL REPORTING GUIDELINES (RESOLUTION G-17-23)**

ISSUE:

Should the California Transportation Commission (Commission) approve the proposed 2017 Local Streets and Roads Funding Annual Reporting Guidelines for new funding made available through the enactment of the Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017)?

RECOMMENDATION:

Staff recommends that the Commission adopt the proposed 2017 Local Streets and Roads Funding Annual Reporting Guidelines as provided in Attachment A, and permit staff to make technical non-substantive changes to the proposed guidelines and post the adopted guidelines to the Commission's website.

BACKGROUND:

On April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017). To address basic road maintenance, rehabilitation and critical safety needs on both the state highway and local streets and road system, SB 1: increases per gallon fuel excise taxes; increases diesel fuel sales taxes and vehicle registration fees; and provides for inflationary adjustments to tax rates in future years.

Beginning November 1, 2017, the State Controller (Controller) will deposit various portions of this new funding into the newly created Road Maintenance and Rehabilitation Account. A percentage of this new Road Maintenance and Rehabilitation Account funding will be apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code Section 2032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, to be eligible for Road Maintenance and Rehabilitation Account funding, statute requires cities and counties to annually provide basic project reporting to the Commission for projects anticipated for and funded through the Road Maintenance and Rehabilitation Account.

Commission's Authority

Streets and Highways Code Section 2034 outlines reporting requirements to the Commission that cities and counties must meet in order to be eligible to receive Road Maintenance and Rehabilitation Account funding, and the responsibility of the Commission to report eligible jurisdictions to the Controller:

> *Streets and Highways Code Section 2034(a)*
>
> *(1) Prior to receiving an apportionment of funds under the program pursuant to paragraph (2) of subdivision (h) of Section 2032 from the Controller in a fiscal year, an eligible city or county shall submit to the commission a list of projects proposed to be funded with these funds pursuant to an adopted city or county budget. All projects proposed to receive funding shall be included in a city or county budget that is adopted by the applicable city council or county board of supervisors at a regular public meeting. The list of projects proposed to be funded with these funds shall include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement. The project list shall not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities so long as the projects are consistent with subdivision (b) of Section 2030.*
>
> *(2) The commission shall report to the Controller the cities and counties that have submitted a list of projects as described in this subdivision and that are therefore eligible to receive an apportionment of funds under the program for the applicable fiscal year. The Controller, upon receipt of the report, shall apportion funds to eligible cities and counties.*
>
> *Streets and Highways Code Section 2034(b)*
>
> *For each fiscal year, each city or county receiving an apportionment of funds shall, upon expending program funds, submit documentation to the commission that includes a description and location of each completed project, the amount of funds expended on the project, the completion date, and the estimated useful life of the improvement.*

Commission's Role

Pursuant to Streets and Highways Code Section 2034, the Commission's role in this program is focused on preparing and updating programmatic guidelines and administering reporting requirements for cities and counties and compiling and sharing project information with the Legislature and the public.

Controller's Role

The Controller has a separate and distinct role to apportion Road Maintenance and Rehabilitation Account funding to cities and counties, audit the expenditure of Road Maintenance and Rehabilitation Account funding, and oversee the maintenance of effort requirement established in Streets and Highways Code Section 2036 which specifies that cities and counties must maintain

their existing commitment of local funds for street, road, and highway purposes in order to remain eligible for Road Maintenance and Rehabilitation Account apportionments. The Controller maintains *Guidelines Relating to Gas Tax Expenditures for Cities and Counties* which currently address existing Highway User Tax Account funds. Road Maintenance and Rehabilitation Account and Highway User Tax Account funds are both formula funds apportioned on a monthly basis in a similar manner by the State Controller. The Guidelines Relating to Gas Tax Expenditures for Cities and Counties were last updated in August 2015 and are anticipated to be updated again to address new Road Maintenance and Rehabilitation Account funds and accountability measures specifically under purview of the Controller such as the maintenance of effort requirement.

Local Streets and Roads Funding Annual Reporting Guidelines Development Process

Commission staff, in collaboration with stakeholders, developed the attached Local Streets and Roads Funding Annual Reporting Guidelines to enable the Commission to fulfill its statutory responsibility to administer Road Maintenance and Rehabilitation Account project reporting requirements for cities and counties pursuant to Streets and Highways Code Section 2034. The guidelines outline the general policies and procedures for cities and counties to carry out the annual Road Maintenance and Rehabilitation Account project reporting requirements and for the Commission's annual transmittal of a list of eligible cities and counties to the Controller.

To ensure timely roll-out of this program, the Commission initiated the guidelines development process on June 9th. Commission staff worked collaboratively with cities, counties, and their representatives as well as the Controller's Divisions of Audits and Local Programs to develop initial draft program reporting guidelines. Draft guidelines were released for comment on June 30th and written comments on that draft were accepted through July 14th. Staff received numerous emails and letters conveying feedback and comments. Comment letters received are available in Attachment C. On July 18th a workshop was held in Sacramento to discuss stakeholder comments and feedback on the draft guidelines. Comments received were generally focused in the following areas:

- Adjusting project list due dates to better align with the city and county budget process;
- Addressing late or incomplete submittals of project lists;
- Clarification that budget amendments are an allowable way to adopt project lists;
- Clarification regarding the level of project detail in adopted or amended budgets;
- Addressing multi-year projects in the guidelines and reporting forms;
- Clarification of certain terms such as estimated useful life and project completion;
- Providing an online procedure for project reporting;
- Considering community input, complete streets, safety & green infrastructure;
- Numerous questions and clarifications regarding areas under purview of the Controller such as the maintenance of effort calculation process, eligible uses, and timing of funds.

Staff was able to work with stakeholders to incorporate or otherwise address most of the comments received. The FY 2017-18 project list submittal due date was adjusted from September 15th to October 16th to better accommodate the city and county budget development process. The scope and content of the proposed project list and project expenditure report are outlined in Appendix A and B respectively and will inform the development of the standard forms that cities and counties will utilize for project reporting.

At this time there are still some outstanding questions and areas of program clarification that will need to be addressed in future guidelines updates including the following:

Numerous questions and requests for clarification regarding issues under purview of the Controller (maintenance of effort calculation process, eligible uses, and timing of funds) have been received by Commission staff during the guidelines development process and have been shared with staff from the Controller's Office. As these are not areas specific to the reporting requirements administered by the Commission for this program, they will not be explicitly addressed in the Local Streets and Roads Funding Annual Reporting Guidelines. We do anticipate, however, that these areas will be addressed through updated *Guidelines Relating to Gas Tax Expenditures for Cities and Counties* developed by the Controller which will be incorporated by reference in future updates to the Commission's reporting guidance for this program.

Based on feedback received from city and county representatives, the FY 18-19 program schedule reflected in Appendix C will require additional discussion and update next year. This is due to the fact that in the current wording of Streets and Highways Code Section 2034, the FY 18-19 schedule for project list submittal and Commission adoption of the statewide list of eligible cities and counties does not align with the existing local agency budget finalization and adoption processes. The California State Association of Counties and League of California Cities have indicated that they intend to pursue clean-up legislation to ensure that timeframes for report submission in FY 18-19 and beyond coincide with the appropriate steps in the local budget process, or allow an alternative pathway for compliance with SB 1's important accountability and transparency provisions.

Commission staff will incorporate any updates in these areas into future iterations of the Local Streets and Roads Funding Annual Reporting Guidelines.

Attachments:

- Attachment A: 2017 Local Streets and Roads Funding Reporting Guidelines
- Attachment B: Resolution G-17-23
- Attachment C: Correspondence

THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

2017 LOCAL STREETS AND ROADS FUNDING

ANNUAL REPORTING GUIDELINES

August 2017

California Transportation Commission

2017 LOCAL STREETS AND ROADS FUNDING ANNUAL REPORTING GUIDELINES

Adopted by the California Transportation Commission on
August_____, 2017

Pursuant to California Streets and Highways Code Section 2034

Commissioners

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CALIFORNIA TRANSPORTATION COMMISSION
THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

ANNUAL REPORTING GUIDELINES FOR LOCAL STREETS AND ROADS FUNDING

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I. Introduction

1. Background and Purpose of Reporting Guidelines

On April 28, 2017 the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), which is known as the Road Repair and Accountability Act of 2017. To address basic road maintenance, rehabilitation and critical safety needs on both the state highway and local streets and road system, SB 1: increases per gallon fuel excise taxes; increases diesel fuel sales taxes and vehicle registration fees; and provides for inflationary adjustments to tax rates in future years.

Beginning November 1, 2017, the State Controller (Controller) will deposit various portions of this new funding into the newly created Road Maintenance and Rehabilitation Account (RMRA). A percentage of this new RMRA funding will be apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code (SHC) Section 2032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. For a detailed breakdown of RMRA funding sources and the disbursement of funding please see Sections 5 and 6 of these guidelines.

SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, in order to be eligible for RMRA funding, statute requires cities and counties to provide basic annual RMRA project reporting to the California Transportation Commission (Commission).

These guidelines describe the general policies and procedures for carrying out the annual RMRA project reporting requirements for cities and counties and other statutory objectives as outlined in Section 2 below. The guidelines were developed in consultation with state, regional, and local government entities and other transportation stakeholders.

The Commission may amend these guidelines after first giving notice of the proposed amendments. In order to provide clear and timely guidance, it is the Commission's policy that a reasonable effort be made to amend the guidelines prior to the due date for project lists or the Commission may extend the deadline for project list submission in order to facilitate compliance with the amended guidelines.

2. Program Objectives and Statutory Requirements

Streets and Highways Code (SHC) Section 2032.5(a) articulates the general intent of the legislation that recipients of RMRA funding be held accountable for the efficient investment of public funds to maintain local streets and roads and are accountable to the people through performance goals that are tracked and reported.

Pursuant to SHC Section 2030(a), the objective of the Local Streets and Roads Program is to address deferred maintenance on the local streets and roads system through the prioritization and delivery of basic road maintenance and rehabilitation projects as well as critical safety projects.

Cities and counties receiving RMRA funds must comply with all relevant federal and state laws, regulations, policies, and procedures. The main requirements for the program are codified in SHC Sections 2034, 2036, 2037, and 2038 and include the following:

- Prior to receiving an apportionment of RMRA funds from the Controller in a fiscal year, a city or county must submit to the Commission a list of projects proposed to be funded with these funds. All projects proposed to receive funding must be included in a city or county budget that is adopted by the applicable city council or county board of supervisors at a regular public meeting [SHC 2034(a)(1)].
- The list of projects must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement [SHC 2034(a)(1)]. Further guidance regarding the scope, content, and submittal process for project lists prepared by cities and counties is provided in Sections 9-10.
- The project list does not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities so long as the projects are consistent with RMRA priorities as outlined in SHC 2030(b) [SHC 2034(a)(1)].
- The Commission will report to the Controller the cities and counties that have submitted a list of projects as described in SHC 2034(a)(1) and that are therefore eligible to receive an apportionment of RMRA funds for the applicable fiscal year [SHC 2034(a)(2)].
- The Controller, upon receipt of the report from the Commission, shall apportion RMRA funds to eligible cities and counties pursuant to SHC 2032(h) [SHC 2034(a)(2)].
- For each fiscal year in which RMRA funds are received and expended, cities and counties must submit documentation to the Commission that includes a description and location of each completed project, the amount of funds expended on the project, the completion date, and the estimated useful life of the improvement [SHC 2034(b)]. Further guidance regarding the scope, content, and submittal process for program expenditure reports is provided in Sections 12-13.
- A city or county receiving an apportionment of RMRA funds is required to sustain a maintenance of effort (MOE) by spending at least the annual average of its general fund expenditures during the 2009–10, 2010–11, and 2011–12 fiscal years for street, road, and highway purposes from the city's or county's general fund [SHC 2036]. Monitoring and enforcement of the maintenance of effort requirement for RMRA funds will be carried out by the Controller and is addressed in more detail in Section 15.
- A city or county may spend its apportionment of RMRA funds on transportation priorities other than priorities outlined in SHC 2030(b) if the city or county's average Pavement Condition Index (PCI) meets or exceeds 80 [SHC 2037].
- By July 1, 2023, cities and counties receiving RMRA funds must follow guidelines developed by the California Workforce Development Board (Board) that address participation and investment in, or partnership with, new or existing pre-apprenticeship training programs [SHC 2038]. Further information regarding the forthcoming Board Guidelines and future Board-sponsored grant opportunities is available in Section 16.

3. Program Roles and Responsibilities

Below is a general outline of the roles and responsibilities of recipient cities/counties, the Commission, the Controller, and the California Workforce Development Board, in carrying out the program's statutory requirements, as well as activities the Commission will undertake to meet the legislative intent of SB 1:

Recipient Cities/Counties:

- Develop and submit a list of projects to the Commission each fiscal year.
- Develop and submit a project expenditure report to the Commission each fiscal year.
- Comply with all requirements including reporting requirements for RMRA funding.

Commission:

- Provide technical assistance to cities and counties in the preparation of project lists and reports.
- Receive project lists from cities and counties each fiscal year.
- Provide a comprehensive list to the Controller each fiscal year of cities and counties eligible to receive RMRA apportionments.
- Receive program expenditure reports from cities and counties each fiscal year and provide aggregated statewide information regarding use of RMRA funds to the Legislature and the public (e.g. the Commission's Annual Report to the Legislature and a SB 1 Accountability Website).

Controller:

- Receive list of cities and counties eligible for RMRA apportionments each fiscal year from the Commission.
- Apportion RMRA funds to cities and counties.
- Oversee Maintenance of Effort and other requirements for RMRA funds including reporting required pursuant to SHC 2151.

California Workforce Development Board:

- Pursuant to SHC 2038, establish a pre-apprenticeship development and training grant program beginning January 1, 2019 that local public agencies receiving RMRA funds are eligible to apply for or partner with other entities to apply for.
- Pursuant to SHC 2038, develop guidelines for public agencies receiving RMRA funds to participate, invest in, or partner with, new or existing pre-apprenticeship training programs. Local public agencies receiving RMRA funds must follow the guidelines by no later than July 1, 2023.

4. Program Schedule

The following schedule lists the major milestones for the development of the 2017 Local Streets and Roads Funding Annual Reporting Guidelines, initial submittal of project lists, and transmittal of eligibility list to the Controller. See Appendix C for a more detailed program schedule.

Draft Guidelines Circulated for Public Review	June 19 – July 10, 2017
Commission Adoption of Guidelines	August 16-17, 2017
Technical Assistance and Outreach to Cities/Counties	August 18 – October 16, 2017
Project Lists due to Commission	October 16 , 2017
Commission Adopts List of Eligible Cities and Counties	December 6-7 , 2017
Commission Submits List to Controller	December 6-7, 2017
Controller FY 17-18 Apportionments Begin	Mid-January 2018

II. Funding

5. Source

The State of California imposes per-gallon excise taxes on gasoline and diesel fuel, sales taxes on diesel fuel, and registration taxes on motor vehicles and dedicates these revenues to transportation purposes. Portions of these revenues flow to cities and counties through the Highway Users Tax Account (HUTA) and the newly established RMRA created by SB 1.

The Local Streets and Roads Funding Program administered by the Commission in partnership with the Controller is supported by RMRA funding which includes portions of revenues pursuant to SHC 2031 from the following sources:

- An additional 12 cent per gallon increase to the gasoline excise tax effective November 1, 2017.
- An additional 20 cent per gallon increase to the diesel fuel excise tax effective November 1, 2017.
- An additional vehicle registration tax called the “Transportation Improvement Fee” with rates based on the value of the motor vehicle effective January 1, 2018.
- An additional $100 vehicle registration tax on zero emissions (ZEV) vehicles of model year 2020 or later effective July 1, 2020.
- Annual rate increases to these taxes beginning on July 1, 2020 (July 1, 2021 for the ZEV fee) and every July 1st thereafter equal to the change in the California Consumer Price Index (CPI).

SHC 2032(h)(2) specifies that 50 percent of the balance of revenues deposited into the RMRA, after certain funding is set aside for various programs, will be continuously appropriated for apportionment to cities and counties by the Controller pursuant to the formula in SHC Section 2103(a)(3)(C)(i) and (ii).

6. Estimation and Disbursement of Funds

While neither, the Commission nor the State Controller's Office prepare formal estimates of RMRA funds, the Department of Finance (DOF) estimates the total amount of funding that will be deposited into the RMRA annually. The California State Association of Counties and the League of California Cities use this information from DOF to develop city and county level estimates of RMRA funds which are available here:

California State Association of Counties
http://www.counties.org/sb-1-road-repair-and-accountability-act-2017

League of California Cities
http://www.californiacityfinance.com/

Each fiscal year, upon receipt of a list of cities and counties that are eligible to receive an apportionment of RMRA funds pursuant to SHC 2032(h)(2) from the Commission, the Controller is required to apportion RMRA funds to eligible cities and counties consistent with the formula outlined in SHC Section 2103(a)(3)(C)(i) and (ii). It is expected that the Controller will continuously apportion RMRA funds on a monthly basis to eligible cities and counties using a process and system similar to that of HUTA apportionments. RMRA funding is continuously apportioned and is not provided on a reimbursement basis.

The Commission does not approve project lists and provide authorization to proceed with RMRA funded projects. The Commission receives project lists, determines they are complete and meet basic statutory requirements outlined in SHC 2034 and then approves and submits a statewide list to the Controller of cities and counties that are eligible to begin receiving monthly RMRA funding apportionments.

III. Eligibility and Program Priorities

7. Eligible Recipients

Eligible recipients of RMRA funding apportionments include cities and counties that have prepared and submitted a project list to the Commission pursuant to SHC Section 2034(a)(1) and that have been included in a list of eligible entities submitted by the Commission to the Controller pursuant to SHC Section 2034(a)(2).

Recipients of RMRA apportionments must comply with all relevant federal and state laws, regulations, policies, and procedures.

8. Program Priorities and Example Projects

Pursuant to SHC Section 2030(a), RMRA funds made available for the Local Streets and Roads Funding Program shall be prioritized for expenditure on basic road maintenance and rehabilitation projects, and on critical safety projects.

SHC Section 2030(b)(1) provides a number of example projects and uses for RMRA funding that include, but are not limited to, the following:

- Road Maintenance and Rehabilitation
- Safety Projects

- Railroad Grade Separations
- Complete Streets Components (including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project)
- Traffic Control Devices

SHC Section 2030(b)(2) states that funds made available by the program may also be used to satisfy a match requirement in order to obtain state or federal funds for projects authorized by this subdivision.

SHC Section 2030(c)-(f) specifies additional project elements that will be incorporated into RMRA-funded projects by cities and counties to the extent possible and cost effective, and where feasible (as deemed by cities and counties). These elements are:

- Technologies and material recycling techniques that lower greenhouse gas emissions and reduce the cost of maintaining local streets and roads through material choice and construction method.
- Systems and components in transportation infrastructure that recognize and accommodate technologies including but not limited to ZEV fueling or charging and infrastructure-vehicles communications for transitional or fully autonomous vehicles.
- Project features to better adapt the transportation asset to withstand the negative effects of climate change and promote resiliency to impacts such as fires, floods, and sea level rise (where appropriate given a project's scope and risk level for asset damage due to climate change).
- Complete Streets Elements (such as project features that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities) are expected to be incorporated into RMRA funded projects to the extent (as deemed by cities and counties) beneficial, cost-effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby facilities.

Pursuant to SHC Section 2037, a city or county may spend its apportionment of RMRA funds on transportation priorities other than those outlined in SHC Section 2030 if the city's or county's average Pavement Condition Index (PCI) meets or exceeds 80.

IV. Project List Submittal

9. Content and Format of Project List

Pursuant to SHC Section 2034(a)(1), prior to receiving an apportionment of RMRA funds from the State Controller in a fiscal year, a city or county must submit to the Commission a list of projects proposed to be funded with these funds pursuant to an adopted city or county budget, which may include pertinent budget amendments.

Listed below are the specific statutory criteria for the content of the project list along with additional guidance provided to help ensure a consistent statewide format and to facilitate accountability and transparency within the Local Streets and Roads Program.

a.) Included in an Adopted Budget

All proposed projects must be included in a city or county budget that is adopted by the applicable city council or county board of supervisors at a regular public meeting.

To ensure transparency and to meet the intent of SHC Section 2034(a)(1) "included in a city or county budget" can mean either of the following:

a.) A specific list of projects proposed for RMRA funding adopted as part of the city/county's regular operating or capital improvement budget, at a regular public meeting; or

b.) A specific list of projects proposed for RMRA funding amended into the city/county's regular operating or capital improvement budget, at a regular public meeting.

Documentation of Inclusion in an Adopted Budget

A city or county must provide a public record which illustrates that projects proposed for RMRA funding through the Local Streets and Roads Program have been included in an adopted city or county operating budget. Examples of an acceptable public record include:

a.) An excerpt from the city/county's regular operating or capital improvement budget including the relevant list of projects and an adopting resolution;

b.) An excerpt from the city/county's regular operating or capital improvement budget including the relevant list of projects and meeting minutes documenting approval at a regular public meeting.

c.) An excerpt from the city/county's amended operating or capital improvement budget including the relevant list of projects, or the staff report specifying the projects to be included, as well as an adopting resolution or meeting minutes documenting approval at a regular public meeting.

Submittal of electronic copies of the relevant excerpts from an operating budget (or amendment) and support documentation (i.e. resolution or minutes) is encouraged. Support documentation requirements are further discussed in Appendix A.

b.) List of Projects – Content

Pursuant to SHC 2034(a)(1), the project list must include a description and the location of each proposed project, a proposed schedule for each project's completion, and the estimated useful life of the improvement. The project list is intended to cover, at a minimum, the applicable fiscal year. Cities and counties may include project information for future fiscal years but are expected to update the project list as needed every fiscal year prior to submittal to the Commission.

Development and Content

The Commission recognizes the inherent diversity of road maintenance and rehabilitation needs among the approximately 540 jurisdictions across the state that may utilize Local Streets and Roads Program funding.

Given the emphasis SB 1 places on accountability and transparency in delivering California's transportation programs, cities and counties are encouraged to clearly articulate how these funds are being utilized through the development of a robust project list.

To promote statewide consistency in the content and format of project information submitted to the Commission, and to facilitate transparency within the Local Streets and Roads Funding Program, the following guidance is provided regarding the key components of the project list. Please note that project lists included in a city or county budget should, at a minimum, include the elements mandated by statute: description, location, schedule for completion and useful life elements. Cities and counties should include more detailed project information as described below in the project list submitted to the Commission.

For further assistance, Appendix A has been developed to outline project list content and format.

Project Description

The list must include a project description for each proposed project. The city/county is encouraged to provide a brief non-technical description (up to 5 sentences) written so that the main objectives of the project can be clearly and easily understood by the public.

The level of detail provided will vary depending upon the nature of the project; however, it is highly encouraged that the project description contain a minimum level of detail needed for the public to understand what is being done and why it is a critical or high-priority need.

Project Location

The list must include a project location for each proposed project. The city/county is encouraged to provide project location information that, at a minimum, would allow the public to clearly understand where within the community the project is being undertaken. For example, providing specific street names where improvements are being undertaken and specifying project termini when possible are preferable to more general information such as “various” or “south-west side of city/county”. If project-specific geolocation data is available, it is highly encouraged to be included in the project list submitted to the Commission.

Proposed Schedule for Completion

The list must include a completion schedule for each proposed project. The city/county is encouraged to provide a high-level timeline that provides a clear picture to the public of when a project is reasonably expected to be completed. The proposed schedule for completion should clearly articulate if a project will take multiple years to complete.

Estimated Useful Life

The list must include an estimated useful life for each proposed project. The city/county is encouraged to provide information regarding the estimated useful life of the project that is clear, understandable, and based on industry-standards for the project materials and design, where applicable.

Technology, Climate Change, and Complete Streets Considerations

SHC Section 2030(c)-(f) specifies additional project elements that will be incorporated into RMRA-funded projects by cities and counties to the extent possible and cost effective, and where feasible. These elements are:

- Technologies and material recycling techniques that lower greenhouse gas emissions and reduce the cost of maintaining local streets and roads through material choice and construction method.

- Systems and components in transportation infrastructure that recognize and accommodate technologies including but not limited to ZEV fueling or charging and infrastructure-vehicles communications for transitional or fully autonomous vehicles.
- Project features to better adapt the transportation asset to withstand the negative effects of climate change and promote resiliency to impacts such as fires, floods, and sea level rise (where appropriate given a project's scope and risk level for asset damage due to climate change).
- Complete Streets Elements (such as project features that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities) are expected to be incorporated into RMRA funded projects to the extent (as deemed by cities and counties) beneficial, cost-effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby facilities.

Cities and counties are encouraged to consider all of the above for implementation, to the extent possible, cost-effective, and feasible, in the design and development of projects for RMRA funding.

To meet the intent of SHC 2032.5(a) as outlined in Section 2 of these Guidelines, in addition to the statutory requirements outlined in Section 10, the standard forms developed by the Commission will allow cities and counties to report on the inclusion of these elements.

Other Statutory Considerations for Project Lists

Pursuant to SHC Section 2034(a)(1), the project list shall not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities, so long as the projects are consistent with SHC Section 2030(b). After submittal of the project list to the Commission, in the event a city or county elects to make changes to the project list pursuant to the statutory provision noted above, formal notification of the Commission is not required. However, standard reporting forms will provide an opportunity for jurisdictions to annually communicate such changes to the Commission as part of the regular reporting process.

Pursuant to SHC Section 2037, a city or county may spend its apportionment of RMRA funds on transportation priorities other than those outlined in SHC 2030(b) if the city or county's average Pavement Condition Index (PCI) meets or exceeds 80. This provision however, does not eliminate the requirement for cities and counties to prepare and submit a list of projects or the requirement to consider technology, climate change, and complete streets elements to the extent possible, cost-effective and feasible, in the design and development of projects for RMRA funding.

In the event a city or county will spend its apportionment of RMRA funds on transportation priorities other than those outlined in Section 8 of these guidelines and pursuant to SHC 2037, cities and counties are encouraged to work with its respective Regional Transportation Planning Agency or Metropolitan Planning Organization to ensure that projects are included in the applicable Regional Transportation Plan.

c.) List of Projects – Standard Format

Please note that project lists included in a city or county budget should, at a minimum, include the elements mandated by statute: description, location, schedule for completion and useful life elements. Cities and counties should include more detailed project information in the project list submitted to the Commission.

To promote statewide consistency of project information submitted to the Commission, a standard project list format is under development and is further explained in Appendix A.

For the initial submittal of project lists in 2017, cities and counties are required to use the standard form available. The form will be provided by the Commission to cities and counties at the earliest opportunity after adoption of the guidelines.

The Commission intends to make available an online platform so that cities and counties can quickly and easily enter project list information and upload support documentation online.

10. Process and Schedule for Project List Submittal

A city or county must submit a project list and support documentation by **October 16, 2017** to the Commission. All materials should be provided electronically to: ctc@dot.ca.gov. In the event a jurisdiction wishes to submit a hard copy please contact the program manager at:

Eric Thronson, Deputy Director
California Transportation Commission
Eric.Thronson@dot.ca.gov
(916) 654-7179

11. Commission Submittal of Eligible Entities to the State Controller's Office

Pursuant to SHC Section 2034(a), a city or county must submit a project list to the Commission to be eligible for the receipt of RMRA funds, and the Commission must report to the Controller the jurisdictions that are eligible to receive funding. Upon receipt of project lists and support documentation, Commission staff will review submittals to ensure they are complete. Once a project list submittal has been received and deemed complete by staff, the city or county will be added to a list of jurisdictions eligible to receive RMRA funding for that fiscal year as required by SHC Section 2034(a)(2). All project lists and support documentation submitted by cities and counties will be posted to the Commission's website.

The list of eligible cities and counties will be brought forward for Commission consideration at a regularly scheduled meeting where staff will request Commission direction to transmit the list to the Controller. Upon direction of the Commission, staff will transmit the list to the Controller pursuant to SHC Section 2034(a)(2) and the cities and counties included on the list will be deemed eligible to receive RMRA apportionments for that fiscal year pursuant to SHC Section 2034 (a)(1). Upon receipt of the list from the Commission, the Controller is expected to apportion funds to the cities and counties included on the list pursuant to SHC Sections 2034(a)(2) and 2032(h).
In the event a city or county does not provide a complete project list and support documentation for Commission consideration and eligibility designation pursuant to deadlines established by these guidelines, cities and counties are expected to work cooperatively with Commission staff to provide any missing information as soon as possible. Once completed information is provided, Commission action to establish eligibility will be taken at the next earliest opportunity.

V. Project Expenditure Reporting and Auditing

12. Scope of Completed and In-Progress Project Expenditure Report

Pursuant to SHC Section 2034(b), for each fiscal year in which an apportionment of RMRA funds is received and upon expenditure of funds, cities and counties must submit documentation to the Commission pertaining to the expenditure of those funds that includes: a description and location of each completed project, the amount of funds expended on the project, the completion date, and the estimated useful life of the improvement. The project expenditure reporting process will also provide an opportunity for cities and counties to report on the progress and expenditures associated with multi-year projects that are not yet complete.

Listed below are the specific statutory criteria for the content of the completed project expenditure report along with additional guidance provided to help ensure a consistent statewide format and to facilitate accountability and transparency within the Local Streets and Roads Program.

a.) Completed and In-Progress Project Expenditure Report – Content

Development and Content

Given the emphasis SB 1 places on accountability and transparency in delivering California's transportation programs, it is vitally important that cities and counties clearly articulate the public benefit of these funds through the development of a robust project expenditure report.

To promote statewide consistency in the content and format of project expenditure information submitted and to facilitate transparency and robust reporting within the Local Streets and Roads Funding Program, the following guidance is provided regarding the key components of the completed project expenditure report. Additionally, Appendix B has been developed to provide an example of project expenditure report content and format.

The project expenditure report must cover the full fiscal year and include projects that have completed construction and are fully operational. The standard form will also provide an opportunity for cities and counties to report on the progress and expenditures associated with multi-year projects that are not yet complete.

Project Description

The report must include a project description for each completed and in-progress project. The city/county is encouraged to provide a brief non-technical description (up to 5 sentences) written so that the main objectives of the project can be clearly and easily understood by the public.

The level of detail provided will vary depending upon the nature of the project; however, it is highly encouraged that the project description contain a minimum level of detail needed for the public to understand exactly what work was completed or will be completed in the future.

Project Location

The report must include a project location for each completed and in-progress project. The city/county is required to provide project location information that, at a minimum, would allow the public to clearly understand where within the community the project was or will be constructed. For example, specific street names where improvements were undertaken

and project termini should be specified. If project-specific geolocation data is available, it is highly encouraged to be included.

The Amount of Funds Expended and the Project Completion Date

The report must include the amount of RMRA funds expended on the project and its date of completion or expected date of completion. For the purposes of the project expenditure report, a project is considered complete when it is operational/open to traffic. Construction contract close-out is not required to be complete.

Estimated Useful Life

The report must include an estimated useful life for each proposed project. The city/county is encouraged to provide information regarding the estimated useful life of the project that is clear, understandable, and based on industry-standards for the project materials and design, where applicable.

Technology, Climate Change, and Complete Streets Considerations

SHC Section 2030(c)-(f) specifies additional project elements that will be incorporated into RMRA-funded projects by cities and counties to the extent possible and cost effective, and where feasible. These elements are:

- Technologies and material recycling techniques that lower greenhouse gas emissions and reduce the cost of maintaining local streets and roads through material choice and construction method.
- Systems and components in transportation infrastructure that recognize and accommodate technologies including but not limited to ZEV fueling or charging and infrastructure-vehicles communications for transitional or fully autonomous vehicles.
- Project features to better adapt the transportation asset to withstand the negative effects of climate change and promote resiliency to impacts such as fires, floods, and sea level rise (where appropriate given a project's scope and risk level for asset damage due to climate change).
- Complete Streets Elements (such as project features that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities) are expected to be incorporated into RMRA funded projects to the extent (as deemed by cities and counties) beneficial, cost-effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby facilities.

Cities and counties are encouraged to consider all of the above for implementation, to the extent possible, cost-effective and feasible, in the design and development of projects for RMRA funding. In the event that completed projects contain technology, climate change, and complete streets considerations pursuant to SHC 2030(c)-(f). Standard reporting forms developed by the Commission will allow, cities and counties to report on the inclusion of these elements in RMRA-funded projects.

Standard reporting forms developed by the Commission will also provide space for supplementary information to be provided regarding the benefits of RMRA funded projects. Cities and counties should consider providing additional information in the proposed project list as appropriate in order to clearly communicate how RMRA funding is being effectively put to use.

Other Statutory Considerations for Project Expenditure Reports

Pursuant to SHC Section 2037, a city or county may spend its apportionment of RMRA funds on transportation priorities other than those outlined in SHC Section 2030(b) if the city's or county's average Pavement Condition Index (PCI) meets or exceeds 80. This provision, however, does not eliminate the requirement for cities and counties to prepare and submit a completed project expenditure report or the requirement to consider technology, climate change, and complete streets elements to the extent possible, cost-effective and feasible, in the design and development of projects for RMRA funding.

b.) Project Expenditure Report – Standard Format

To promote statewide consistency of project information submitted, a standard completed and in-progress project expenditure report format has been developed and is further explained in Appendix B.

For the initial submittal of project expenditure reports in 2017, cities and counties are required to use the standard form available. The form will be provided by the Commission to cities and counties at the earliest opportunity after adoption of the guidelines.

The Commission intends to make available an online platform so that cities and counties can quickly and easily enter completed and in-progress project information online.

13. Process and Schedule for Project Expenditure Report Submittal

Completed Project Reports must be developed and submitted to the Commission according to the statutory requirements of SHC Section 2034(b) as outlined above in Section 12.

A city or county must submit a Completed and In-Progress Project Report by **October 1, 2018** and October 1st of each subsequent year to the Commission. All materials should be provided electronically to ctc@dot.ca.gov. In the event a jurisdiction wishes to submit a hard copy please contact the program manager at:

Eric Thronson, Deputy Director
California Transportation Commission
Eric.Thronson@dot.ca.gov
(916) 654-7179

14. Commission Reporting of Project Information Received

In order to meet the requirements of SB 1 which include accountability and transparency in the delivery of California's transportation programs, it is vitally important that the Commission clearly communicate the public benefits achieved by RMRA funds. The Commission intends to articulate these benefits through the development of an SB 1 accountability website and through other reporting mechanisms such as the Commission's Annual Report to the Legislature.

Upon receipt of project expenditure reports, Commission staff will review submittals to ensure they are complete. If any critical project information is missing (i.e. SHC 2034(b) requirements such as project description, location, date of completion, expenditures, and useful life of improvement) Commission staff will notify city/county staff to complete for resubmittal within 10 working days.

All completed project expenditure reports submitted by cities and counties will be posted to the Commission's SB 1 Accountability website. The Commission will also analyze the completed project expenditure reports provided by cities and counties and aggregate the project information to provide both statewide and city/county level summary information such as the number, type, and location of RMRA funded projects. This information will also be provided on the Commission's SB 1 Accountability website by December 1st each year, and included in the Commission's Annual Report to the Legislature which is delivered to the Legislature by December 15th each year.

In the event a city or county does not provide a project expenditure report by the deadline requested (October 1st each year) to allow for Commission analysis and inclusion on the SB 1 accountability website and in the Annual Report to the Legislature, absence of the report will be noted on the website, in the Annual Report, and may be reported to the State Controller.

15. State Controller Expenditure Reporting and Maintenance of Effort Monitoring

This section provides general information regarding the detailed expenditure reporting and maintenance of effort requirements that cities and counties are responsible for demonstrating to the State Controller's Office. It is important to note that the Commission has no oversight or authority regarding these provisions. Specific guidance should be sought from the State Controller's Office in these areas.

In addition to the RMRA completed project reporting requirements outlined in SHC Section 2034(b), SHC Section 2151 requires each city and county to file an annual report of expenditures for street or road purposes with the State Controller's Office. SHC Section 2153 imposes a mandatory duty on the State Controller's Office to ensure that the annual streets and roads expenditure reports are adequate and accurate. Additional information regarding the preparation of the annual streets and roads expenditure report is available online in the Guidelines Relating to Gas Tax Expenditures for Cities and Counties prepared and maintained by the State Controller's Office. These Guidelines were last updated in August 2015 and are anticipated to be updated again to address new accountability provisions of SB 1.

Expenditure authority for RMRA funding is governed by Article XIX of the California Constitution as well as Chapter 2 (commencing with Section 2030) of Division 3 of the SHC.

RMRA funds received should be deposited as follows in order to avoid the commingling of those funds with other local funds:

a.) In the case of a city, into the city account that is designated for the receipt of state funds allocated for local streets and roads.

b.) In the case of a county, into the county road fund.

c.) In the case of a city and county, into a local account that is designated for the receipt of state funds allocated for local streets and roads.

RMRA funds are subject to audit by the Controller pursuant to Government Code Section 12410 and SHC Section 2153. Pursuant to SHC 2036, a city or county receiving an apportionment of RMRA funds is required to sustain a maintenance of effort (MOE) by spending at least the annual average of its general fund expenditures during the 2009–10, 2010–11, and 2011–12 fiscal years for street, road, and highway purposes from the city's or county's general fund, Monitoring and enforcement of the MOE requirement for RMRA funds will be carried out by the Controller.

MOE requirements are fully articulated in statute as follows:

Streets and Highways Code Section 2036

(a) cities and counties shall maintain their existing commitment of local funds for street, road, and highway purposes in order to remain eligible for RMRA funding apportionment.
(b) In order to receive an allocation or apportionment pursuant to Section 2032, the city or county shall annually expend from its general fund for street, road, and highway purposes an amount not less than the annual average of its expenditures from its general fund during the 2009–10, 2010–11, and 2011–12 fiscal years, as reported to the Controller pursuant to Section 2151. For purposes of this subdivision, in calculating a city's or county's annual general fund expenditures and its average general fund expenditures for the 2009–10, 2010–11, and 2011–12 fiscal years, any unrestricted funds that the city or county may expend at its discretion, including vehicle in-lieu tax revenues and revenues from fines and forfeitures, expended for street, road, and highway purposes shall be considered expenditures from the general fund. One-time allocations that have been expended for street and highway purposes, but which may not be available on an ongoing basis, including revenue provided under the Teeter Plan Bond Law of 1994 (Chapter 6.6 (commencing with Section 54773) of Part 1 of Division 2 of Title 5 of the Government Code), may not be considered when calculating a city's or county's annual general fund expenditures.
(c) For any city incorporated after July 1, 2009, the Controller shall calculate an annual average expenditure for the period between July 1, 2009, and December 31, 2015, inclusive, that the city was incorporated.
(d) For purposes of subdivision (b), the Controller may request fiscal data from cities and counties in addition to data provided pursuant to Section 2151, for the 2009–10, 2010–11, and 2011–12 fiscal years. Each city and county shall furnish the data to the Controller not later than 120 days after receiving the request. The Controller may withhold payment to cities and counties that do not comply with the request for information or that provide incomplete data.
(e) The Controller may perform audits to ensure compliance with subdivision (b) when deemed necessary. Any city or county that has not complied with subdivision (b) shall reimburse the state for the funds it received during that fiscal year. Any funds returned as a result of a failure to comply with subdivision (b) shall be reapportioned to the other counties and cities whose expenditures are in compliance.
(f) If a city or county fails to comply with the requirements of subdivision (b) in a particular fiscal year, the city or county may expend during that fiscal year and the following fiscal year a total amount that is not less than the total amount required to be expended for those fiscal years for purposes of complying with subdivision (b).

16. Workforce Development Requirements and Project Signage

Pursuant to SHC Section 2038, by July 1, 2023, cities and counties receiving RMRA funds must follow guidelines developed by the California Workforce Development Board that address participation & investment in, or partnership with, new or existing pre-apprenticeship training programs. Cities and Counties receiving RMRA funds will also be eligible to compete for funding from the Board's pre-apprenticeship development and training grant program that includes a focus on outreach to women, minority participants, underrepresented subgroups, formerly incarcerated individuals, and local residents to access training and employment opportunities. Upon California Workforce Development Board adoption of guidelines and grant funding opportunities in this area, the Commission will update the Local Streets and Roads Program Reporting Guidelines to incorporate this information by reference.

To demonstrate to the public that RMRA funds are being put to work, cities and counties should consider including project funding information signage, where feasible and cost-effective, stating that the project was made possible by SB 1 – The Road Repair and Accountability Act of 2017.

Appendix A – Local Streets and Roads Project List Form

To promote statewide consistency in the content and format of project information submitted to the Commission, and to facilitate transparency within the Local Streets and Roads Funding Program, Appendix A provides the general outline of a standard Project List form that is under development for cities and counties to use in submitting the proposed list of projects to the Commission. This will be an electronic form with a series of drop-down menus, check-boxes, and fillable fields.

For the initial submittal of project lists in 2017, cities and counties are required to use the standard form once available. The form will be provided by the Commission to cities and counties at the earliest opportunity after adoption of the guidelines. The Commission intends to make available an online platform so that cities and counties can quickly and easily enter project list information and upload support documentation online.

Please note that project lists included in a city or county budget should include, at a minimum, the elements mandated by statute: description, location, schedule for completion and useful life elements, while the form below includes more detailed project information.

The nature/type of information that will be included in the standard form is outlined below:

General Info:

- City and County Name
- Project Lead and Department Contact Information
- Legislative District(s)
- Jurisdiction's Average Network PCI and date/year of measurement
- Fiscal Year
- Supplementary Information[1] (a place for the city/county to report how RMRA projects were identified as a priority, how they demonstrate an efficient investment of public funds, and any additional benefits of the projects).

Proposed Project A

Description:

- Brief description (up to 5 sentences) written in a non-technical way that is understandable to the public and which includes some quantifiable measurement about the project (e.g. replace 5 culverts, repave/resurface 2 miles of road, restripe 1 mile of bike lanes, etc.)
- Have city/county check boxes specifying the type of project it is based on RMRA priorities or "other" and the inclusion of additional Technology, Climate Change and Complete Streets elements (SHC 2034). Space will be provided for cities and counties to provide an optional narrative description of the additional elements and check boxes for why additional elements may not have been included i.e. feasibility.
- Local/Regional project number (if applicable)

[2,3] Supplementary and location information can be used to demonstrate a variety of benefits of RMRA projects including effective prioritization of funds, equitable distribution, and efficient utilization of funding.

Location:

- Should be as specific as possible (i.e. street names and project termini) and geolocation information should be provided if available[2]

Proposed Schedule for Completion:

- Anticipated construction year

Estimated Useful Life:

- Should be clear, understandable, and based on industry-standards as applicable.

Support Documentation

- Electronic Copy of excerpt from City/County's Adopted Budget or Budget Amendment including proposed list of projects, or the staff report specifying the projects to be included in a budget amendment
- Adopting resolution or meeting minutes to document budget/amendment approval
- Additional information regarding support documentation is available in Section 10 of the guidelines

Project Flexibility

Pursuant to SHC Section 2034(a)(1), this project list shall not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities, so long as the projects are consistent with SHC Section 2030(b).

[2,3] Supplementary and location information can be used to demonstrate a variety of benefits of RMRA projects including effective prioritization of funds, equitable distribution, and efficient utilization of funding.

Appendix B - Local Streets and Roads Project Expenditure Report Form

To promote statewide consistency in the content and format of project expenditure information submitted to the Commission, and to facilitate transparency within the Local Streets and Roads Funding Program, Appendix B provides the general outline of a standard Project Expenditure Report form that is under development for cities and counties to use. This will be an electronic form with a series of drop-down menus, check-boxes, and fillable fields.

For the initial submittal of project expenditure reports to the Commission in 2018, cities and counties are required to use the standard form once available. The form will be provided by the Commission to cities and counties at the earliest opportunity after adoption of the guidelines.

The Commission intends to make available an online platform so that cities and counties can quickly and easily enter project expenditure information online.

The nature/type of information that will be included in the standard form is outlined below:

General Info:

- City/County Name
- Project Lead and Department Contact Information
- Legislative District(s)
- Jurisdiction's Average Network PCI and year/date of measurement.
- Total Funds Apportioned during the Fiscal Year
- Supplementary Information[3] (a spot for the city/county to report how RMRA projects were identified as a priority, how they demonstrate an efficient investment of public funds, and any additional benefits of the projects).

Completed or In Progress Project A

Description:

- Brief description (up to 5 sentences) written in a non-technical way that is understandable to the public and which includes some quantifiable measurement about the project (e.g. replace 5 culverts, repave/resurface 2 miles of road, restripe 1 mile of bike lanes, etc.)
- Have city/county check boxes specifying the type of project it is based on RMRA priorities or "other" and the inclusion of additional Technology, Climate Change and Complete Streets elements (SHC 2034). Space will be provided for cities and counties to provide an optional narrative description of the additional elements and check boxes for why additional elements may not have been included i.e. feasibility.
- Local/Regional project number (if applicable)
- Space will be provided for cities and counties to identify any project list changes resulting from the flexibility afforded by SHC 2034(a)(1) such as projects added, deleted, or replaced if applicable.

[3,4] Supplementary and location information can be used to demonstrate a variety of benefits of RMRA projects including effective prioritization of funds, equitable distribution, and efficient utilization of funding.

Location:

- Must be as specific as possible (i.e. street names and project termini) and geolocation information is highly encouraged to be provided if available[4]

Amount of Funds Expended:

- Enter the amount of RMRA funds expended on the project and the total project cost
- Enter the amount and type of other funds expended on the project

Completion Date:

- Drop down menu to select the month and year that the project is complete/operational etc.
- Place to enter status update on multi-year projects and expected completion date

Estimated Useful Life:

- Should be clear, understandable, and based on industry-standards as applicable.

Signage:

- Provide a place to report on the inclusion of project funding information signage, if applicable

[3,4] Supplementary and location information can be used to demonstrate a variety of benefits of RMRA projects including effective prioritization of funds, equitable distribution, and efficient utilization of funding.

Appendix C – Local Streets and Roads Program Schedule

FY 17-18	
Adoption of Final Guidelines Call for Project Lists	August 16-17, 2017
Technical Assistance and Outreach to Cities/Counties	August 18 – October 16, 2017
Project Lists due to Commission	October 16, 2017
Commission Adopts List of Eligible Cities and Counties	December 6-7, 2017
Commission Submits List to Controller	December 6-7, 2017
Controller FY 17-18 Apportionments Begin	Mid-January 2018
Completed Project Report Submitted to Commission for 2017 - 2018 Fiscal Year	October 1, 2018
Commission Posts Statewide LSR Program Accountability Information Online	December 1, 2018
FY 18-19	
Guidelines Update as Needed	TBD
Call for Project Lists	TBD[5]
Commission Review, Approval & Adoption of List of Eligible Cities and Counties	TBD[6]
Commission Submits Final List to Controller	July 1, 2018
Controller FY 18-19 Apportionments Begin	Mid-September 2018
Completed Project Report Submitted to Commission for 2018 - 2019 Fiscal Year	October 1, 2019
Commission Posts Statewide LSR Program Accountability Information Online	December 1, 2019

[5,6] The Commission is working with city and county representatives to develop a schedule for FY 18-19 that accommodates city and county budgeting processes; statutory clarification may be needed in this area.

ATTACHMENT B

CALIFORNIA TRANSPORTATION COMMISSION

Adoption of the 2017 Local Streets and Roads Funding Annual Reporting Guidelines

Resolution G-17-23

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

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

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

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

1.5 **WHEREAS,** Streets and Highways Code Section 2034(b) requires that for each fiscal year, each city or county receiving an apportionment of funds shall, upon expending program funds, submit documentation to the Commission that includes a description and location of each completed project, the amount of funds expended on the project, the completion date, and the estimated useful life of the improvement; and

1.6 **WHEREAS,** to support the Commission's statutory responsibility to administer RMRA project reporting requirements for cities and counties pursuant to Streets and Highways Code Section 2034, the Commission initiated the 2017 Local Streets and Roads Funding Program Annual Reporting Guidelines development process on June 9, 2017 and established a statewide Local Streets and Roads Workgroup consisting of representatives from state, regional, and local government agencies and other transportation stakeholders; and

1.7 **WHEREAS,** the Commission, in consultation with with cities, counties, and their representatives as well as the State Controller's Office developed and released Draft Local Streets and Roads

Funding Program Annual Reporting Guidelines for public comment from June 30, 2017 to July 14, 2017; and

1.8 **WHEREAS,** the Commission held a workshop in Sacramento on July 18, 2017 to discuss stakeholder comments and feedback on the Draft Local Streets and Roads Funding Program Annual Reporting Guidelines; and

1.9 **WHEREAS,** Commission staff worked collaboratively with city, county, and State Controller's Office representatives, and workgroup members to address and incorporate comments and feedback into the 2017 Local Streets and Roads Funding Program Annual Reporting Guidelines where feasible.

2.1 **NOW, THEREFORE, BE IT RESOLVED,** that the Commission adopts the attached 2017 Local Streets and Roads Funding Program Annual Reporting Guidelines; and

2.2 **BE IT FURTHER RESOLVED,** that the purpose of these guidelines is to 1.) Outline the general policies and procedures for cities and counties to carryout out the annual RMRA project reporting requirements and for the Commission's annual transmittal of a list of eligible cities and counties to the State Controller pursuant to Streets and Highways Code Section 2034, and 2.) Outline the responsibility of the Commission to receive project expenditure information each year from cities and counties and provide statewide information regarding the use of RMRA funds to the public and the Legislature to promote transparency, accountability, and meet the legislative intent of SB 1; and

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

2.4 **BE IT FURTHER RESOLVED,** that the Commission directs staff to post these guidelines to the Commission's website.

June 16, 2017

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: 10 Guiding Principles for SB 1 Implementation

Dear Ms. Bransen:

Our organizations represent a broad mobilization of transportation stakeholders that helped shape SB 1, and will be deeply engaged in its implementation. We write to share 10 guiding principles that we hope will make SB 1 implementation a truly accountable process and ultimately a success for all Californians. Importantly, SB 1 will shape our transportation system for decades to come. Let's take this opportunity to redress transportation injustices Californians currently face, rather than cement the many documented inequities and unsustainable practices that are embedded in the current systems. To that end, SB 1 investments should be consistent with current state policies and goals related to social equity, climate, health, economy and natural and working lands conservation.

To realize the promise of SB 1, implementation across all of its programs should emphasize the following 10 principles:

1. **Funding the 'highest needs' should be based on social equity.** SB 1 intent language mentions *directing investments to the state's highest transportation needs*, included accountability and performance goals. To honor this intent:

   a. All agencies should start their funding decisions with a needs assessment, rather than simply drawing on a pre-existing list of projects;
   b. Needs assessment should specifically identify and address the mobility, health and safety needs that *low-income and minority residents in both urban and rural communities* prioritize through an inclusive public process;
   c. *Accountability* requires demonstrating that investments directly meet priority needs identified through the above process;
   d. A fair share of investments in all programs should provide *direct, meaningful, and assured benefits*, as identified by impacted residents in those communities, to low-income and disadvantaged communities;
   e. Provide adequate planning and capital funds to underserved regions and geographies of the state to ensure investments align with highest needs.

2. **CTC should undertake inclusive outreach and engagement** with community groups to solicit input for guidelines' development across all programs. We recommend modeling the outreach process after ARB's *Barriers to Clean Mobility Options for Low-Income Communities* effort, where the agency held workshops in impacted communities to solicit their input directly. In addition, CTC could engage the ARB Environmental Justice Advisory Committee (EJAC), or create and regularly consult its own standing EJ advisory group.
   a. **Require local and regional agencies to undertake and partner with local community based organizations to undertake meaningful community engagement at the project level** with residents and other local stakeholders in general, and low-income residents in particular. Include community engagement as a scoring criteria for competitive programs.
3. **Reduce air pollution, climate change impacts, and incorporate climate resilience especially for the most vulnerable communities.** All programs should have strong performance measures and criteria that align with statewide and regional climate and air quality standards, and fund only those projects that reduce greenhouse gas emissions as well as criteria and toxic air emissions. To that end, transportation funds should be used to support smart, equitable growth in existing communities and cities instead of supporting new towns and increased road capacity. All projects should be consistent with efforts to meet state and regional air quality and climate protection targets, such as SB 32, the California Transportation Plan 2040, RTPs/SCSs, the Caltrans Strategic Management Plan 2015-2020, and the California Sustainable Freight Action Plan. In addition, projects should use natural and green infrastructure components**,** based on recommendations in the *Safeguarding California Plan,* for example to reduce the urban heat island effect, improve stormwater management and absorb sea level rise and storm surges.[1]
4. **Projects should promote healthy communities and improve health outcomes**, and seek to avoid worsening health impacts, especially in disadvantaged communities that have faced significant and persistent health inequities due to historical marginalization,

[1] See draft May 2017 update led by the California Natural Resources Agency: http://resources.ca.gov/wp-content/uploads/2017/05/DRAFT-Safeguarding-California-Plan-2017-Update.pdf

pollution, discriminatory land use and investment patterns and lack of resources and opportunities to support good health. If health impacts cannot be avoided, mitigation measures must be required and project applicants should explain how they will minimize burdens. Projects should undergo health impact assessments that identify health benefits, negative impacts, and related mitigation strategies.

5. **Expand access to workforce training and jobs** for individuals with barriers to employment. The Workforce Development Board is the lead on drafting guidelines for the SB 1 workforce program, and we recommend that CTC coordinate with the Board.
6. **Develop strong performance measures tied to state goals.** SB 1 promotes accountability in its name, and the CTC should develop performance measures for all programs to track intended and actual benefits and impacts of all projects on the basis of projected and actual VMT reduction, projected direct benefits to communities in greatest need, health and air quality improvements, and the conservation of natural and working landscapes. Criteria for awarding competitive grants should be consistent with the agreed upon performance measures for each program.
7. **Support mode shift to healthier and cleaner transportation options across all programs.** Investments should improve mobility and connectivity for active transportation and transit networks, and embrace Vision Zero as well as mode shift strategies for freight transport that contribute to a zero-emission goods movement system.
8. **Complete Streets should be a requirement of all projects.** Specifically, repaving of streets and repair/rebuilding of bridges and tunnels should require walking and bicycling improvements for streets and bridges/tunnels (except for culverts and similar structures). Further exceptions to this can be granted by Department Directors or equivalent, so long as exceptions are in writing with explanation for an exception.
9. **Projects should avoid impacts to natural and working lands and enhance regional sustainability.** The state has made cross-agency commitments to improved integration of development and conservation planning and policy.[2] Investment in existing communities rather than sprawl, reducing impacts to habitat, open space and farmland and proactively investing in priority landscapes are essential to preserving California's rich biodiversity, our agricultural economies, and myriad benefits and values nature provides, including clean water supply, flood abatement, mental and physical health benefits and carbon sequestration. Tools such as Regional Greenprints and strategies such as Regional Advance Mitigation Planning are effective in enabling transportation agencies to reduce costs and risks to their projects while protecting our environment.
10. **Planning should advance housing affordability, and both planning and projects should seek to mitigate displacement.** At the SB 1 opening workshop on June 8, Department of Housing and Community Development Director Ben Metcalf explained that the state is producing less than half of the homes needed. The affordability crisis is not only harming families and communities but fueling long commutes that increase

[2] See Vibrant Communities and Landscapes, Sept. 2016: https://www.arb.ca.gov/cc/scopingplan/meetings/091316/vibrant%20communities.pdf

congestion and air pollution.[3] Because investments can boost property values and lead to displacement, programs should require that, in places with a high threat of displacement, applicants must include a Displacement Avoidance Plan (DAP) that analyzes displacement vulnerability among existing households and small businesses within and along project areas.

These 10 principles simply reflect existing state-developed goals influencing transportation. The state is already on a path to redress the inequitable and unsustainable outcomes of past transportation infrastructure investments, but needs to make significant progress still. Therefore, SB 1 implementation must focus on strategies that will meet the state's equity, climate, clean air, public health, housing, natural resources conservation and sustainability goals.

Thank you for your consideration of these principles. We appreciate the first steps in last week's Kickoff Forum and recognize the potential SB 1 funds will do to deliver a transportation system based on our state's goals. Goals that are strongly steeped in 21st century priorities and in statute. We need a forward-looking transportation system, planned for current and future Californians. We would be happy to discuss these further in future meetings and in workshops that we will attend.

Sincerely,

Jared Sanchez, Policy Associate
California Bicycle Coalition

Richard A. Marcantonio, Managing Attorney
Public Advocates Inc.

Tony Dang, Executive Director
California Walks

Liz O'Donoghue, Director of Infrastructure and Land Use
The Nature Conservancy

Angela Glover Blackwell, CEO
PolicyLink

Susan Shaw, Director
North Bay Organizing Project

Dave Campbell, Advocacy Director
Bike East Bay

[3] Karner, Alex, and Benner, Chris (May 2016). "Job Growth, Housing Affordability, and Commuting in the Bay Area." Bay Area Regional Prosperity Housing Working Group.

Matthew Baker, Policy Director
Planning and Conservation League

Joshua Stark, State Policy Director
TransForm

Marty Martinez, Northern California Policy Manager
Safe Routes to School National Partnership

Shrayas Jatkar, Policy Associate
Coalition for Clean Air

Carey Knecht, Director
ClimatePlan

Phoebe Seaton, Co-Director
Leadership Counsel for Justice and Accountability

Fernando Cázares, CA Manager, Climate-Smart Cities
The Trust for Public Land

Cc: Mitchell Weiss, Deputy Director, California Transportation Commission
Garth Hopkins, Deputy Director, California Transportation Commission
Eric Thronson, Deputy Director, California Transportation Commission
Rick Guevel, Associate Deputy Director, California Transportation Commission
Laura Pennebaker, Associate Deputy Director, California Transportation Commission
Dawn Cheser, Assistant Deputy Director, California Transportation Commission
Laurie Waters, Associate Deputy Director, California Transportation Commission
David Van Dyken, Associate Deputy Director, California Transportation Commission
Jose Oseguera, Assistant Deputy Director, California Transportation Commission

OFFICE OF THE CITY MANAGER

CITY OF CARSON

July 13, 2017

Laura Pennebaker
Associate Deputy Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Re: City of Carson Comments on the RWMA Expenditure Guidelines for Local Streets and Roads

Dear Ms. Pennebaker:

The City of Carson thanks the California Transportation Commission for the opportunity to comment on the Draft Reporting Guidelines for the Road Repair and Accountability Act of 2017 – Local Streets and Roads Funding ("Guidelines"). We also appreciate your working with the League of California Cities on revisions to the Guidelines to assist both the CTC and the cities in implementing the RWMA. We have one comment on the Guidelines in Section 15 – Maintenance of Effort ("MOE"). The City understands the importance of the MOE in assuring that cities do not supplant RWMA funding for their General Fund, however there are extenuating circumstances where a city may not be able to meet the MOE based on economic performance and budget hardships.

As we understand the Guidelines, the MOE is based on the average General Fund expenditure in street maintenance, projects, and repairs based on the fiscal years 2009-2010, 2010-2011 and 2011-2012. Carson has faced financial difficulty for the good part of the past decade, having adopted 8 deficit budgets in the last 11 years. Without substantial expenditure reductions or significant new revenue sources, staff estimates that the City's General Fund reserves will be totally depleted in fiscal year 2020-2021. As you know, cities must comply with Proposition 218 with voter approval of new taxes and voter approval is uncertain.

The City recently updated our pavement management system. The study documented that Carson will need to invest over $8 million annually in maintaining local streets and roads to continue our PCI of 67. Without this investment, our streets and roads will quickly deteriorate. We currently budget $1.5 million for street and road repairs from a combination of funding sources, including State gas tax, METRO funding and General Funds. The pavement management study indicates that by FY2022-2023 our average PCI will drop to 55 based on this amount of investment. The study also illustrated that a major source of deterioration is caused by truck traffic between the Ports of Los Angeles/Long Beach and Carson's warehouse distribution facilities. Our pavement management consultant estimates that the City will require $60 million in the next ten years just to rehab our truck routes.

Estimates of the first full year of HUTA and RWMA funding for Carson will total $3,789,272, creating an unmet need of $4.3 million annually. Our concern as a disadvantaged community is that we continue to face tremendous budget headwinds and we would respectfully request that additional flexibility be built into the Guidelines for

addressing MOE hardship cases. As a city manager I lose sleep at night knowing it is only a matter of time when the next economic recession will impact Carson. It has taken Carson seven years to recover to our pre-Great Recession revenue levels. Meanwhile, the cost of providing public services continues to escalate.

It seems counter intuitive that Carson and other similar disadvantaged communities would be precluded from accessing RWMA funding during an economic recession. Carson and other communities could be placed in the untenable position where our streets will continue to deteriorate, while facing General Fund budget deficits and elimination of municipal programs. We would suggest that the Guidelines include flexibility for economic hardships. Perhaps cities are given additional time to reach their MOE or instead of the average of three fiscal years, the CTC consider an average of five fiscal years. The CTC could also consider the dedication of permanent transportation funding, like Proposition C and Measure M funding local return funding for cities in Los Angeles County as meeting the General Fund MOE requirement.

We appreciate your consideration of our request for MOE flexibility.

Sincerely,

Kenneth C. Farfsing
City Manager

Cc: Mayor and Council
Honorable Steven Bradford
Honorable Mike Gipson
Dr. Maria Slaugher, Public Works Director
Kathryn Downs, Finance Director
Alex Gibbs, TPA & Associates
Rony Berdugo, Transportation Lobbyist, LOCC
Derek Dolfie, Transportation Policy Analyst, LOCC

SAN MARCOS
DISCOVER LIFE'S POSSIBILITIES

Public Works

July 13, 2017

Laura A. Pennebaker
Associate Deputy Director – Transportation Planning
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Comments on the Draft Local Streets and Roads Program Reporting Guidelines

Dear Ms. Pennebaker,

Thank you for giving the City of San Marcos the opportunity to comment on the proposed Local Streets and Roads Reporting Guidelines. The City is looking forward to utilizing this new source of funds to improve the quality of life for the residents and visitors to the City of San Marcos. After a review of the draft guidelines several questions related the program and its reporting requirements were raised by City staff. Any assistance in submitting these questions for a response would be greatly appreciated.

Comments

1. In regards to the submittal of projects lists, there are several times in the guidelines that states that the individual projects must be included in the agencies approved budget. In June of this year, the FY 2017/18-FY 2021/22 Operating and Capital Improvement Budgets was approved by the City Council. Included in the Capital Improvement Budget are multiple projects that would be the requirements included in the guidelines. Since the budget was approved prior to the distribution of the guidelines, the funding sources identified in the budget do not include the proposed Road Maintenance and Rehabilitation Account (RMRA). The guidelines are silent on whether the project funding must be identified in the Budget as RMRA funds. Because of the limited time period between the proposed Call for Projects and the date for submittal of the project lists, returning to the City Council for adoption of a revised budget would be limited to a single meeting date. Clarification of how the project funding needs to be identified in the approved budget would be helpful in determining whether the adoption of a revised budget is required to identify the use of the RMRA funds.

2. There is no indication that the RMRA funds must be expended in the fiscal year that they are allocated. If the funds must be expended in the same fiscal year as allocated, there would only be approximately six (6) months to complete a project before the end of the fiscal year, December to June 30. Clarification on when the funds must be expended would be helpful in

determining the projects likely to meet the requirements.

3. The draft guidelines discusses the need to file a completed projects report. Any agency failing to file a report within the required timeframe would be noted in the Annual Report to the Legislature, listed on the website, and reported to the Controller. I assume this means that an agency would not be reported if they didn't have any projects scheduled for completed that fiscal year. The draft guideline state that a high level project schedule must be included in the list of projects submitted for eligibility. Wouldn't the completed projects reporting requirements follow that schedule, and agencies not reported as failing to complete projects if they not scheduled to be completed.

I look forward to the issuance of the final guidelines and moving forward with projects utilizing this new funding source. Thank you for the opportunity. Please feel free to contact me with any questions you may have related to my comments or the program. I can be reached by phone at (760)-744-1050 X3212, and by email at edeane@san-marcos.net

Sincerely,

Original signed by:

Ed Deane

Deputy City Engineer

City of San Marcos

OCTA

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July 13, 2017

Ms. Laura Pennebaker
Associate Deputy Director
California Transportation Commission
1120 N Street, Room 2221, MS-52
Sacramento, CA 95814

RE: **Road Repair and Accountability Act of 2017 – Local Streets and Roads Funding Draft Reporting Guidelines**

Dear Ms. Pennebaker:

In support of the 35 Orange County local agencies, the Orange County Transportation Authority (OCTA) writes to offer commentary for the draft Local Streets and Roads Reporting Guidelines. With fiscal year (FY) 2017-18 underway, most local agencies have adopted their budgets and may be required to amend the budgets to be eligible for Road Maintenance and Rehabilitation (RMRA) funds. The OCTA requests the California Transportation Commission (CTC) provide maximum flexibility in this initial fiscal year to reduce administrative burdens and expedite project funding. Also, please work to develop various means of communicating with local agencies, including potentially coordinating through the Regional Transportation Planning agencies. Specific comments for sections in the reporting guidelines are provided below.

Program Roles and Responsibilities

- In order to meet the submittal deadline and requirements of the program, local agencies may need to amend their budgets. The CTC should work with the State Controller's Office to provide RMRA and maintenance of effort estimates and related information as soon as possible.
- In future FYs, the CTC should provide multi-year revenue forecasts so agencies can develop multi-year project lists. This will expedite approvals of the project list.

Content and Format of Project Lists, Process and Schedule for Project List Submittal

- Allow agencies to submit draft project lists, followed by final city council or Board of Directors (Board) adoption at a later date for this first submittal.

Many local agencies require up to three months to develop city council and Board items, and have already adopted their FY 2017-18 budgets. Allowing an agency to submit a draft list will provide the opportunity for CTC to review the list and give agencies additional time to seek city council or Board approval.

- OCTA suggests allowing pre-award authority prior to CTC approving the project lists. Agencies typically move forward with projects once their budgets are approved.
- CTC should develop a policy for agencies that choose to save and bank RMRA funds to be used in a future fiscal year for larger and/or multi-year projects.

Workforce Development Requirements and Project Signage

- Please keep the Local Streets and Roads Program work group participants informed when the California Workforce Development Board starts development of the Workforce Development Guidelines. Agencies should have the opportunity to weigh in on the requirements.
- Please provide uniform SB 1 (Chapter 5, Statutes of 2017) logos and signage requirements as soon as possible.

Thank you for allowing the opportunity to provide comments. Please contact Adriann Cardoso, Capital Programming Manager at (714) 560-5915 if you have any questions.

Sincerely,

Kia Mortazavi
Executive Director, Planning

KB:lz

c: Kurt Brotcke, OCTA
Adriann Cardoso, OCTA
Kristin Essner, OCTA
Sam Kaur, OCTA

Attachment C

METROPOLITAN
TRANSPORTATION
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Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

July 14, 2017

Ms. Laura Pennebaker, Associate Deputy Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Comments on Draft Reporting Guidelines for Road Repair and Accountability Act of 2017 Local Streets and Roads Funding

Dear Ms. Pennebaker,

The Metropolitan Transportation Commission (MTC) appreciates the opportunity to comment on the Draft Reporting Guidelines for the Road Repair and Accountability Act of 2017 Local Streets and Roads Funding program. MTC has been a long-time champion and facilitator of asset management for local streets and roads in the Bay Area and statewide.

MTC concurs with the need for transparency and accountability in the expenditure of public funds and in general, supports the overall structure of the draft guidelines. That said, MTC believes the guidelines would benefit from some further definition of key terms as well as strengthening and clarification of certain requirements.

The following comments were developed in consultation with local jurisdictions in our region:

1.) Please provide a definition for "useful life". This term is currently open for interpretation and as such, may not be a meaningful performance measure. Consider defining useful life as an "estimate of the number of years the asset is likely to remain in service and meeting its original objective." Alternatively, or in addition to "useful life", consider requiring a performance measure such as the "reduction of maintenance backlog" that the proposed projects will accomplish, or other meaningful measure.

2.) For jurisdictions that claim a Pavement Condition Index (PCI) that meets or exceeds 80, explain how the Commission will verify this, particularly for those jurisdictions that do not have a pavement management system. Also, please clarify whether or not jurisdictions that have a PCI that meets or exceeds 80, are still required to submit a list of projects to the Commission.

3.) As a condition for funding, consider requiring that all jurisdictions implement and use a pavement management system that can calculate PCI, maintenance backlog, and the impact of proposed maintenance and rehabilitation projects on the condition and serviceable life of candidate streets and roads.

4.) For the Maintenance of Effort (MOE) requirement, please clarify how jurisdictions should identify one-time allocations so that they will be excluded from the MOE calculation. Further guidance in general, as to how the State Controller will calculate the MOE, would be helpful.

5.) Please reconsider the schedule for FY 2017-18. We appreciate and support the desire to put SB1 fund to work as soon as possible; however, the requirement to submit project lists by September 15th is aggressive given that adoption of guidelines will not occur until mid-August and project lists must be approved by city councils/boards of supervisors. Further, the time-frame for submitting future project lists (March – May), is problematic considering local jurisdictions typically do not approve their city budgets until June.

Thank you for your consideration, we look forward to working with the Commission to implement this important program. Should you have any questions, please contact Theresa Romell at tromell@mtc.ca.gov or (415) 778-6772.

Sincerely,

Alix A. Bockelman
Deputy Executive Director, Policy

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CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Transportation
JIM ORTBAL, DIRECTOR

July 14, 2017

Laura Pennebaker
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Ms. Pennebaker:

I write on behalf of the City of San José to thank the State and the California Transportation Commission (CTC) for implementing the Local Streets and Roads Program in SB 1, the Road Maintenance and Rehabilitation Act (RMRA).

RMRA is a significant and transformative investment in our transportation system. The Local Streets and Roads Program will provide approximately $17.5 million annually to the City of San José for pavement maintenance. This investment will allow pavement maintenance to occur our local and neighborhood (residential) street network for the first time since 2012.

We appreciate the opportunity to comment on the draft guidelines for this program. We have a few concerns and suggested changes:

1) The September 15 deadline to submit a project list that is part of a council-adopted budget or budget amendment is extremely tight.

   For your reference, here is our previously established process for identifying the specific street locations for our 2018 pavement projects:

   In August 2017, we will start a rigorous and coordinated process to develop the project list. A candidate list of streets proposed for pavement maintenance in 2018 will be developed and then reviewed with several City departments to maximize opportunities to include Complete Streets elements and to coordinate with new development and public work projects. A refined list will then be provided to external agencies and utilities to identify and resolve any street-related project conflicts. Working with our key partners and stakeholders, a final list of specific street segments for the 2018 Pavement Program will be established and sent in a memorandum to the City Council in December of 2017.

Additionally, the City of San José's Fiscal Year 2017-2018 Budget, which was adopted by the City Council in June, includes RMRA and other funding for the City's Pavement Maintenance Program, but does not list specific pavement project details, e.g. street locations. It will be necessary that the City Council approve a budget amendment in order to satisfy the requirements in the guidelines to list projects that will be funded by RMRA.

Submitting a Council approved project list to the CTC by September 15 would significantly shortcut our project list development process, likely resulting in negative impacts on many fronts, including construction conflicts and delays, and setting expectations with the community that may not be met. As mentioned above, RMRA allows the City of San José to perform pavement maintenance on our residential street network for the first time in 5 years due to lack of funds. Many of our residential streets have not been paved for well over a decade. We anticipate high Council and community interest in the residential street segments given this pent-up demand. Additional time will allow us to properly plan and deliver an effective maintenance program for 2018 that is fully supported by the Council, key stakeholders and residents. We respectfully ask you to consider extending the September 15 deadline to December 2017 to align with our pavement maintenance schedule.

2) The draft guidelines state that in FY '18-19, the Commission would do a Call for Projects sometime between March – May of 2018. Our City Council budget is not adopted until June, and we would not be able to have a council-adopted budget listing the projects until after June. We would strongly suggest that the Call for Projects happen in December 2018 for the FY '18-19 program to align with our pavement maintenance schedule and to be consistent with our requested deadline for the FY '17-18 program.

Thank you for considering our comments on the Local Streets and Roads Program. We are excited to put these funds to work and look forward to delivering pavement maintenance projects to the voters.

Sincerely,

Kevin O'Connor
Assistant Director of Transportation

City of Anaheim
DEPARTMENT OF PUBLIC WORKS

July 13, 2017

Ms. Laura Pennybaker
Associate Deputy Director/Program Manager
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Formal Comments on CTC, SB1 Implementation Draft Guidelines

Dear Ms. Pennybaker,

On behalf of the City of Anaheim, I would like to express gratitude for the SB1 materials and the webinar that was provided this week. We have spoken with many residents throughout the Anaheim community and they are looking forward to the many improvements that will be possible as a result of the new funding.

There are many aspects of the funding guidelines that we are pleased about. We appreciate that the project list is not a limiting factor in determining which improvements are ultimately constructed and that there is no deadline to spend the funds. These aspects of the guidelines allow for maximum flexibility as cities use the funds to design and build projects and as matching funds for new grant opportunities across fiscal years.

There is one aspect of the guidelines that we would like to see changed. The Local Streets and Roads Program Schedule in Appendix C; Call For Projects Lists, requires cities to submit their project list in the March through May 2018 timeframe. It will be difficult for cities to meet this requirement because Section 2 Program Objectives and Statutory Requirements also requires, "All projects proposed to receive funding must be included in a city or county budget that is adopted by the applicable city council or county board of supervisors at a regular public meeting...". Our budget is not presented to the Anaheim City Council until June of each year. We would suggest that the language be softened to require Council approval but not inclusion in the budget.

Sincerely,

Carlos Castellanos, P.E.
City Engineer

CC: File

200 S. Anaheim Blvd., Suite 276
Anaheim, California 92805

TEL (714) 765-5176
FAX (714) 765-5225

www.anaheim.net

Attachment C

DATE: July 14, 2017

TO: Laura Pennebaker, Associate Deputy Director – Transportation Planning
California Transportation Commission

FROM: Morad Fakhrai, Director of Public Works FC for

SUBJECT: SB 1 – Local Streets and Roads Funding Program

Below, please find the City of Hayward's comments regarding SB 1 Funding Program reporting requirements.

Requirement/Implementation	Comments/Questions for CTC
Appendix C - FY 17 Program Schedule	The September 15th deadline for project list submittals is not achievable should further Council action be needed, especially as these guidelines were only recently received and there is no grace period for project list submittals. City Council is not in session until September 19, 2017.
Appendix C – FY 18-19 Program Schedule	The March – May Project list submittal with approved budget resolution documentation is not achievable. The city budget process works on a fiscal year calendar and the CIP and Operating Budgets are not approved until June. No process exists to have a separate piece of the budgets approved earlier in the process just for the RMRA funding. Additionally, the street lists can't be designated until after the project funding is approved in June and the project is later designed.
Section V: Reporting	The draft reporting guidelines specify reporting on completed projects only. Many projects span two fiscal years. There needs to be an option for reporting on "in progress" projects.
Section IV. Project List Submittal Section 9 item a.), a.)	Do the projects in the approved CIP budget for RMRA funding have to have "RMRA" in the project title?
Section IV. Project List Submittal Section 9 item a.), a.)	Does the list of streets need to be included in the approved CIP? If so, this is not feasible. See comments under Appendix C above.

cc: Chron file

Department of Public Works
Engineering and Transportation
777 B Street, Hayward, CA 94541
T: 510.583.4730
F: 510.583.3620
TTD: 510.247.3340
www.hayward-ca.gov

HAYWARD

Attachment C

CITY OF LOS ANGELES

CALIFORNIA

Richard H. Llewellyn, Jr.

INTERIM
CITY ADMINISTRATIVE OFFICER

ASSISTANT
CITY ADMINISTRATIVE OFFICERS

PATRICIA J. HUBER
BEN CEJA
YOLANDA CHAVEZ

ERIC GARCETTI
MAYOR

July 14, 2017

Ms. Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Attention: Laura Pennebaker, Associate Deputy Director

Dear Ms. Bransen:

Thank you for the opportunity to provide comments and ask questions on the Draft Guidelines for the Road Repair and Accountability Act of 2017 (SB1) Local Streets and Roads Funding Program (June 30, 2017). City staff have reviewed the Guidelines and respectfully request clarifications as follows:

- We noticed that the timing of the Call for Projects List and the adoption of project lists by the Commission for 2018-19 is proposed for March to May 2018. It is our understanding that projects lists must be approved by the Council and Mayor as part of the Adopted Budget. Under the Los Angeles City Charter, the Mayor proposes a budget to the City Council on April 20, and the annual budget process does not conclude until late May/early June. Therefore, in order to qualify for 2018-19 funding, will we be able to submit an approved Project List in June? Alternatively, may we submit a proposed Project List in April and provide an updated Project List at the conclusion of budget deliberations?

- We understand that, in 2017-18, the State Controller will receive a list of local jurisdictions eligible for SB1 disbursements from the Commission by November 1, 2017. Can you please provide further clarification as to the projected timing and frequency of the release of funds, beginning with the initial disbursement?

- The State Code says that the project list shall not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities, so long as the projects are consistent with SHC Section 2030(b). In the event of unforeseen circumstances or emergency road repair needs,

is there a process for a local jurisdiction to substitute a project on the Project List with another?

- Will there be any flexibility on the October 1 deadline for submission of expenditure reports each year? We are still in the process of determining the feasibility of meeting this deadline.

- The Guidelines indicate that the Maintenance of Effort Guidelines are being revised. Do you have a timeline for the release of those Guidelines? Will there be an opportunity to review them prior to adoption?

Thank you in advance for your assistance. Should you have any questions, David Hirano of this Office will be available at 213-978-7621 or by email at David.Hirano@lacity.org.

Sincerely,

Richard H. Llewellyn, Jr.
Interim City Administrative Officer

RHL:DHH:06180002

California State Association of Counties
1100 K Street, Suite 101
Sacramento, CA 95814

Attachment C

LEAGUE OF CALIFORNIA CITIES
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July 14, 2017

Ms. Laura Pennebaker
Associate Deputy Director
California Transportation Commission
1020 N Street
Sacramento, CA 95814

Re: Comments on the Draft SB 1 Local Streets and Roads Funding Reporting Guidelines

Dear Ms. Pennebaker,

The California State Association of Counties (CSAC) and the League of California Cities (League) submit the following comments on the California Transportation Commission's (Commission) Draft Local Streets and Roads Funding Reporting Guidelines (Draft Reporting Guidelines). SB 1 (Chapter No. 5, Statutes of 2017), which enacted the Road Repair and Accountability Act of 2017, includes robust transparency and accountability provisions to ensure the public is aware of the benefits the new transportation funding provides to communities across the state, and to the State as a whole. CSAC and the League take this mandate seriously, and we appreciate the opportunity to use our collective experience and knowledge on local streets and roads reporting issues to help craft the reporting guidelines to ensure, to the greatest extent possible, consistency and accuracy in reporting from California's 58 counties and 482 cities.

We would also like to thank your staff for their ongoing outreach and consultation efforts. Overall, we find that the Draft Reporting Guidelines accurately reflect the statutory mandates on both the Commission in overseeing project list submittal and fiscal year expenditure reporting as well as mandates on cities and counties. Moreover, through the Draft Reporting Guidelines, it's clear the Commission intends to provide technical assistance to cities and counties, which we welcome to ensure accurate and consistent reporting across our combined memberships. For your information, CSAC and the League are actively working with our memberships to educate cities and counties and build capacity at the local level to meet the accountability and transparency requirements. Finally, according to the Draft Reporting Guidelines, the Commission will use the data from the expenditure reports from cities and counties to aggregate statewide information on the local streets and roads program. This is a vital role the Commission is taking on to ensure elected officials, the public and the media are aware of the important projects and multiple benefits of SB 1 across the state.

Program Schedule

FY 2017-18

CSAC and the League respectfully request adjustments to the program schedule for FY 2017-18 found on page 3, in Appendix C, and again referenced on page 9. The Draft Reporting Guidelines make project lists from cities and counties due to the Commission on September 15, 2017. However, most counties and a handful of cities do not adopt their final budgets until the end of September or early October. The majority of counties follow the process in state law that requires a recommended budget by June 30 and a final budget by October 2, and a small number of cities have fiscal years that begin October 1. Some cities adopt multi-year budgets. SB 1 requires an eligible city or county to adopt a list of projects as part of an adopted budget and submit this list to the Commission. The passage of SB 1 in April came too late in the budget cycle for many counties to incorporate required project lists in their recommended budgets this year. **Accordingly, a deadline of October 16, 2017 will allow every jurisdiction to adopt project lists within city and county budgets and comply with SB 1's accountability and transparency provisions before project list submission to the Commission.** Moreover, apportionment of SB 1 funding for local streets and roads will be unique in the first year. The first taxes allocated to the Road Maintenance and Rehabilitation Account (RMRA) will not take effect until November 1, 2017, and cities and counties will not see their first apportionments until sometime in January or February 2018 which provides the Commission more time to collect, approve and transmit to the State Controller a list of eligible jurisdictions.

FY 2018-19 and future fiscal years

With respect to FY 2018-19 and beyond, CSAC and the League also request that the Commission defer setting the future program schedule until next year. A deadline of May 2018 for project lists is likely impossible for cities and counties to meet within their existing budget processes. While counties and cities that follow the budget process whereby a final budget must be adopted by October 2 are able to incorporate SB 1 project lists into the recommended budget adopted by June 30, May is simply too early in the annual budget process to provide an approved list to the CTC. As such, CSAC and the League intend to pursue clean-up legislation to SB 1 to ensure that timeframes for report submission coincide with the appropriate steps in the local budget process, or allow an alternative pathway for compliance with SB 1's important accountability and transparency provisions, such as including planned RMRA-funded projects in a capital improvement plan.

Project List Submittal

The discussion of the project list submittal process as required by SB 1 found on page 6 should be revised to make it abundantly clear that amendments to an adopted city or county budget are an allowable way in which to adopt project lists. Our recommended language is as follows (bold, italics):

> 9. Content and Format of Project Lists
>
> Pursuant to SHC Section 2034(a)(1), prior to receiving an apportionment of RMRA funds from the State Controller in a fiscal year, a city or county must submit to the Commission a list of

projects proposed to be funded with these funds pursuant to an adopted city or county budget**,** ***which may include pertinent budget amendments***.

Commission Submittal of Eligible Entities to the State Controller's Office
CSAC and the League appreciate the Draft Reporting Guidelines recognition that it may take some additional work, especially in the first year, to ensure timely submission of project lists from every city and county (page 10). Cities and counties are committed to working cooperatively with the Commission to achieve 100% compliance. CSAC and the League continue to work with our members to ensure they are developing project lists as part of their budgets but unexpected circumstances can arise, especially in small jurisdictions with limited staff. Again, we appreciate the Commissions understanding and willingness to work with locals to ensure SB 1 funding is allocated to every jurisdiction in the state.

Project Expenditure Reporting and Auditing
SB 1 requires cities and counties to submit a report to the Commission for each fiscal year detailing specified information for each completed project that RMRA funds were used on. The Draft Reporting Guidelines accurately reflect statutory mandates on fiscal year expenditure reports. However, cities and counties are interested in full disclosure, transparency and accountability in SB 1 expenditures and as such, we intend to pursue clean-up language that would expand fiscal year expenditure reports to include all RMRA expenditures on projects in a given fiscal year, whether the project was completed that year or not. CSAC and the League want to fully meet the spirit of SB 1's accountability and transparency provisions and the public will have a much clearer understanding of the benefits to their community from SB 1 with more inclusive reporting. **To that end, within the Final Reporting Guidelines, we recommend the Commission request counties and cities include project information for all projects with expenditures of SB 1 funds in the report and provide for this in the standard format.**

Once again, CSAC and the League appreciate the Commission's efforts to develop clear and concise guidance on reporting local streets and roads expenditures from SB 1. We look forward to continuing our work together to be fully accountable and transparent in the implementation of SB 1. Please do not hesitate to contact us should you have questions or need clarification on any aspect of our comments.

Sincerely,

Kiana L. Valentine
Legislative Representative
California State Association of Counties
(916) 650-8185

Rony Berdugo
Legislative Representative
League of California Cities
(916) 658-8283

Attachment C

CONTRA COSTA WATER DISTRICT

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July 14, 2017

Ms. Laura Pennebaker, Associate Deputy Director Program Manager
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: Road Maintenance and Rehabilitation Account (RMRA) Funds

Dear Ms. Pennebaker:

I appreciate the opportunity to provide comments on the 2017 Local Streets and Roads Funding Program. The Contra Costa Water District (District) welcomes the increased investment in local infrastructure provided by the additional RMRA funding. Additionally the District applauds the emphasis on accountability and transparency in the utilization of these funds.

The purpose of my letter is to request that clarification be included in the draft guidelines as to whether utility relocations, such as valve can adjustments and water pipeline relocations triggered by these roadway maintenance, rehabilitation and safety projects, can be included as eligible RMRA fund expenditures. If the purpose of this increased investment is to address basic roadway needs, and the utility relocations are triggered by the resulting projects, it stands to reason that these relocations would be an appropriate expenditure for RMRA funds. This is of particular interest to utilities, such as the District, to avoid requiring deferral of planned rehabilitation of deteriorating underground, street utility infrastructure in order to accommodate and fund the work triggered by the increased number of projects afforded by the additional RMRA funds. Resulting delays in utility street infrastructure work end up then increasing the total costs to the public as failed underground utilities shorten the life of the roadway improvements through leaks and main breaks.

I appreciate your consideration of the District's request and look forward to partnering with the agencies in the community we mutually serve to successfully deliver these projects. I can be reached at 925-688-8070, or rmurphy@ccwater.com, should you have any questions.

Sincerely,

Rachel Murphy, P.E.
Director of Engineering

RM:mc

July 26, 2017

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, Room 2233 (MS-52)
Sacramento, CA 95814

RE: **Comments Regarding SB 1 (Chapter 5, Statutes of 2017) Implementation**

Dear Ms. Bransen,

On behalf of the 19 million residents within the jurisdiction of the Southern California Association of Governments (SCAG), we write to offer commentary to set the framework for the successful and efficient implementation of SB 1 programs to maximize the benefits to the traveling public, meeting many important state and regional goals.

SB 1 represents an historic opportunity to align state and local resources to achieve long overdue improvements that meet local and statewide objectives. We are grateful that the Legislature and the Governor have moved quickly to advance implementation of its new programs, thereby allowing the transportation benefits provided by these funds to accrue expeditiously. We also want to thank the California Transportation Commission (CTC) for the timely creation of a guidelines implementation plan and the early adoption of the Active Transportation Program augmentation guidelines, which considered SCAG's previous comment letter (dated May 17, 2017).

We offer the following provisions for inclusion within the implementation of all SB 1 funding programs as the CTC develops guidelines for these programs:

- Provide flexibility in the first round of funding programs, which will allow for expedited delivery of projects, including projects which may already be in the pipeline. This includes clarity that funds may be used on projects that may have been programmed with other funding sources. This programming flexibility will help the regions to deliver projects in a timely manner.

- Ensure geographic equity so that the SB 1 funds are benefiting all areas of the state.
- In order to provide more statewide improvements and accommodate longer lead times for more complicated projects, program funds for multiple years.
- Provide funding for preconstruction in order to build a solid shelf of projects for future state and federal investments in transportation.
- Coordinate guidelines, processes, and funding decisions with the California State Transportation Agency (CalSTA) considering projects may be funded through both the CTC and CalSTA programs.
- In future cycles, adjust the timing of competitive programs and formula programs in order to advance priority projects with the best possible mix of funding.
- For projects nominated by both the California Department of Transportation (Caltrans) and the regional agency, hold state funds in reserve so that cost increases can be managed through a proportional contribution from the state and the regions.
- For funding programs which have a specific set aside reserved for Caltrans nominated projects, require project nomination lists from Caltrans first, so that regional agencies are aware of what the state is funding first and can appropriately submit projects knowing what is funded through the state's share.
- Simplify reporting requirements to what information is the most valuable to the public.

In terms of individual programs, we suggest the following:

Local Partnership Program (LPP)

- Emphasize that the LPP is a 50 percent formula program that provides maximum discretion to self-help agencies to fulfill the intent of the Legislature to provide a true incentive for voters to pass local transportation taxes or fees. Regional agencies should have funding flexibility on the formula portion of the program; including project selection and distribution within the region.
- Consider a north/south split for the 50 percent competitive program.
- For the competitive program, implement a tiered program to ensure equitable opportunities for agencies of different sizes to compete.
- Clarify that the LPP (competitive and formula) provides funding for multi-modal projects consistent with local transportation sales tax measures, such as local streets and roads, transit, highways, active transportation, and transportation demand management.

- Include a provision in the LPP Guidelines that this funding program would be revisited in two years to consider increasing the formula share of the program, consistent with the legislative intent as described in the June 8, 2017, letter from the Chairs of the Assembly Transportation and Senate Transportation and Housing Committees.

Local Streets and Roads

- Please work quickly with the State Controller's Office to issue estimates and maintenance of effort information to the counties and the cities as soon as possible so that they may adjust their fiscal year 2017-18 budgets as necessary to avoid any delay in delivery of important initial Road Maintenance and Rehabilitation projects.

- Please provide any signage requirements, including an SB 1 logo, as soon as possible.

- Consider providing pre-award or letter of no prejudice authority to spend funds once local agencies have submitted their project lists to the CTC.

- Provide clear guidance on how the aspirational goals will be considered and documented.

State Highway Operations and Protection Program (SHOPP)

- The SCAG regional agencies look forward to increased coordination with Caltrans that will be achieved through the new accountability and transparency that is being included in the SHOPP Guidelines. This transparency is particularly important to understand which projects are being funded through the SHOPP that may also be eligible for other SB 1 funding programs.

Solutions for Congested Corridors

- Programs of projects should be nominated through a bottom-up approach between the regions and Caltrans.

- "Congestion" should be defined through hours of delay so that investments are made where they would have the greatest benefit.

- In order to expedite delivery of multi-modal corridor projects, allow for the use of various existing plans and documents to meet the corridor plan requirement.

Trade Corridor Enhancement Account

- Ensure that projects are nominated to the CTC with the support of a consensus-based bottom-up approach.

- Specify that all projects should be freight corridor focused, consistent with the goals of the program.

- Accelerate the schedule for guideline adoption, leveraging the work the CTC has already done with the regions on the California Freight Investment Program while ensuring that application deadlines complement the timing of INFRA grant submittals.

- Clarify that all project savings stay within the trade region, and at the discretion of those corridor agencies (same as TCIF).

- Provide maximum possible flexibility for meeting the minimum match requirement should such a minimum be established. Allowable match sources should include State Transportation Improvement Program, other SB 1 programs, and federal apportionments.

Again, thank you very much for holding the June 8 and 9 forum and workshops, and for the continued outreach CTC has conducted, which is invaluable to assist overall efforts to implement SB 1. Please contact any of us if you have questions or wish to discuss these comments. Hasan Ikhrata can also coordinate any questions or comments on all of our behalf. He can be reached at (213) 236-1944 or lkhrata@scag.ca.gov.

Sincerely,

Mark Baza
Executive Director, Imperial County Transportation Commission

Hasan Ikhrata
Executive Director, Southern California Association of Governments

Darrell Johnson
Chief Executive Officer, Orange County Transportation Authority

Darren M. Kettle
Executive Director, Ventura County Transportation Commission

Anne Mayer
Executive Director, Riverside County Transportation Commission

Phillip A. Washington
Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority

Raymond Wolfe
Executive Director, San Bernardino County Transportation Authority

EAST BAY
MUNICIPAL UTILITY DISTRICT

July 27, 2017

Ms. Laura Pennebaker, Associate Deputy Director Program Manager
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Road Maintenance and Rehabilitation Account (RMRA) Funds, SB-1

Dear Ms. Pennebaker,

The East Bay Municipal Utility District (EBMUD) is a California Public Utility that supplies water to 1.4 million residents and businesses in 20 cities and 15 unincorporated communities in Alameda and Contra Costa Counties. EBMUD recently became aware of the creation of the Road Maintenance and Rehabilitation Account (RMRA) as a result of the enactment Senate Bill 1. This letter provides EBMUD's comments on those guidelines.

EBMUD respectfully requests that guidelines for RMRA funding include language requiring the requesting city or county to provide the water utility sufficient notification as to when and where the funds will be applied and to set aside adequate funds for utility relocation as a direct result of the road maintenance and rehabilitation.

EBMUD maintains over 4,000 miles of pipeline in a service area that spans 332 square miles. Our capital program includes the rehabilitation of deteriorated pipeline to sustain a reliable system for its customers. Much of this pipeline is located beneath roads. EBMUD annually coordinates its work with current city and county paving programs. In addition to the planned projects, EBMUD spends a considerable amount of funds and effort relocating pipelines for unplanned streetscape improvement projects.

Similar to concerns expressed by the Contra Costa Water District in its letter commenting on the RMRA funds, an increase in roadway spending will require a commensurate increase in EBMUD spending to relocate impacted utilities. If no funding is made available for these utility relocations, then EBMUD will be forced to shift its funding to RMRA funded projects and defer critical planned pipeline rehabilitation work. Deferring these projects has the potential for increased water main breaks that impact the public as well as shorten the life of the roadway. If the ultimate goal is to improve the condition of the roadway, it is of the utmost importance that the RMRA funds take into account the cost to repair and, if necessary, relocate the underground infrastructure.

In our conversation on July 20, 2017, you explained that the funds do not have timeline restrictions for use and do not preclude the use of the funds for utility relocations. EBMUD would like to work with the Commission to include in its guidelines coordination and utility funding language with the goal to maximize the public benefit.

Thank you for your consideration and I look forward to strengthening the relationship between EBMUD and your organization. I can be reached at (510) 287-1164, or carlton.chan@ebmud.com.

Sincerely,

Carlton D. Chan, PE
Manager, Pipeline Infrastructure Division

CC: X. Irias
M. Dumaine
X. Berry
D. McDonald
R. McMullin

M e m o r a n d u m

Tab 25

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 4.27
Action

Published Date: August 11, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **PRESENTATION ON THE DRAFT LOCAL PARTNERSHIP PROGRAM GUIDELINES**

SUMMARY:

The Draft Local Partnership Program Guidelines describe the policy, standards, criteria and procedures for the development and management of the Local Partnership Program. The draft guidelines were developed based on the Commission's adopted guidelines for the Proposition 1B State-Local Partnership Program.

The draft guidelines were developed in consultation with stakeholders representing state, regional, and local government entities, as well as private industry and advocacy groups. To date, the Commission has held four public workshops in locations throughout the state and engaged transportation interests at the local and regional levels. Two additional public workshops will be held on September 8, 2017 and September 25, 2017. The input received at the workshops and during the August Commission meeting will be used by staff to revise the guidelines as necessary. Final draft guidelines will be presented to the Commission for adoption at the October 18-19 Commission meeting.

The workshop discussions have yielded a number of key suggestions for inclusion in the draft guidelines. A theme that has resonated on multiple occasions during these workshops is the suggestion that the Local Partnership Program be modeled after the Proposition 1B State-Local Partnership Program. As a result, the draft guidelines were developed to closely align the areas of eligible projects, distribution of the formulaic program, match requirement, and project selection criteria with the Proposition 1B State-Local Partnership Program Guidelines. Key areas in which the draft guidelines differ from the Proposition 1B State-Local Partnership Program Guidelines include allowing the nomination of projects that have not secured all necessary funding commitments and the requirements, in most cases, of a minimum funding request.

Even though the Proposition 1B State-Local Partnership Program has served as a model, the formulaic program language from the Proposition 1B State-Local Partnership Program has generated much discussion and debate. There is a lack of agreement regarding how the distribution of formula funds should occur. Most jurisdictions have a preference for the distribution to be based on population, while jurisdictions with multiple sales tax initiatives prefer distribution based on revenue.

Areas where agreement has been achieved include removing the minimum project size restrictions for the competitive program and allowing the funding of preconstruction work in the formulaic program.

The draft guidelines are attached for discussion at the meeting. Language from the Proposition 1B State-Local Partnership Program Guidelines is identified in black ink. Deleted text from the Proposition 1B State-Local Partnership Program Guidelines is shown with a strike-through and new verbiage that differs from the Proposition 1B Program is depicted in blue.

Attachment – SB 1 Local Partnership Program Draft Guidelines

CALIFORNIA TRANSPORTATION COMMISSION

LOCAL PARTNERSHIP PROGRAM

2018 DRAFT GUIDELINES

AUGUST 11, 2017

DRAFT

NOTE: These draft Local Partnership Program Guidelines are currently under development pending consultation with the California Department of Transportation, regional and local agencies, and other interested stakeholders to address the statutory requirements set forth in state law relating to the Local Partnership Program. This information is published herein in draft form, and is subject to further modification and refinement. Publication of this information does not represent any final determination by the California Transportation Commission on any of the issues addressed in these draft guidelines.

CALIFORNIA TRANSPORTATION COMMISSION

LOCAL PARTNERSHIP PROGRAM

2018 DRAFT GUIDELINES

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CALIFORNIA TRANSPORTATION COMMISSION

LOCAL PARTNERSHIP PROGRAM

2018 DRAFT GUIDELINES

AUGUST 2017

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GENERAL PROGRAM POLICY

1. Authority and Purpose of Guidelines.

~~The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, authorized $1 billion to be deposited in the State-Local Partnership Program (SLPP) Account to be available, upon appropriation by the Legislature, for allocation by the California Transportation Commission over a five-year period to eligible transportation projects nominated by an applicant transportation agency. The Bond Act required a dollar for dollar match of local funds for an applicant agency to receive state funds under the program.~~

The Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) created the Local Partnership Program and continuously appropriates two hundred million dollars ($200,000,000) annually to be allocated by the California Transportation Commission (Commission) to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements.

These guidelines, modeled after the Commission's Proposition 1B State-Local Partnership Guidelines for Fiscal Year 2010-11, describe the policy, standards, criteria, and procedures the Commission will use to develop, adopt, and manage the 2017 Local Partnership Program. Pursuant to Streets and Highways Code Section 2033, these guidelines were developed in cooperation with the California Department of Transportation (Caltrans), transportation planning agencies, county transportation commissions, local agencies and other transportation stakeholders. The Commission may amend these guidelines after first giving notice of the proposed amendments. The Commission will make a reasonable effort to amend the guidelines prior to a call for projects or may extend the deadline for project submission in order to comply with the amended guidelines.

~~In 2008, the Legislature enacted implementing legislation (AB 268) to add Article 11 (commencing with Section 8879.66) to Chapter 12.491 of Division 1 of Title 2 of the Government Code. Article 11 defines the purpose and intent of the program, defines the~~

~~eligibility of applicants, projects, and matching funds, and provides that~~ In the initial programming cycle, program funds will be distributed as follows:

- Formulaic Portion: For the two-year cycle covering Fiscal Years 2017-18 and 2018-19, 50% ~~95%~~ of program funds will be distributed by formula to match:
  - Voter-approved transportation taxes, tolls and fees.
- Competitive Grant Portion: For the three-year cycle covering Fiscal Years 2017-18, 2018-19 and 2019-20, 50% ~~5%~~ of the remaining program funds will be available for a competitive grant application program that will be divided in two groups:
  - To match voter-approved taxes, tolls and fees; and
  - To match imposed fees.

  The Competitive Grant Program will be divided into the above two groups based on the relative tax, toll, and fee revenue of the applicants. In no case will the portion to match imposed fees be less than 10% of the Competitive Grant Program.

The formulaic and competitive grant portions will be revisited after a two-year period to evaluate whether future changes are needed. The Local Partnership Program will consist of (1) projects nominated by eligible applicants for the formulaic program and (2) projects selected by the Commission from projects nominated by eligible applicants under the competitive grant program.

2. Program of Projects.

The Commission will adopt an ~~annual~~ initial program of projects for the Local Partnership Program, by June 30, 2018. Future formulaic programs will be adopted by October of each even-numbered year. Future competitive programs will be adopted every three years by October. The program will consist of projects nominated by eligible applicants for the formulaic program and projects selected by the Commission under the competitive grant program ~~to match uniform developer fees~~.

Program Schedule:

Draft guidelines presented to the Commission	August 16, 2017
Commission adopts guidelines	October 18-17, 2017
Commission adopts formula funding shares	December 6-7, 2017
Applications due	January 31, 2018
Release staff recommendations (formulaic program)	March 1, 2018
Release staff recommendations (competitive program)	June 4, 2018
Program adoption (formulaic program)	March 21-22, 2018
Program adoption (competitive program)	June 27-28, 2018

The Local Partnership Program project funding will match eligible local funding for project construction ~~or equipment acquisition~~, consistent with Government Code Section 8879.70 [A through F below] and Streets and Highways Code Section 2032(a) [G through I below].

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Eligible projects shall include all of the following:

A. Improvements to the state highway system including, but not limited to, all of the following:

   - Major rehabilitation of an existing segment that extends the useful life of the segment by at least 15 years;

   - New construction to increase capacity of a highway segment that improves mobility or reduces congestion on that segment; and

   - Safety or operational improvements on a highway segment that are intended to reduce accidents and fatalities or improve traffic flow on that segment.

B. Improvements to transit facilities, subject to the restrictions of Article XIX of the California Constitution, including guideways, that expand transit services, increase transit ridership, improve transit safety, enhance access or convenience of the traveling public, or otherwise provide or facilitate a viable alternative to driving.

   ~~The acquisition, retrofit, or rehabilitation of rolling stock, buses, or other transit equipment, including, but not limited to maintenance facilities, transit stations, transit guideways, passenger shelters, and fare collection equipment with a useful life of at least 10 years;~~

   - ~~The acquisition of vans, buses, and other equipment necessary for the provision of transit services for seniors and people with disabilities by transit and other local agencies is an eligible project under this paragraph.~~

C. Improvements to the local road system, including, but not limited to, both of the following:

   - Major roadway rehabilitation, resurfacing, or reconstruction that extends its useful life by at least 15 years; and

   - New construction and facilities to increase capacity, improve mobility, or enhance safety.

D. Improvements to bicycle or pedestrian safety or mobility with a useful life of at least 15 years.

E. Improvements to mitigate the environmental impact of new transportation infrastructure on a locality's or region's air quality or water quality, commonly known as "urban runoff," including, management practices for capturing or treating urban runoff.

F. For purposes of the Local Partnership Program, a separate phase or stage of construction for an eligible project may include mitigation of the project's environmental impacts, including, but not limited to, sound walls, landscaping,

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wetlands or habitat restoration or creation, replacement plantings, and drainage facilities.

G. Sound walls for a freeway that was built prior to 1987 without sound walls and with or without high occupancy vehicle lanes if the completion of the sound walls has been deferred due to lack of available funding for at least 20 years and a noise barrier scope summary report has been completed within the last 20 years.

H. Road maintenance and rehabilitation.

I. Other transportation improvement projects.

The Commission will not program or allocate Local Partnership Program funding to match local funding for preconstruction work for the competitive grant programs; however, preconstruction work will be allowed for the formulaic programs.

The program of projects for each ~~fiscal year~~ cycle will include the following for each project:

- The amount to be funded from the Local Partnership Program;
- The source of the dollar-for-dollar match of Local Partnership Program funding;
- The estimated total cost of project construction or equipment acquisition, including any additional supplementary funding.
- The source of the dollar-for-dollar match will include only revenues from the transportation tax or fee that qualifies the applicant for Local Partnership Program funding.
- The match must be in the Construction component, the same component as Local Partnership Program funds, except in the case of a design build project, where a portion of the match may be in design (Plan, Specifications, and Estimates). Eligible match funds must be expended after Commission allocation of the Local Partnership Program funds, and concurrently and proportionally to the Local Partnership Program funds.
- For projects allocated funding for preliminary engineering under the formulaic program, in the event that right-of-way acquisition or construction is not started by the close of the tenth fiscal year after the initial allocation of Local Partnership Program funds, the local agency must repay the Commission the Local Partnership Program funds granted to the local agency.

In the formulaic program, the Commission will program and allocate funding to a project ~~in whole thousands of dollars and will include a project~~ only if it is fully funded from a combination of Local Partnership Program and other committed funding.

The Commission will regard funds as committed when they are programmed by the Commission or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including but not limited, to

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Regional Surface Transportation, Congestion Mitigation and Air Quality, and federal formula transit funds, the commitment may be by federal Transportation Improvement Program adoption. For federal discretionary funds, the commitment may be documented by federal approval of a full funding grant agreement or by grant approval.

In the Competitive Grant Program, an applicant may nominate a project funded from a combination of committed and uncommitted funds. Uncommitted funds may be only from the following competitive programs: Active Transportation Program, Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, or Transit and Intercity Rail Capital Program. The applicant must indicate its plan for securing a funding commitment, explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. Uncommitted funds may be nominated only from the following competitive programs: Active Transportation Program, Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, or Transit and Intercity Rail Capital Program. The agency must indicate its plan for securing a funding commitment, explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments must be secured prior to July 1 of the year in which the project is programmed. Projects programmed by the Commission in the Local Partnership Program will not be given priority for funding in other programs under the Commission's purview.

~~The Commission's annual program of projects will also include multiyear programs of projects for the SLPP funding that eligible applicants may elect to adopt and submit to the Commission. The Commission will include these multiyear programs for informational purposes, acknowledging the future plans and intent of the eligible applicants. The inclusion of an applicant multiyear program, however, will not constitute a programming commitment by the Commission for future year funding.~~

<u>Formulaic Portion for Voter-approved Taxes and Fees</u>

3. Annual Funding Shares.

The Commission will adopt the ~~annual~~ funding share for each eligible applicant ~~for the voter approved taxes and fees subaccount~~ with the adoption of these guidelines and at the beginning of each ~~subsequent fiscal year~~ programming cycle. These shares will be determined in accordance with Government Code Section 8879.72(a) and rounded to the nearest whole thousand dollars:

A. The Commission will establish a northern California and southern California share by attributing the proportional share of revenues from voter-approved sales taxes, voter-approved parcel or property taxes, and voter-approved bridge tolls dedicated to transportation improvements and imposed in counties in northern California to the northern share, and by attributing the proportional share of revenues from voter-approved sales taxes imposed in counties located in southern California to the southern share. The determination of whether a county is located in northern or southern California shall be based on the definitions set forth in Section 187 of the Streets and Highways Code.

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B. Program funds made available to the southern share will be distributed to the entity responsible for programming and allocating revenues from the sales tax in proportion to the population of the county in which the entity is located compared to the total population of southern California counties with voter-approved sales taxes dedicated to transportation improvements. For the purpose of calculating population, the Commission will use the most recent information available from the Department of Finance.

C. Program funds made available to the northern share will be distributed as follows:

- Program funds generated by voter-approved bridge tolls and voter-approved parcel or property taxes dedicated to transportation improvements shall be distributed to the entity responsible for programming and allocating revenues from the toll or tax based on the proportional share of revenues generated by the toll or tax by that entity in comparison to the total revenues generated by voter-approved sales taxes, voter-approved parcel or property taxes, and voter-approved bridge tolls dedicated to transportation improvements in northern California.

- Program funds generated by voter-approved sales taxes dedicated to transportation improvements shall be distributed to the entity responsible for programming and allocating revenues from the sales tax in proportion to the population of the county in which the entity is located compared to the total population of the northern California counties with voter-approved sales taxes dedicated to transportation improvements. For the purposes of calculating population, the Commission shall use the most recent information available from the Department of Finance.

In establishing funding shares, the Commission will use the most current data available ~~through June 30 of each year,~~ as follows:

- For toll revenues, the sum of revenues ~~from~~ for the most recent fiscal year, as reported in audited financial statements from the Bay Area Toll Authority.

- For parcel and property tax revenues, the revenues for the most recent fiscal year, as reported to the State Controller pursuant to Government Code Section 53891.

- For local sales tax revenues, the sum of gross revenues for the most recent four quarters as reported for each local tax by the Board of Equalization.

- For population, the annual population estimate for cities and counties issued by the Department of Finance in May prior to the beginning of each fiscal year.

The Commission will determine a funding share for each eligible applicant with a voter-approved tax or toll that was approved prior to the adoption of the funding shares and will be collected during the fiscal year. Where a city has a voter-approved local sales tax and is located within a county without a countywide sales tax, the Commission will adopt a funding share for the city based on the city's population. Where there are multiple eligible applicants with a voter-

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approved local sales tax within a county with a countywide sales tax, the Commission will adopt a single countywide funding share based on the population for the county.

~~The Commission will set aside up to 2 percent of the total amount appropriated each year for the program as a reserve for bond administrative expenses. In the absence of an enacted state budget, the Commission may establish the funding shares based on its best estimate of the amount that the Legislature will appropriate to the SLPP Account, subject to adjustment based on the final appropriation in the Budget Act.~~

4. <u>Project nominations</u>.

The Commission will include in the annual program of projects each project nominated by an eligible applicant for a formulaic funding share provided that the Commission finds that the nomination meets the requirements of statute and that the project has a commitment of the required match ~~and any supplementary funding needed for full funding~~. Following the initial programming cycle, each applicant shall submit its nomination by August 15 of each year. The Commission's program of projects shall not include a project nomination that exceeds the applicant's formula funding share~~. ,except in the case where an agreement has been reached among agencies to pool shares or borrow from existing formula shares, with repayment to be made out of future formula shares. In the case such an agreement, a copy of the agreement shall be attached to the project nomination.~~ A nomination shall include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board. Where the project is to be implemented by an agency other than the applicant, the nomination shall also include the signature of the Chief Executive Officer or other authorized officer of the implementing agency. Applicants for funding from a formulaic share should submit one electronic copy and three hard copies of each nomination. Nomination for the Local Partnership Program's Formula Portion ~~nominations~~ shall ~~should~~ be addressed or delivered to:

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

A project nomination may be for supplemental funding of a project that was allocated Local Partnership Program funding in a prior year, provided that the supplemental Local Partnership Program funding and the match for that supplemental funding will not be expended until after the allocation of the supplemental funding. The supplemental Local Partnership Program funding may be to replace local funding already committed to the project, subject to the required one-to-one match.

For each nominated project, the applicant should submit project information using the Project Programming Request form ~~in use for STIP Projects~~. An excel template of this form may be found at http://www.dot.ca.gov/hq/transprog/ocip.htm. The nomination should identify the implementing agency, which may be different from the applicant agency. ~~As specified in statute,~~ The nomination shall include:

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- The project title, which should be a brief non-technical description of the project type, scope, and location, and a map (or maps) of the project location denoting the project site.

- A description of the nominated project, including its cost and scope and the specific improvements and benefits it is anticipated to serve. The description should identify the project's useful life. Each applicant should provide documentation of the expected benefits of the proposed project utilizing the latest version of Caltrans' LifeCycle Benefit-Cost Analysis Model. This model can be found at: http://www.dot.ca.gov/hq/tpp/offices/eab/LCBC_Analysis_Model.html.

- A description of the project's current status, including the current phase of delivery, and the schedule for the completion of construction.

- A description of how the project would support transportation, land use and housing planning goals within the region.

  - For projects within a region with an adopted Sustainable Communities Strategy (SCS), the eligible applicant will discuss how their project relates to its SCS. This will include a quantitative and/or qualitative assessment of how the project will facilitate the implementation of the SCS and also identify any challenges the region is facing in implementing the SCS. In a region served by a multi-county transportation planning organization, the report will address the portion of the SCS relevant to that region.

- A description of the greenhouse gas impacts and the community impacts of the project and how those impacts are mitigated to a less than significant level.

- The amount of Local Partnership Program funds requested.

- The amount and source of matching funds.

- The amount and source of other funds. Each nomination must list each federal, state, local, and private funding source by project component and fiscal year. For uncommitted funds, the applicant must indicate its plan for securing a funding commitment, explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments must be secured prior to July 1 of the year in which the project is programmed or the project will be removed from the program.

~~3. An eligible applicant may adopt and submit a multiyear program for SLPP funding either in addition to or in lieu of project nomination for the program year. As described in section 2, the Commission's acknowledgement of an applicant's multiyear program will not constitute a Commission programming commitment of future year SLPP funding.~~

5. <u>Balance of funding share.</u>

If the program of projects adopted by the Commission does not program the full amount of an applicant's formulaic funding share, the balance will remain available for later program

amendments supported by eligible project nominations. A balance not programmed in one ~~fiscal year~~ programming cycle will carry over and be available in the following ~~fiscal year~~ programming cycle.

Competitive Grant Program: Application Submission ~~to Match Uniform Developer Fees~~

6. Project Selection.

The Commission will select projects from among eligible project nominations for the Competitive Grant Program ~~from the Uniform Developer Fees Subaccount~~ modeled after ~~pursuant to~~ Government Code Section 8879.73. The Competitive Grant Portion will be divided in two groups:

- To match voter-approved taxes, tolls and fees; and
- To match imposed fees.

The competitive grant program will be divided into these two groups based on the relative revenue of the applicants. In no case will the portion to match imposed fees be less than 10% of the Competitive Grant Program.

Eligible applicants are the entities responsible for programming and allocating revenue from taxes or fees dedicated solely for transportation improvements arising from voter-approved sales taxes, voter-approved parcel or property taxes, voter-approved bridge tolls, and imposed fees.

To ensure a more equitable competition, the Commission will compare projects based on the population of jurisdiction across which the tax or fee is applied. In most cases, this will be a county or city. For voter-approved tolls, the population will be the sum of the population of the jurisdictions that voted on the toll. The following population categories will be used below:

Population:

- Category I: ≥ 1,500,000
- Category II: 700,000 to 1,499,999
- Category III: 300,000 to 699,999
- Category IV: 100,000 to 299,999
- Category V: <100,000

~~No single competitive grant for the SLPP may exceed $1 million~~ To maximize the effectiveness of program funds, the minimum request for the Competitive Grant Program funds that will be considered is indicated below based on the aforementioned population totals:

Minimum Project Size:

- Category I (population ≥ 1,500,000): $5,000,000
- Category II (population 700,000 to 1,499,999): $3,000,000
- Category III (population 300,000 to 699,999): $2,000,000
- Category IV (population 100,000 to 299,999): $1,000,000
- Category V (population <100,000): No minimum requirement.

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The Commission will consider approval of a competitive grant ~~only when it finds~~ upon a determination that the grant request meets the requirements of these guidelines ~~statute~~ and that the project has a commitment of the required match ~~and any supplementary funding needed for full funding~~. The selected projects will be included in the Commission's ~~annual~~ program of projects for the Local Partnership Program. The Commission will consider only projects for which one electronic copy and five hard copies of a complete and accurate nomination package are received in the Commission office by August 15 of each even-numbered year. A nomination shall include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board. Where the project is to be implemented by an agency other than the applicant, the nomination shall also include the signature of the Chief Executive Officer or other authorized officer of the implementing agency. Nominations for the Local Partnership Program's Competitive Portion ~~nominations should all~~ shall be addressed or delivered to:

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

7. Project Applications.

For each project nominated for the Competitive Grant Portion, the applicant should submit project information using the Project Programming Request form ~~in use for the STIP projects~~. The nomination should identify the implementing agency, which may be different from the applicant agency. ~~As specified in statute,~~ The nomination shall include:

- The project title, which should be a brief non-technical description of the project type, scope, and location, and a map (or maps) of the project location denoting the project site, and identifying impacted communities that meet either of the following criteria:
  - An area identified as among the most disadvantaged 25% in the state according to the California Environmental Protection Agency and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores (score must be greater than or equal to 36.62). This list can be found at the following link under SB 535 List of Disadvantaged Communities: http://www.calepa.ca.gov/EnvJustice/GHGInvest/.
  - An area with a median household income (reference Table B19013) that is less than 80% of the statewide median based on the most current Census Tract level data (reference Table 140) from the 2010-2014 American Community Survey (<$49,191). Communities with a population of less than 15,000 may use data at the Census Block Group level data (reference Table 150). Unincorporated communities may use data at the Census Place level (Table 160). Data and table are available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.
- A description of the nominated project, including its cost and scope and the specific improvements and benefits the project is anticipated to serve. The description should

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identify the project's useful life of at least 15 years. Each applicant should provide documentation of the expected benefits of the proposed project utilizing the latest version of Caltrans' LifeCycle Benefit-Cost Analysis Model. This model can be found at: http://www.dot.ca.gov/hq/tpp/offices/eab/LCBC_Analysis_Model.html.

- A description of the project's current status, including the current phase of delivery, and the schedule for ~~the completion~~ construction completion ~~or acquisition~~.
- A description of how the project would support transportation, ~~and~~ land use and housing planning goals within the region.
  - For projects within a region with an adopted Sustainable Communities Strategy (SCS), the eligible applicant will discuss how their project relates to its SCS. This will include a quantitative and/or qualitative assessment of how the project will facilitate the implementation of the SCS and also identify any challenges the region is facing in implementing the SCS. In a region served by a multi-county transportation planning organization, the report will address the portion of the SCS relevant to that region.
- A description of the reductions in greenhouse gas, air pollution and community impacts anticipated from the project.
- A description of the community and regional support for the project.
- The amount of Local Partnership Program funds requested.
- The amount and source of matching funds.
- The amount and source of other funds. Each nomination must list each federal, state, local, and private funding source by project component and fiscal year. For uncommitted funds, the applicant must indicate its plan for securing a funding commitment, explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments must be secured prior to July 1 of the year in which the project is programmed or it will be removed from the program.

In addition, for an imposed fee, the grant request should include a copy of the ordinance or resolution adopted by a city, county or city and county that establishes the ~~the uniform developer~~ fee to be matched by the grant and a copy of the relevant section of the jurisdiction's most recent financial statements indicating the revenue generated by the imposed fee.

An agency applying for multiple competitive grants must prioritize its applications. The Commission may elect to only evaluate the highest priority application(s) submitted by each agency.

~~An agency may apply for supplemental funding of up to $1 million for a project that was allocated SLPP funding in a prior year or years, provided that the supplemental SLPP funding~~

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~~and the match for that supplemental funding will not be expended until after the allocation of the supplemental funding. The supplemental SLPP funding may be to replace local funding already committed to the project, subject to the required one to one match. Prior year funding of a project under the SLPP discretionary grant program is not a selection criterion for funding in a subsequent year. The Commission will evaluate applications competitively in each year.~~

8. Project Selection Criteria.

In approving grants for inclusion in the program of projects, the Commission will give consideration to geographic balance over multiple programming cycles and to demonstrated project cost-effectiveness. The Commission will give higher priority to projects that are more cost-effective, that can commence construction or implementation earlier, that leverage more ~~uniform developer fees and other~~ committed funds per program dollar ~~,and~~ that can demonstrate quantifiable air quality improvements, including a significant reduction in vehicle-miles traveled, that can demonstrate regional and community project support, and within a MPO, projects that further the implementation of the sustainable communities strategy. In addition, the Commission intends to give higher priority to projects nominated by agencies that are located in areas without formula funding shares.

9. Balance of Grant Program Funds.

If the program of projects adopted by the Commission does not program the full amount of the share for the Competitive Grant Program, the balance will ~~remain available for later program amendments supported by eligible project grant requests. A balance not programmed in one fiscal year will~~ carry over and be available for the Competitive Grant Program ~~in~~ the following ~~fiscal year~~ programming cycle.

Project Allocations and Delivery

10. Amendments to Program of Projects.

The Commission may approve an amendment of the Local Partnership Program of projects at any time. ~~An~~ Subject to the requirements of the Bagley-Keene Open Meeting Act, an amendment need only appear on the agenda published 10 days in advance of the Commission meeting. It does not require the 30-day notice that applies to a STIP amendment.

Project amendments requested by implementing agencies shall receive the approval of all partner and funding entities before presentation to the Commission. Amendment requests should be submitted in a timely manner and include documentation that supports the requested change and its impact on the scope, cost, schedule and benefits initially provided to the Commission for consideration.

Caltrans shall coordinate all amendment requests and utilize the Project Programming Request to help document the change. Implementing agencies must notify Caltrans in writing of proposed project scope changes. This notification must include the following:

- An explanation of the proposed scope change.

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- The reason for the proposed scope change.
- The impact the proposed scope change would have on the overall cost of the project.
- An estimate of the impact the proposed scope change would have on the potential of the project to deliver the project benefits as compared to the benefits identified in the project application (increase or decrease in benefit) and an explanation of the methodology used to develop the aforementioned estimates.

Caltrans will review the proposed scope change and forward the proposed scope change with Caltrans' written analysis and recommendation to the Commission for the Commission's approval. Commission staff will present recommended scope changes deemed by staff to be minor changes, such as those with little or no impact to project benefits or which increase the benefits of the project, to the Commission as a part of the project allocation request. Staff will present recommendations to disapprove minor scope changes and recommendations to approve or disapprove more significant scope changes to the Commission as project amendments. Projects with scope changes that materially reduce the anticipated benefits as presented in the application at the time of programming are subject to removal by the Commission from the Local Partnership Program.

11. Allocations ~~from the SLPP Account.~~

The Commission will program and allocate funding to projects in whole thousands of dollars. The Commission will consider the allocation of funds ~~funds from the SLPP Account~~ for a project when it receives an allocation request and recommendation from the Department of Transportation, in the same manner as for the STIP (see section 64 of the STIP guidelines). The recommendation will include a determination of the availability of appropriated funding from the Local Partnership Program Account and the availability of all identified and committed matching and supplementary funding. The Commission will approve the allocation if the funds are available, the allocation is necessary to implement the project as included in the adopted Local Partnership Program, and the project has the required environmental clearance.

~~12. Letter of No Prejudice.~~

~~The Commission will consider approval of a Letter of No Prejudice (LONP) to advance a programmed SLPP formula project. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The LONP Guidelines were adopted in December 2009 and are available on the Commission's website.~~

~~The Commission shall establish, using the distribution formula set forth in Government Code Section 8879.71, subdivision (a), projected targets for distribution of those funds not yet appropriated for the purpose of planning consistent with Section 8879.501 (LONP). These projected targets will be annually reviewed and revised. If an implementing agency requests and receives approval for a LONP against future, not yet appropriated formula funds, that agency proceeds at its own risk, as there is no guarantee of when those future funds will be made available for allocation. Allocations to reimburse expenses under an approved LONP cannot occur prior to appropriation and availability of formula funds in each funding cycle. In no case shall an allocation exceed the agency's formula share in that funding cycle year.~~

12. ~~13.~~ Timely Use of Funds.

Local Partnership Program allocations must be requested in the fiscal year of project programming, and construction allocations are valid for award for six months from the date of allocation unless the Commission approves an extension.

After award of the contract, the implementing agency has up to 36 months to complete the contract. At the time of fund allocation, the Commission may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project.

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

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

~~Under statute, projects receiving a SLPP allocation shall encumber the funds no later than two years after the end of the fiscal year in which the Commission makes the allocation. Commission policy, however, is that SLPP allocations are requested in the fiscal year of project programming, and are valid for award for six months from the date of approval unless the commission approves an extension. Applicants may submit and the Commission will evaluate extension requests in the same manner as for STIP projects (see section 66 of the STIP guidelines).~~

13. ~~14.~~ Semiannual Delivery Reports:

As a condition of the project allocation, the Commission will require the implementing agency to submit semiannual reports on the activities and progress made toward implementation of the project.

~~As mandated by Government Code Section 8879.50, the Commission shall forward these reports to the Department of Finance.~~ The purpose of the reports is to ensure that the project is being executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project. If it is anticipated that project costs will exceed the approved project budget, the implementing agency shall provide a plan to the Commission for achieving the benefits of the project by either downscoping the project to remain within budget while delivering the benefits set forth in the application or by identifying an alternative funding source to meet the cost increase. The Commission may either approve the corrective plan or direct the implementing agency to modify its plan.

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14. ~~15.~~ Final Delivery Report.

Within six months of the project becoming operable, the implementing agency shall provide a final delivery report to the Commission on the scope of the completed project, its final costs as compared to the ~~approved project~~ budget in the project nomination, its duration as compared to the project schedule in the project ~~agreement~~ nomination, and ~~performance outcomes derived from~~ benefits of the project as compared to those described in the project ~~agreement~~ nomination. ~~The Commission shall forward this report to the Department of Finance as required by Government Code Section 8879.50.~~

For the purpose of this section, a project becomes operable when the construction contract is accepted or acquired equipment is received.

15. ~~16.~~ Audit of Project Expenditures and Outcomes.

Caltrans must audit, in accordance with Generally Accepted Government Auditing Standards, a representative sample of Local Partnership Program projects to evaluate the performance of the project, and determine the following:

~~The Department of Transportation will ensure that project expenditures and outcomes are audited. Fr each SLPP project, the commission expects the Department to provide a semifinal audit report within 6 months after the final delivery report and a final audit report with 12 months after the final delivery report. The Commission may also require interim audits at any time during the performance of the project.~~

~~Audits will be performed in accordance with Generally Accepted Government Auditing Standards promulgated by the United States Government Accountability Office. Audits will provide a finding on the following:~~

- Whether project costs incurred and reimbursed are in compliance with the executed project agreement or approved amendments thereof; state and federal laws and regulations; contract provisions; and Commission guidelines.
- Whether project deliverables (outputs) and outcomes are consistent with the project scope, schedule and benefits described in the executed project agreement or approved amendments thereof.

A report on the projects audited, their findings and status of any corrective action must be submitted to the Commission by October 1 of each year.

16. Workforce Development Requirements and Project Signage.

Pursuant to Streets and Highways Code Section 2038, by July 1, 2023, cities and counties receiving Road Maintenance and Rehabilitation Account (RMRA) funds will need to describe how projects will address participation and investment in new or existing pre-apprenticeship training programs that focus on outreach to women, minority participants, underrepresented subgroups, formerly incarcerated individuals, and local residents to access employment

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opportunities. Therefore, this information should be included in the semi-annual reports submitted to the Commission.

To demonstrate to the public that RMRA funds are being put to work, the implementing agency must, for all projects, include signage stating that the project was made possible by SB 1 – The Road Repair and Accountability Act of 2017. The signage should be in compliance with applicable federal or state law, and Caltrans' manual and guidelines, including but not limited to the provisions of the California Manual on Uniform Traffic Control Devices.

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DEPARTMENT OF TRANSPORTATION

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M e m o r a n d u m

Tab 26

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 4.7
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kyle Gradinger, Chief (Acting)
Division of Rail and,
Mass Transportation

Subject: **OVERVIEW OF THE DRAFT 2018 CALIFORNIA STATE RAIL PLAN**

SUMMARY:

An overview of the California Department of Transportation (Department) "Draft 2018 California State Rail Plan" will be given to the California Transportation Commission at the August 2017 Commission meeting. This will be an informational item.

BACKGROUND:

The Department prepares the California State Rail Plan (Rail Plan) to meet state and federal requirements for capital funding grants through the Federal Railroad Administration (FRA) and for strategic policy planning. The Rail Plan is one of the individual modal plans that the Department is developing to support the goals and policies established in the California Transportation Plan (CTP) 2040.

FRA guidance for the Rail Plan directs the Department to prepare a 4-year Capital Investment Program outlining specific short-term rail improvements for both passenger and freight rail services planned by the State and rail operators, as well as the long-rand "Vision" identifying corridor-level state goals for develop the rail network, which the Department has tied to the 2040 time horizon of the CTP. The Rail Plan will include a 10-year capital plan for rail and will be submitted to the Commission for its review, pursuant to California Assembly Bill 528. This state legislation also requires the Department to plan for integrating the State's intercity passenger rail systems, including the California High Speed Rail system being planned and construction by the California High Speed Rail Authority.

The Draft Rail Plan will be released and submitted to the Commission in August 2017 for a 60-day public review period. The Department plans on returning to the October 2017 Commission meeting to present highlights of the Draft Rail Plan and address the Commission's comments.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 27

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 4.21
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Chris Schmidt, Chief
Division of Transportation
Planning

Subject: **OVERVIEW OF CALTRANS' SENATE BILL 1 PLANNING GRANT PROGRAM**

SUMMARY:

A status update for the Senate Bill (SB) 1 planning grants program administered through the California Department of Transportation (Department) Office of Regional Planning (ORP) will be presented at the August 16-17, 2017 California Transportation Commission meeting as an informational item.

BACKGROUND:

In consultation with California State Transportation Agency and other State departments, ORP is developing two Grant Application Guides for SB 1 planning grants:

- **Adaptation Planning** ($20 million over three years): A proposed 100 percent competitive grant program to support local and regional climate adaptation planning efforts on the transportation system. Eligible applicants include Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (RTPAs), State, local and regional agencies, transit agencies, cities and counties, special districts, and tribal governments.

- **Sustainable Communities** ($25 million annually – proposed 50/50 for competitive/formula grants): Eligible applicants for competitive grants include MPOs with sub-recipient(s), RTPAs, cities, counties, transit agencies, and tribal governments; and, the other half for MPOs via formula, based on existing calculation for annual allocation of federal transportation planning funds. The proposed objective for these grants is to encourage local and regional multimodal transportation and land use planning that furthers MPO Sustainable Communities Strategies, contributes to the State's goals, including but not limited to, the goals and best practices cited in the 2017 Regional Transportation Plan Guidelines. Also of note for the competitive grants are proposed special considerations for disadvantaged communities (50 percent minimum threshold) and local jurisdictions with a compliant housing element.

In addition, the ORP has established a time line for the grant application guides development, workshops and distribution of grant awards for the program.

Fiscal Year 2017-18 Grant Application Guides Timeline:

- June-July 2017 – Two public workshops were held on June 26 and 27 to receive input for Discussion on the Draft Grant Guides and were release for two-week comment period on July 12.
- August 2017 – Final Draft Grant Guides were sent to the fiscal and policy committees of the Legislature and a 30-day comment period began.
- September 2017 – Two public workshops will be held, Grant Guides will be finalized, the release of Grant Guides and call for applications is anticipated for October 20, 2017.
- November-December 2017 – Evaluation of the applications, management approval and announcement grant awards recipients.
- January-May 2018 – Execute agreements with grantees and begin grant project activities.

State of California
DEPARTMENT OF TRANSPORTATION

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 4.25 – ***REPLACEMENT ITEM***
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Subject: **PRESENTATION ON THE 2018 DRAFT TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM GUIDELINES**

SUMMARY:

An overview of the California State Transportation Agency's (CalSTA) Draft Transit and Intercity Rail Capital Program Guidelines will be given to the California Transportation Commission (Commission) by representatives from CalSTA at the August 2017 Commission meeting. This will be an informational item on the upcoming 2018 program cycle that will be a five-year program of projects. The five-year program is expected to have robust revenue of approximately $2 billion due the recent enactment of Senate Bill 1 – the Road Repair and Accountability Act of 2017, and Assembly Bill 398, which extended the Cap and Trade Program.

To view CalSTA's Draft Transit and Intercity Rail Capital Program Guidelines, please use the link provided: http://www.dot.ca.gov/drmt/docs/sptircp/2018ddguidelines.pdf

BACKGROUND:

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill (SB) 862 and modified by SB 9 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 travels throughout California.

The goal of the TIRCP, through its provision of monies to fund transformative capital improvements related to intercity rail, bus, ferry and rail transit systems, is to achieve the following goals:

- Reduction in 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.

State of California
DEPARTMENT OF TRANSPORTATION

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M e m o r a n d u m

Tab 29

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.5f.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **INFORMATIONAL REPORTS – DELEGATED ALLOCATIONS EMERGENCY G-11, SHOPP G-03-10 SAFETY, AND MINOR G-05-16**

SUMMARY:

Since the period reported at the last California Transportation Commission (Commission) meeting, the California Department of Transportation (Department) allocated or sub-allocated:

- $110,200,000 for construction and $24,030,000 for construction engineering for 42 emergency construction projects, pursuant to the authority granted under Resolution G-11 *(2.5f.(1))*.
- $63,207,000 for construction and $14,259,000 for construction engineering for 12 safety projects, pursuant to the authority granted under Resolution G-03-10 *(2.5f.(3))*.
- $2,568,000 for four State Highway Operation and Protection Program (SHOPP) Minor A projects, pursuant to the authority granted under Resolution G-05-16 *(2.5f.(4))*.

As of June 30, 2017, the Department has allocated or sub-allocated the following for construction in the Fiscal Year 2016-17:

- $729,509,000 for 378 emergency construction projects.
- $121,026,000 for 38 safety delegated projects.
- $26,421,000 for 38 SHOPP Minor A projects.

As of July 14, 2017, the Department has allocated or sub-allocated the following for construction in the Fiscal Year 2017-18:

- $57,121,000 for eight safety delegated projects.
- $1,698,000 for two SHOPP Minor A projects.

BACKGROUND:

The Commission, by Resolution G-11, as amended by Resolution G-11-16, delegated to the Department authority to allocate funds to correct certain situations caused by floods, slides, earthquakes, material failures, slip outs, unusual accidents or other similar events.

This authority is operative whenever such an event:

1. Places people or property in jeopardy.
2. Causes or threatens to cause closure of transportation access necessary for:
   a. Emergency assistance efforts.
   b. The effective functioning of an area's services, commerce, manufacture or agriculture.
   c. Persons in the area to reach their homes or employment.
3. Causes either an excessive increase in transportation congestion or delay, or an excessive increase in the necessary distances traveled.

Resolution G-11 authorizes the Department to allocate funds for follow-up restoration projects associated with, and that immediately follow an emergency condition response project. Resolution G-11 also requires the Department to notify the Commission, at their next meeting, whenever such an emergency allocation has been made.

On March 30, 1994, the Commission delegated to the Department authority to allocate funds under Resolution G-11, as amended by Resolution G-11-16. This authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

On March 28, 2001, the Commission approved Resolution G-01-10, as amended by Resolution G-03-10, delegating to the Department authority to allocate funds for SHOPP safety projects. This authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

Resolution G-05-16 authorizes the Department to sub-allocate funds for Minor projects. At the June 2016 meeting, the funding and project listing for the FY 2016-17 Lump Sum Minor Construction Program was approved by the Commission under Resolution FM-15-06.

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

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
1 $13,000,000 Humboldt 01-Hum-101 29.4	Near Weott, at 1.1 miles south of Willford Road. Heavy rainfall beginning January 7, 2017 caused multiple saturation-related issues culminating into a landslide. Significant deformations affected all four traffic lanes, but one southbound lane was closed on January 24, 2017 because it was determined unsafe for traffic. Since then, the slide damage continues to distress open lanes and traffic has been rerouted to the northbound lanes around the failed areas. This project will include traffic control, soldier pile wall construction, drainage system restoration and repair, roadway reconstruction, revegetation, and erosion control. The work is necessary to halt further damages and to reopen the highway. Initial G-11 Allocation 06/20/17: $13,000,000 (Additional $70,000 was allocated for right of way purposes).	01-2496 SHOPP/16-17 CON ENG $2,500,000 CONST $10,500,000 0117000229 4 0H490 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$2,500,000 $10,500,000
2 $8,000,000 Mendocino 01-Men-1 104.4	Near Leggett, at 1.2 miles south of Route 101. Following a period of heavy rains starting January 7, 2017, a landslide resulted in complete closure of the roadway. The volume of slide material and continuing movement exceeds Maintenance staff ability to continue to safely control. The site is open to one-way traffic control. The project will provide traffic control, debris removal, place and maintain a debris flow barrier, regrade and stabilize the slope, repair drainage and the roadway surface, and provide erosion control. Supplemental work is necessary to permanently relocate 150,000 cubic yards of slide debris, continue support of geotechnical investigations, and make additional drainage improvements and repairs. Geotechnical investigations are ongoing to determine a final repair strategy. Initial G-11 Allocation 01/24/17: $3,000,000 Supplemental G-11 Allocation 06/14/17: $8,000,000 Revised Allocation: $11,000,000	01-4658 SHOPP/16-17 CON ENG $1,500,000 CONST $6,500,000 0117000054 4 0G730 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$1,500,000 $6,500,000
3 $3,850,000 Mendocino 01-Men-101 37.0/40.0	Near Willits, from 1.8 miles north of Heart Arrow Trail to 0.4 mile south of Mariposa Creek Rd. A series of heavy storms beginning early January 2017 through April 2017 caused a landslide. Since March 2017, Maintenance crews have closely monitored and routinely patched the roadway. On May 4, 2017 the southbound lane was closed due to cracking and severe roadway deformation. On May 11, 2017 a geotechnical review confirmed the foundation failure affects the northern and eastern portions of the roadway. This project will include traffic control, slope stabilization, roadway removal and reconstruction, median barrier installation, erosion control, revegetation, and mobilization. The work is necessary to halt further damages and to reopen the highway. Initial G-11 Allocation 06/14/17: $3,850,000 (Additional $25,000 was allocated for right of way purposes).	01-4687 SHOPP/16-17 CON ENG $850,000 CONST $3,000,000 0117000171 4 0H420 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$850,000 $3,000,000

2.5 Highway Financial Matters

Project # 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**			
4 $3,150,000 Mendocino 01-Men-101 R87.5	Near Cummings, at 0.2 mile south of Route 271. On January 7, 2017, a storm event saturated the roadway and caused upward surface displacement (push-ups). Maintenance forces responded by restricting access to the affected area and reported the elevated pavement. The push-ups continued to rise as the saturated soil began to shift, which poses a danger to travelers. This project will dewater saturated soil, repair and improve drainage systems, stabilize slope, reconstruct roadway, remove slide debris, reconstruct shoulder and provide traffic control. Supplemental work is necessary to address additional drainage improvements needed, stabilize slope with ground anchor system per geotechnical recommendations, and reconstruct roadway. This work is necessary to prevent further degradation of the roadway, prevent lane loss, and restore safe passage for the traveling public. Initial G-11 Allocation 03/06/17: $2,600,000 Supplemental G-11 Allocation 05/23/17: $3,150,000 Revised Allocation: $5,750,000	01-4668 SHOPP/16-17 CON ENG $650,000 CONST $2,500,000 0117000081 4 0G970 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$650,000 $2,500,000
5 $6,500,000 Mendocino 01-Men-101 97.1	Near Leggett, at 0.3 mile south of Bridges Creek. On January 6, 2017 heavy rainfall initiated landslide and rockfall destabilizing slope and damaging roadway. As per geotechnical recommendations, Department forces installed temporary rockfall fencing and barrier railing along roadway shoulder. On March 9, additional slide activity fully closed the roadway. The project will remove slide debris, rock scale and grade slope, install rockfall protection measures, install 24-hour traffic control signalization, repair roadway, and support ongoing geotechnical investigation. Supplemental work is necessary to address storm damage by installing ground-based radar system, using specialized consultants, and continue supporting ongoing geotechnical investigations. The work is necessary to prevent further damage and to reopen the highway. Once the investigation is completed, additional funds will be needed to implement final recommendations. Initial G-11 Allocation 04/06/17: $1,600,000 Supplemental G-11 Allocation 06/05/17: $6,500,000 Revised Allocation: $8,100,000 (Additional $85,000 was allocated for right of way purposes).	01-4671 SHOPP/16-17 CON ENG $1,500,000 CONST $5,000,000 0117000099 4 0H090 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$1,500,000 $5,000,000

2.5 Highway Financial Matters

Project # 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 $2,400,000 Mendocino 01-Men-175 5.0/9.0	Near Hopland, from 1.0 mile east of Buckman Drive Road to 0.5 mile east of McDowell Sidehill Viaduct. Heavy rainfall beginning January 7, 2017 caused a landslide at two locations. The first location (PM 8.8) had slide material deposited onto the roadway from February into March and daily cleanup was required because of the accelerating slide activity. On March 13, a geotechnical assessment determined that the slide reduced access to private property in the area. By April, the debris breached a private road and was no longer passable because 150 feet long by 40 feet high landslide occurred due to an oversaturated slope. The second location (PM 5.9) experienced a sink that progressed into a 75 foot long and 6 foot vertical drop slipout. On April 9, slide material entered the eastbound lane resulting in closure. This project will include traffic control, repair drainage systems, slipout repair, slope stabilization, debris removal, roadway repair, revegetation, and erosion control. Supplemental work is necessary to support continued geotechnical investigations, construct soldier pile tie-back retaining wall, drive additional sheet pile, and repair additional drainage systems. The work is necessary to prevent further damage and to ensure traveler safety. Initial G-11 Allocation 04/21/17: $3,600,000 Supplemental G-11 Allocation 05/31/17: $2,400,000 Revised Allocation: $6,000,000 (Additional $50,000 was allocated for right of way purposes).	01-4681 SHOPP/16-17 CON ENG $650,000 CONST $1,750,000 0117000130 4 0H210 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$650,000 $1,750,000
7 $1,250,000 Plumas 02-Plu-70 11.0/26.0	Near Tobin, from 0.9 mile east of Rogers Flat PG&E Maintenance Street to 0.4 mile west of Oldmill Drive. Multiple landslides occurred due to heavy rainfall starting on February 6, 2017. Maintenance forces did not have the resources to address affected areas. As per geotechnical recommendations, a slope excavation of 30,000 cubic yards is required. The project will dispose of landslide debris, perform rock blasting and rock scaling, remove hazardous trees, repair culvert, install rock slope protection (RSP), and repair roadway. Supplemental work is necessary to address additional storm damage including 30,000 cubic yards of additional embankment excavation, additional RSP due to scour, and 500 lineal feet of roadway reconstruction. This work is necessary to prevent further slope failure and restore safe passage for the traveling public. Initial G-11 Allocation 02/16/17: $2,000,000 Supplemental G-11 Allocation 05/19/17: $1,250,000 Revised Allocation: $3,250,000	02-3646 SHOPP/16-17 CON ENG $250,000 CONST $1,000,000 0217000087 4 1H760 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$250,000 $1,000,000
8 $1,810,000 Plumas 02-Plu-147 1.0/8.0	Near Canyondam, from 1.0 mile north of Route 89 to 0.7 mile north of Big Springs Road. A series of storm events beginning February 2017 through March 2017 caused accelerated pavement failure. Potholes and a slipout have occurred due to heavy rainfall and melting snow posing an imminent threat to the roadway and embankment. The project will repair water saturated failed pavement concrete slabs, repair drainage system, and repair asphalt roadway with asphalt overlay and asphalt digout repairs. The work is necessary to halt further damages and to prevent highway closures. Initial G-11 Allocation 06/07/17: $1,810,000 (Additional $10,000 was allocated for right of way purposes).	02-3694 SHOPP/16-17 CON ENG $200,000 CONST $1,610,000 0217000141 4 3H550 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$200,000 $1,610,000

2.5 Highway Financial Matters

Project # 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 $2,000,000 Siskiyou 02-Sis-96 0.0/75.0	Near Somes Bar, at various locations from Humboldt County line to 0.8 mile west of Bar Road. On January 6, 2017, a series of storm events began damaging multiple locations throughout Route 96. Multiple locations of slides, slipouts, and damaged culverts have been sustained. The project will remove slide debris, repair embankments, repair and clean culverts, install additional drainage systems, place rock slope protection (RSP), and construct temporary roadway for emergency opening with continued evaluation for permanent repair. Supplemental work is needed to address additional slides from a storm event on February 17, 2017, with additional slide debris removal, RSP installation, and expanding of traffic control (PM 103.4). An additional supplemental is needed to address additional damage that includes replacing a crib wall, stabilize slides, and reconstruct shoulder embankments. The work is necessary to restore safe passage for this remote area. Initial G-11 Allocation 02/01/17: $1,900,000 Supplemental G-11 Allocation 03/14/17: $ 600,000 Supplemental G-11 Allocation 05/19/17: $2,000,000 Revised Allocation: $4,500,000	02-3678 SHOPP/16-17 CON ENG $400,000 CONST $1,600,000 0217000075 4 3H260 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$400,000 $1,600,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
10 $14,500,000 Trinity 02-Tri-299 23.3	Near Del Loma, at Big French Creek Road. Construct a catchment area at the toe of slope. A series of rock slides continue to occur at this location since January 16, 2016. Geotechnical investigations determined the slope will continue to shed rocks and soil. On February 1, 2016 an Emergency G-11 allocation (EA 2H090) was made to monitor and provide traffic control and site clearing as required to keep the route clear. However, the site continues to be under 24 hour one-way traffic control and rockfall monitoring. Further testing and analysis has determined a new temporary scope. This new project will construct a catchment area at the toe of slope with a temporary barrier wall and rockfall fencing. Supplemental funds are required to complete this work. Supplemental work includes shifting to a 7-day workweek to excavate over 200,000 cubic yards up the slope an additional 200 feet from the original slide due to continued storm events in the fall and winter of 2016 and increased slide activity, continuing 24 hour one-way traffic control, conducting slide monitoring, and constructing a temporary detour in the flood plain of the Trinity River using slide material. Additional supplemental funding needed to complete the repair work and permanent restoration which is to excavate and dispose of an additional 300,000 cubic yards including hard rock soil conditions, repair and develop disposal site, and install a large diameter self-cleaning culvert under roadway. Additional supplemental funding needed to complete the project and permanent restoration which is to excavate and dispose of an additional 260,000 cubic yards, repair roads from truck haul traffic, make disposal site repairs, and develop new disposal sites. The work will restore the roadway to the traveling public and remove traffic restrictions, reduce the risk of roadway closures, and retain rock, debris and mud flows from the traveled way. FHWA is currently reviewing the eligibility of at least $24 Million in reimbursement. A follow-up roadway preservation project (EA 0H680) is currently programmed with scope to be modified as a permanent solution. Initial G-11 Allocation 07/13/16: $ 5,900,000 Supplemental G-11 Allocation 12/27/16: $11,000,000 Supplemental G-11 Allocation 04/06/17: $14,640,000 Supplemental G-11 Allocation 06/12/17: $14,500,000 Revised Allocation: $46,040,000	02-3665 SHOPP/16-17 CON ENG $1,000,000 CONST $13,500,000 0216000169 4 2H740 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$1,000,000 $13,500,000
11 $365,000 Butte 03-But-162 21.6	In Oroville, at Quincy Place. Heavy storms beginning January 7, 2017 caused a culvert failure. On April 17, 2017 rainfall and debris accumulation formed a sinkhole in the eastbound lane. This project will include culvert replacement, sinkhole repair, and roadway repair. The work is necessary to restore traveler safety and to prevent further damages. Initial G-11 Allocation 06/09/17: $365,000 (Additional $5,000 was allocated for right of way purposes).	03-2637 SHOPP/16-17 CON ENG $65,000 CONST $300,000 0317000301 4 3H270 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$65,000 $300,000

2.5 Highway Financial Matters

Project # 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**			
12 $900,000 Colusa 03-Col-Var Var	In Colusa County, Butte County, and Glenn County, on Routes 5, 20, 45, and 162 at various locations. Heavy storm events beginning January 7, 2017 and above average Oroville Dam water releases caused severe flooding in Butte (Route 162), Colusa (Routes 5, 20, and 45), and Glenn (Route 162) counties. On February 18, 2017 Maintenance was notified of severe flooding and shoulder damage on multiple routes. This project will replace 6.4 miles of damaged shoulder backing and provide traffic control. The work is necessary to prevent further damage and to restore traveler safety. Initial G-11 Allocation 05/30/17: $900,000	03-3854 SHOPP/16-17 CON ENG $140,000 CONST $760,000 0317000300 4 3H260 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$140,000 $760,000
13 $2,000,000 El Dorado 03-ED-89 3.4/5.7	Near Meyers, from 0.1 mile north of S. Upper Truckee Road to 0.3 mile south of Grass Lake Road. On May 31, 2017, significant runoff caused roadway and shoulder erosion resulting in a washout. On June 8, 2017 a field review determined higher temperatures and melting snow resulted in higher amounts of water released onto the adjacent roadway and shoulder. This project will include roadside ditch and underdrain reconstruction, drainage system repair, roadway and shoulder repair, rock slope protection installation, dewatering operations, and traffic control. The work is necessary to prevent further damage and to restore traveler safety. Initial G-11 Allocation 06/30/17: $2,000,000 (Additional $20,000 was allocated for right of way purposes).	03-3467 SHOPP/16-17 CON ENG $400,000 CONST $1,600,000 0317000345 4 3H420 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$400,000 $1,600,000
14 $5,300,000 El Dorado 03-ED-89 16.0/16.8	Near Emerald Bay, from 0.2 mile south of Bayview Campground to 0.3 mile south of Eagle Falls Campground. Severe winter storms beginning January 2017 through February 2017 damaged two retaining walls. On May 10, 2017 a sinkhole developed on the northbound shoulder. On May 11, 2017 a field review determined the damage was exacerbated because the retaining wall was placed in the late 1920s. This project will include a soldier pile wall construction, barrier slab and barrier rail construction, metal beam guardrail installation, structure backfill, roadway repair, embankment excavation, erosion control, and traffic control. The work is necessary to prevent further damage and to restore traveler safety. Initial G-11 Allocation 06/30/17: $5,300,000 (Additional $20,000 was allocated for right of way purposes).	03-3466 SHOPP/16-17 CON ENG $880,000 CONST $4,420,000 0317000330 4 3H360 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$880,000 $4,420,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
15 $300,000 El Dorado 03-ED-193 23.4	Near Placerville, at 2.0 miles north of South Fork American River Bridge. Repair slipout, replace gabion wall and reconstruct roadway and barrier. On January 30, 2016 a slipout occurred causing partial failure of an existing gabion-style retaining wall and extensive damage to the southbound lane. The damage and resulting lane closure requires 24-hr one-way traffic control for the remaining lane. Further roadway failure and traveler safety are at risk if repairs are not completed. The project will repair the failed wall section and pavement. A supplemental is necessary to implement updated recommendations to replace the partially failed wall with a different soldier-pile wall type, in addition to reconstructing the roadway and barrier. A second supplemental is necessary to respond to further roadway cracking and slumping in sections not planned for replacement. The existing wall is now to be replaced in its entirety. A third supplemental is necessary due to additional costs for tie-back system delays, addition of safety cable rail, added erosion control during heavy May rain events. An additional supplemental is needed to close-out contract and make final payment to contractor. Contract has been accepted and roadway is re-open to the traveling public. IInitial G-11 Allocation 02/29/16: $ 850,000 Supplemental G-11 Allocation 03/07/16: $1,650,000 Supplemental G-11 Allocation 05/19/16: $ 650,000 Supplemental G-11 Allocation 08/09/16: $ 169,000 Supplemental G-11 Allocation 06/12/17: $ 300,000 Revised Allocation: $3,619,000	03-3630 SHOPP/15-16 CON ENG $180,000 CONST $120,000 0316000165 4 1H480 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$180,000 $120,000
16 $1,300,000 Nevada 03-Nev-49 R13.4	In Grass Valley, at 0.2 mile south of McKnight Way. On May 4, 2017, culvert failure caused a sinkhole to form in the northbound left shoulder. The compromised cross culvert failed due to perforations in the invert and substantial corrosion. The project will include jack and bore new culvert, roadway and drainage system repair, pressure grouting, rock slope protection installation, dewatering, and traffic control. The work is necessary to restore traveler safety and to prevent further damages. Initial G-11 Allocation 05/23/17: $1,300,000 (Additional $10,000 was allocated for right of way purposes).	03-4135 SHOPP/16-17 CON ENG $200,000 CONST $1,100,000 0317000305 4 3H280 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$200,000 $1,100,000
17 $2,785,000 Nevada 03-Nev-80 0.0/R2.5L	Near Kingvale, from Placer County line to Soda Springs Overcrossing; also in Placer County, from Kingvale Undercrossing to Nevada County line (PM 69.2 to PM 69.7). Heavy storm events beginning January 7, 2017 resulted in five failed culverts. April 25, 2017, a sinkhole developed near the westbound off-ramp. An investigation revealed a failed culvert with severe corrosion which is also eroding nearby pavement. On May 9, 2017 a large void spanned the entire width of the shoulder resulting in westbound lane closure as a result of a failed culvert. A field visit identified three additional failed culverts. The project will include drainage system repairs, roadway repair, sinkhole repair, and traffic control. The work is necessary to restore traveler safety and to prevent further damages. Initial G-11 Allocation 05/23/17: $2,785,000	03-4304 SHOPP/16-17 CON ENG $335,000 CONST $2,450,000 0317000306 4 3H290 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$335,000 $2,450,000

2.5 Highway Financial Matters

Project # 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**			
18 $950,000 Placer 03-Pla-20 R42.4/43.8	Near Camp Spaulding, from 0.2 mile east of Bear Valley Road to Nevada County line; also in Nevada County, from Placer County line to 0.5 mile west of Route 80 (PM 43.9 to PM 45.1). On January 8 and 13, 2017, Maintenance reported roadway closures caused by flooding and slide activity. Maintenance cleared the debris blocking the roadway, but was unable to assess the damage because of the subsequent snowfall. On June 8, 2017 Maintenance performed a field review once the snow cleared and determined the extent of the damage to the affected area. The damage includes a mudslide, shoulder and slope erosion, and fallen trees. This project will repair slope, shoulder, ditch, and roadway, remove slide and tree debris, and traffic control. The work is necessary to prevent further damage and to restore traveler safety. Initial G-11 Allocation 06/30/17: $950,000	03-4628 SHOPP/16-17 CON ENG $200,000 CONST $750,000 0317000350 4 3H430 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$200,000 $750,000
19 $390,000 Placer 03-Pla-80 47.3	Near Baxter, at 0.4 mile east of Baxter Overcrossing. A series of heavy storm events starting January 7, 2017 to February 14, 2017 caused a major slide closing all traffic lanes on this route due to mud and debris on the roadway. While slide debris has been removed, snow accumulation along with warm rains delayed slope stabilization. This project will remove slide debris and hazardous trees, stabilize slope, and install underdrain system. Supplemental work is necessary to complete the slope stabilization, offhaul additional slide material, and the restore drainage system. This work is necessary to prevent additional damage and avoid complete highway closure. Initial G-11 Allocation 03/16/17: $1,500,000 Supplemental G-11 Allocation 05/19/17: $390,000 Revised Allocation: $1,890,000	03-5130 SHOPP/16-17 CON ENG $0 CONST $390,000 0317000217 4 3H010 Emergency	20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$ $390,000
20 $5,900,000 Placer 03-Pla-89 13.0/21.6	Near Tahoe City, from Truckee River Bridge to Nevada County line; also, in Nevada County, from Deerfield Drive to 0.3 mile north of Alder Drive (PM 0.3 to PM 1.5). On February 24, 2017, accelerated pavement failure resulted from above average rain and snowfall in the Sierra Nevada Mountains. Due to pavement delamination, potholes and raveling are present at various locations. A site review occurred on February 26, 2017 followed by a field investigation on April 21, 2017 to determine the corrective strategy to repair the damages. The project will repair water saturated failed pavement concrete slabs, repair drainage system, and repair asphalt roadway with asphalt overlay and asphalt digout repairs. The work is necessary to halt further damages and to prevent highway closures. Initial G-11 Allocation 06/05/17: $5,900,000	03-5288 SHOPP/16-17 CON ENG $400,000 CONST $5,500,000 0317000242 4 3H200 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$400,000 $5,500,000
21 $520,000 Sacramento 03-Sac-5 15.5/18.2	In the city of Sacramento, from 0.1 mile south of Freeport Blvd to Gloria Drive; also, at 0.8 mile east of Watt Avenue (PM R6.2). Severe storms beginning early December 2016 through mid-February 2017 caused trees to fall resulting in damage to three sound walls. The damaged walls pose a threat to the adjacent residential neighborhoods if the walls were to collapse. This project will include sound wall repair, tree and stump removal, clear downed tree debris, and traffic control. The work is necessary to prevent further damage and to restore traveler safety. Initial G-11 Allocation 06/23/17: $520,000 (Additional $10,000 was allocated for right of way purposes).	03-5867 SHOPP/16-17 CON ENG $100,000 CONST $420,000 0317000335 4 3H370 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$100,000 $420,000

2.5 Highway Financial Matters

Project # 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**			
22 $7,400,000 Sierra 03-Sie-49 45.2	Near Sattley, at 2.3 miles south of Route 89. On February 10, 2017, a geotechnical investigation confirmed that the original scope of previous project, EA 03-2H990, must be revised to address slipout damages. This project is needed to establish a new scope, cost estimate, and schedule in lieu of the previous force account contract method (03-2H990). Geotechnical Services initially performed boring and field surveys and installed temporary stabilization measures. However, pressurized water continues to erode the roadway subsurface and southbound lane. This project will include viaduct and barrier rail installation, erosion control, drainage system repair, roadway repair, and traffic control. Initial G-11 Allocation 06/13/17: $7,400,000 (Additional $10,000 was allocated for right of way purposes).	03-7806 SHOPP/16-17 CON ENG $900,000 CONST $6,500,000 0317000327 4 3H350 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$900,000 $6,500,000
23 $2,400,000 Yolo 03-Yol-80 5.8	Near Davis, at Yolo Causeway West No. 22-0044. During a field visit on May 25, 2017, Maintenance discovered a damaged flood gate and failing culvert at the levee base and roadway. Given the damaged identified, this project is a collaborative effort between Caltrans, Yolo County, Department of Water Resources (DWR), and Central Flood Protection Board. For the purposes of this project, Caltrans will repair the failed culvert, repair expansion joint leaks in the approach slabs, and control the highway drainage from the levee system. In addition, this project will include flood gate repair, concrete barrier and joint seal replacement, bridge drainage improvement, and traffic control. The work is necessary to prevent further damage and to restore traveler safety. Initial G-11 Allocation 06/26/17: $2,400,000 (Additional $10,000 was allocated for right of way purposes).	03-8921 SHOPP/16-17 CON ENG $400,000 CONST $2,000,000 0317000336 4 3H380 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$400,000 $2,000,000
24 $1,230,000 Alameda 04-Ala-84 12.0/13.0	Near Fremont, from 1.2 miles east of Mission Boulevard to Palomares Road. A series of heavy storms beginning early January 2017 through February 2017 caused slope saturation resulting in rock slides. A geotechnical evaluation of the slope determined that loose rocks remain which could fall onto the highway. This project will include debris removal, drainage system repair, rockfall fence installation, roadway repair, and traffic control. The work is necessary to prevent lane closures and prevent further damages. Initial G-11 Allocation 05/31/17: $1,230,000 (Additional $25,000 was allocated for right of way purposes).	04-1461B SHOPP/16-17 CON ENG $230,000 CONST $1,000,000 0417000388 4 0P010 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$230,000 $1,000,000
25 $5,370,000 Alameda 04-Ala-880 16.5/18.3	In Hayward, from 0.2 mile north of Route 92 to 0.1 mile south of West A Street; also, in San Leandro, from 0.4 mile south of Fairway Drive to 0.3 mile north of 16th Avenue (PM 22.0 to PM 30.0). A series of heavy storm events beginning early January 2017 and April 2017 caused accelerated pavement failure. Potholes and vehicle damage have occurred due to pavement delamination and loose debris. The project will repair water saturated failed pavement concrete slabs, repair drainage system, and repair asphalt roadway with asphalt overlay and asphalt digout repairs. The work is necessary to halt further damages and to prevent highway closures. Initial G-11 Allocation 06/12/17: $5,370,000	04-1458J SHOPP/16-17 CON ENG $1,400,000 CONST $3,970,000 0417000323 4 4K570 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$1,400,000 $3,970,000

2.5 Highway Financial Matters

Project # 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**			
26 $8,230,000 Marin 04-Mrn-1 6.6	Near Muir Beach, at 0.3 mile north of Seacape Drive. A series of heavy storms beginning early January 2017 through February 2017 caused slope saturation resulting in a slipout. The storm event reactivated and accelerated an existing slipout previously identified in project 04-3J900. To avoid further damage from winter storms and provide climate resilience against wet weather conditions, this project will begin repairs in the summer of 2017. The project will include soldier pile wall construction and roadway repair. The work is necessary to halt further damages and to reopen the highway. Initial G-11 Allocation 06/13/17: $8,230,000 (Additional $285,000 was allocated for right of way purposes).	04-0713F SHOPP/16-17 CON ENG $2,000,000 CONST $6,230,000 0400001043 4 3S900 Emergency	001-0042 SHA 20.10.201.131 2016-17 302-0890 FTF 20.20.201.131	$2,000,000 $6,230,000
27 $7,900,000 Marin 04-Mrn-1 7.7/7.8	Near Muir Beach, at 0.2 mile north of Cold Stream Fire Road. A series of heavy storms beginning early January 2017 through February 2017 caused slope saturation resulting in a slipout. The storm event reactivated and accelerated damages related to a preexisting slipout. To avoid further damage from winter storms and provide climate resilience against wet weather conditions, this project will begin repairs in the summer of 2017. The project will include a soldier pile wall construction and roadway repair. The work is necessary to halt further damages and to restore traveler safety. Initial G-11 Allocation 06/13/17: $7,900,000 (Additional $157,000 was allocated for right of way purposes).	04-0713G SHOPP/16-17 CON ENG $1,800,000 CONST $6,100,000 0400001044 4 3S910 Emergency	001-0042 SHA 20.10.201.131 2016-17 302-0890 FTF 20.20.201.131	$1,800,000 $6,100,000
28 $4,930,000 Marin 04-Mrn-1 8.2/8.5	Near Stinson Beach, from 2.6 miles south of Rocky Point Road to 2.3 miles north of Muir Woods Road. A series of heavy storms beginning early January 2017 through March 2017 caused slope saturation resulting in a slipout. The slipout occurred and has been exacerbated when a previously addressed slipout (project 04 -4S660) reactivated due to the storm events. The accelerating slipout damage is undermining the roadway with separated and dropped pavement. This project will include soldier pile wall construction, water pollution control, structural backfill, roadway excavation, erosion control, and traffic control. The work is necessary to reopen the highway and to restore traveler safety. Initial G-11 Allocation 06/06/17: $4,930,000 (Additional $200,000 was allocated for right of way purposes).	04-1460B SHOPP/16-17 CON ENG $1,140,000 CONST $3,790,000 0417000368 4 4K840 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$1,140,000 $3,790,000
29 $1,820,000 Napa 04-Nap-121 17.4/18.3	Near Napa, from 1.2 miles north of Wooden Valley Road to 0.2 mile south of Circle Oaks Drive. A series of heavy storms beginning in early January 2017 through February 2017 resulted in six failed culverts. The supporting material around the culverts washed away causing voids under the pavement. The project will include culvert repair/replacement, water pollution control, erosion control, roadway repair, traffic control, trench shoring, slurry cement backfill, and debris removal. The work is necessary to prevent further damage and to restore traveler safety. Initial G-11 Allocation 05/30/17: $1,820,000 (Additional $10,000 was allocated for right of way purposes).	04-1461C SHOPP/16-17 CON ENG $420,000 CONST $1,400,000 0417000516 4 0P140 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$420,000 $1,400,000

2.5 Highway Financial Matters

Project # 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**			
30 $1,100,000 San Mateo 04-SM-35 26.1/28.9	Near Daly City, from 0.1 mile south of Westborough Boulevard to 0.3 mile north of Route 1. A series of heavy storms beginning early January 2017 through March 2017 caused slope saturation resulting in a washout. The washout created an unstable embankment causing debris to accumulate on private property below the highway. This project includes rock slope protection installation, culvert repair and replacement, and roadway repair. The work is necessary to prevent further damages and to prevent lane closures. Initial G-11 Allocation 05/31/17: $1,100,000 (Additional $25,000 was allocated for right of way purposes).	04-1461K SHOPP/16-17 CON ENG $300,000 CONST $800,000 0417000416 4 0P260 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$300,000 $800,000
31 $1,620,000 San Mateo 04-SM-280 8.5/10.0	Near Belmont, from 1.8 miles north of Edgewood Road to 0.8 mile south of Route 92. A series of heavy storms beginning in early January 2017 through February 2017 washed away surrounding material resulting in multiple culvert failures along the median shoulder. The project will include erosion control, water pollution control, drainage system repair, culvert replacement, roadway repair, sinkhole repair, and traffic control. The work is necessary to prevent further damage and to restore traveler safety. Initial G-11 Allocation 05/30/17: $1,620,000	04-1461J SHOPP/16-17 CON ENG $400,000 CONST $1,220,000 0417000415 4 0P250 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$400,000 $1,220,000
32 $600,000 Solano 04-Sol-220 2.1	Near Ryer Island, at 0.9 mile west of East Ryer Road. A series of heavy storms beginning in early January 2017 through April 2017 resulted in a saturated slope. On April 13, 2017 a truck stopped on the unpaved shoulder and the embankment fell causing the truck to topple onto its side. Without a paved shoulder, there is a 200 ft. vertical drop from the edge of the roadway. This project includes reconstruction of embankment and shoulder backing, roadway excavation, erosion control, roadway repair, and traffic control. The work is necessary to prevent further damage and to restore traveler safety. Initial G-11 Allocation 06/30/17: $600,000 (Additional $5,000 was allocated for right of way purposes).	04-1463E SHOPP/16-17 CON ENG $200,000 CONST $400,000 0417000533 4 0P780 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$200,000 $400,000
33 $50,000 Monterey 05-Mon-68 11.9	Near Salinas, at 0.7 mile east of Laureles Grade. Excavate and repair sinkhole, replace culvert, and restore embankment and roadway. Heavy rains beginning in January 2017 through February 2017 lead to a 4ft x 8ft sinkhole caused by a failed culvert. The eastbound lane is affected and traffic plates are covering the void. This project includes roadway repair, sinkhole repair, drainage system repair, and embankment restoration. Supplemental work is necessary to complete the reconstruction of roadway and finalize construction of drainage inlet structure. The work is necessary to mitigate the damage by ongoing storms and prevents complete highway closure. Initial G-11 Allocation 03/02/17: $500,000 Supplemental G-11 Allocation 06/23/17: $50,000 Revised Allocation: $550,000	05-2714 SHOPP/16-17 CON ENG $0 CONST $50,000 0517000065 4 1J140 Emergency	20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$ $50,000

2.5 Highway Financial Matters

Project # 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**			
34 $3,000,000 Fresno 06-Fre-168 R33/65.9	Near Shaver Lake, from 0.1 mile north of Beal Fire Road to end of Route at Huntington Lake. On October 30, 2015, a Governor's Proclamation was issued in response to large tree mortality caused by drought, insect infestation, and disease. Maintenance crews are unable to keep up with the need. In this area, approximately 3,000 trees have been identified by the district tree crew supervisor as requiring removal. Identified trees have been classified as dead or having major structural deficiencies that are predisposed to failure. Supplemental work is necessary to complete the original scope of work and remove only the worst 3,000 trees. Tree failure within the state highway right of way is a threat to traffic, highway appurtenances, adjacent properties, and fire. Per California Office of Emergency Services (OES) mission task order, thousands of smaller dead trees and shrubs that constitute fire fuel within 100 feet of centerline need to be removed, as well. Initial G-11 Allocation 07/07/16: $6,950,000 Supplemental G-11 Allocation 05/30/17: $3,000,000 Revised Allocation: $9,950,000	06-6808 SHOPP/15-16 CON ENG $0 CONST $3,000,000 0616000245 4 0V650 Emergency	 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$ $3,000,000
35 $20,000 Los Angeles 07-LA-23 0.9/1.3	In Malibu, from 0.4 mile south of Decker Edison Road to Decker Edison Road. Severe storm events starting January 7, 2017 saturated the slopes causing several rock slides and the potential for further slides. This project will scale slopes to remove unstable rock material, haul away debris, and stabilize slopes. Wire mesh netting will be placed on slopes and anchored with rock bolts. The project will then make repairs to the roadway surface. On January 23, 2017, an additional storm event caused an additional slipout at PM 1.5 that requires supplemental work to stabilize slope with wire mesh netting and replace guard railing. An additional supplemental is needed to address additional removal of unstable slide debris in the extended work limits. The work will prevent further long-term roadway closures and ensure traveler safety. Initial G-11 Allocation 01/24/17: $1,035,000 Supplemental G-11 Allocation 04/27/17: $ 275,000 Supplemental G-11 Allocation 05/31/17: $ 20,000 Revised Allocation: $1,330,000	07-5168 SHOPP/16-17 CON ENG $0 CONST $20,000 0717000205 4 1XA80 Emergency	 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$0 $20,000
36 $1,200,000 Ventura 07-Ven-33 15.4/52.0	Near Mira Monte, from Matilija Hot Springs Road to 1.9 miles south of Apache Canyon Road. A severe storm event beginning February 17, 2017 caused multiple rock slides and washouts. The heavy runoff has blocked drainage systems and damaged metal beam guardrail. Maintenance forces closed the roadway and removed slide debris in preparation for future storms. On March 6, 2017 Geotechnical concluded their investigations. As per geotechnical recommendations, the project will perform rock scaling to remove unstable slope material to stabilize slope and repair drainage systems. In addition, Corral Canyon Bridge requires debris removal in channel because the blocked channel is causing flash flooding to breach the bridge deck and spill onto connecting highway. Supplemental work is necessary to address additional slope stabilization and install cable net drapery system. The work is necessary to prevent further damage, restore stream flow to channel, and avoid complete highway closures. Initial G-11 Allocation 04/06/17: $3,300,000 Supplemental G-11 Allocation 06/05/17: $1,200,000 Revised Allocation: $4,500,000 (Additional $40,000 was allocated for right of way purposes).	07-5179 SHOPP/16-17 CON ENG $100,000 CONST $1,100,000 0717000266 4 1XC90 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$100,000 $1,100,000

2.5 Highway Financial Matters

Project # 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**			
37 $2,000,000 Alpine 10-Alp-4 22.0/23.6	Near Loope, from 0.3 mile east of Upper Cascade Creek to 0.9 mile west of Raymond Meadow Creek. On May 11, 2017, heavy winter snow caused accelerated pavement failure. The melting snow exceeded the normal load, which resulted in higher amounts of water released onto the adjacent roadway and slope. A field investigation revealed that the melting snow and subsequent water runoff threatens to compromise the roadway structural section. The project will repair water saturated failed pavement concrete slabs, repair drainage system, and repair asphalt roadway with asphalt overlay and asphalt digout repairs. The work is necessary to halt further damages and to prevent highway closures. Initial G-11 Allocation 06/05/17: $2,000,000	10-3244 SHOPP/16-17 CON ENG $600,000 CONST $1,400,000 1017000163 4 1H610 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$600,000 $1,400,000
38 $1,100,000 Alpine 10-Alp-4 27.6	Near Loope, at 0.4 mile west of Silver Creek Bridge; also on Route 89, at 0.2 mile north of Leviathan Mine Road (PM 5.36). On April 22, 2017, a storm caused slope failure resulting in landslides. The first slide is 300 feet long along the roadway and 100 feet back to the scarp. The second slide is 100 feet long along the slope and 100 feet back to the scarp and has encroached the roadway. On May 2, 2017 an investigation determined that slide mass removal and excavation is required to address the damage. This project will include slope scaling, drainage system repairs, rock slope protection installation, slide debris removal, erosion control installation, and roadway repair. The work is necessary to prevent further damage and to restore traveler safety. Initial G-11 Allocation 06/09/17: $1,100,000	10-3236 SHOPP/16-17 CON ENG $400,000 CONST $700,000 1017000158 4 1H570 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$400,000 $700,000
39 $700,000 Amador 10-Ama-88 54	Near Bear River Reservoir, at Peddler Hill Maintenance Station. On June 8, 2017, the Peddler Hill Maintenance Station generator experienced a diesel fuel spill. Over 700 gallons covered the generator floor, building floor, parking lot and surrounding soil. This project includes fuel cleanup and removal, debris removal, generator modifications, and fuel system repair. The work is necessary to prevent further damage, maintain power to the maintenance facility, and to restore workplace safety. Initial G-11 Allocation 06/30/17: $700,000	10-3246 SHOPP/16-17 CON ENG $200,000 CONST $500,000 1017000198 4 1H680 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$200,000 $500,000
40 $4,900,000 San Diego 11-SD-15 M12.7	In the city of San Diego, at 0.6 mile south of Miramar Way. On May 5, 2017, a weekend storm caused culvert failure resulting in a sinkhole adjacent to the Marine Corps Air Station Miramar. A field investigation revealed the drainage system is in poor condition due to large holes and partial profile collapse. This project will include culvert removal and replacement, and roadway repair. The work is necessary to prevent further damage since the culvert traverses all traffic lanes on this route. Initial G-11 Allocation 05/23/17: $4,900,000	11-1278 SHOPP/16-17 CON ENG $1,400,000 CONST $3,500,000 1117000204 4 43016 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$1,400,000 $3,500,000

2.5 Highway Financial Matters

Project # 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**			
41 $2,100,000 San Diego 11-SD-52 5.4	In the city of San Diego, at 0.1 mile west of Convoy Street. On May 8, 2017, a sinkhole appeared on the left shoulder due to weekend storms. The storm washed away subsurface material resulting in the sinkhole formation. A geotechnical investigation indicated that multiple culvert sections failed, showed signs of distress, and gaps at joints. This project will remove and replace 400 lineal feet of concrete culvert, slipline 600 lineal feet of 108-inch metal culvert, conduct compaction grouting and repair roadway. The work is necessary to prevent further damage and to restore traveler safety. Initial G-11 Allocation 05/23/17: $2,100,000	11-1277 SHOPP/16-17 CON ENG $600,000 CONST $1,500,000 1117000203 4 43015 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$600,000 $1,500,000
42 $290,000 Orange 12-Ora-91 R18.7/R18.8	Near Corona, at Coal Canyon. On January 22, 2017, mud and rock debris filled the roadside debris catchment resulting in three plugged drainage systems. Maintenance staff cleared the drainage system obstructions, but were unable to restore the flow due to debris. The blockage threatens the eastbound lanes since the debris catchment is not functional. This project will include debris removal and drainage system restoration. The work is necessary to prevent further damage and to restore traveler safety. Initial G-11 Allocation 06/29/17: $290,000	12-4693 SHOPP/16-17 CON ENG $40,000 CONST $250,000 1217000065 4 0Q560 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0890 FTF 20.20.201.130	$40,000 $250,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Allocation History	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
1 $3,382,000 Tehama 02-Teh-32 8.6/9.3	Near Chico, from 0.2 mile west to 0.5 mile east of Diamond Match Haul Road. Outcome/Output: Improve safety by realigning roadway curves , widening lane and shoulder widths, and improving sight distance. This project will reduce the number and severity of collisions. Performance Measure: Planned: 16.0, Actual: 16.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $281,000 / $305,945 PS&E / $502,000 / $335,090 R/W Supp / $178,000 / $96,706 (CEQA - CE, 3/24/2016) (NEPA - CE, 3/24/2016) Allocation Date: 05/26/17	02-3573 SHOPP/17-18 CON ENG ~~$625,000~~ **$682,000** CONST $2,735,000 0214000143 4 0H200	001-0890 FTF 20.10.201.010 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.010	$682,000 $54,000 $2,646,000 $2,700,000
2 $5,164,000 Marin 04-Mrn-1 3.1/50.5	In Marin County, near Tamalpais-Homestead Valley, from 0.2 mile west of Erica Road to Valley Ford Road at various locations; also in Napa County, on Route 29, from PM 48.0 to PM 48.6 at various locations. Outcome/Output: Improve safety by installing ceter-line rumble strips and widening shoulders for bicycle pull-out refuges at suitable locations. The project will reduce the number and severity of collisions. Performance Measure: Planned: 83.0, Actual: 83.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $1,000,000 / $1,024,359 PS&E / $1,000,000 / $1,037,540 R/W Supp / $50,000 / $44,862 (CEQA - CE, 5/17/2016; Re-validation 6/26/2017) (NEPA - CE, 5/17/2016; Re-validation 6/26/2017) Allocation Date: 07/13/17	04-0487P SHOPP/16-17 CON ENG $1,300,000 CONST $5,061,000 0413000295 4 4H870	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$1,300,000 $77,000 $3,787,000 $3,864,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Allocation History	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
3 $5,569,000 Santa Clara 04-SCl-152 13.8/14.7	Near Gilroy, from 0.6 mile west to 0.2 mile east of Prunedale Avenue. Outcome/Output: Improve safety by constructing standard shoulders and soft median barrier, placing ground-in rumble strips, and reconstructing adjacent drainage ditch to make recoverable for errant vehicles. This project will reduce the number and severity of collisions. Performance Measure: Planned: 62.0, Actual: 62.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $721,000 / $675,916 PS&E / $1,050,000 / $965,235 R/W Supp / $370,000 / $277,465 (CEQA - MND, 6/24/2015; Re-validation 5/2/2017) (NEPA - FONSI, 6/24/2015; Re-validation 5/2/2017) (Future consideration of funding approved under Resolution E-15-44; August 2015.) Allocation Date: 07/14/17	04-0730F SHOPP/16-17 CON ENG ~~$795,000~~ **$930,000** CONST $4,660,000 0400020620 4 1G870	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$930,000 $93,000 $4,546,000 $4,639,000
4 $8,730,000 Sonoma 04-Son-12 17.7/18.2	In Santa Rosa, from Farmers Lane to 0.2 mile west of Brush Creek Road. Outcome/Output: Improve safety by constructing a new concrete median barrier, reconstructing and extending guardrail, and resurfacing the roadway with asphalt pavement and a top open-graded friction course layer. This project will reduce the number and severity of collisions. Performance Measure: Planned: 5.0, Actual: 5.0 CE Preliminary Engineering / Budget / Expended PA&ED / $600,000 / $841,646 PS&E / $1,000,000 / $1,181,560 R/W Supp / $250,000 / $120,733 (CEQA - CE, 6/24/2016; Re-validation 6/20/2017) (NEPA - CE, 6/24/2016; Re-validation 6/20/2017) Allocation Date: 07/13/17	04-0775F SHOPP/16-17 CON ENG ~~$1,500,000~~ **$1,730,000** CONST $7,000,000 0412000314 4 4G220	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$1,730,000 $140,000 $6,860,000 $7,000,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Allocation History	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
5 $2,815,000 Sonoma 04-Son-101 22.4	In Sonoma County on Routes 12, 101, 116 and 121 at various locations; also, in Napa County on Route 128 near Calistoga from PM 0.5 to 1.0. Outcome/Output: Improve safety for wet pavement conditions at seven ramps and three roadway segments by placing a high-friction surface roadway treatment. This project will reduce the number and severity of collisions. Performance Measure: Planned: 183.0, Actual: 183.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $0 / $0 PS&E / $500,000 / $466,219 R/W Supp / $30,000 / $4,093 (CEQA - CE, 8/13/2015; Re-validation 4/11/2017) (NEPA - CE, 8/13/2015; Re-validation 4/11/2017) Allocation Date: 06/29/17	04-0481W SHOPP/17-18 CON ENG $520,000 CONST $2,295,000 0414000127 4 1J020	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$520,000 $46,000 $2,249,000 $2,295,000
6 $832,000 Monterey 05-Mon-198 R 0.1/ 25.8	Near San Lucas, from Route 101 to the Fresno County line. Outcome/Output: Construct ground-in centerline and edge line rumble strips. Performance Measure: Planned: 25, Actual: 25 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $0 / $0 PS&E / $449,000 / $103,570 R/W Supp / $33,000 / $0 (CEQA - CE, 4/7/2017) (NEPA - CE, 4/7/2017) Allocation Date: 06/02/17	05-2698 SHOPP/17-18 CON ENG $251,000 CONST $805,000 0516000165 4 1H820	001-0890 FTF 20.10.201.010 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.010	$251,000 $12,000 $569,000 $581,000
7 $462,000 San Luis Obispo 05-SLO-101 51.5/58.8	In and near Paso Robles, from Las Tablas Road to North Paso Robles Overhead. Outcome/Output: Construct rumble strips and place fog seal, striping and pavement markers to reduce the number of roadway departure collisions. Performance Measure: Planned: 187, Actual: 187 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $0 / $0 PS&E / $352,000 / $174,419 R/W Supp / $25,000 / $0 (CEQA - CE, 10/2/2015) (NEPA - CE, 10/2/2015) Allocation Date: 06/20/17	05-2613 SHOPP/17-18 CON ENG $160,000 CONST $393,000 0515000100 4 1G770	001-0890 FTF 20.10.201.010 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.010	$160,000 $6,000 $296,000 $302,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Allocation History	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
8 $1,893,000 Riverside 08-Riv-74 R14.8/15.2	In Lake Elsinore, at Gunnerson Street and Strickland Avenue. Outcome/Output: Construct left-turn lanes to reduce the number and severity of traffic collisions. Performance Measure: Planned: 41, Actual: 41 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $911,000 / $697,426 PS&E / $800,000 / $550,363 R/W Supp / $100,000 / $74,236 (CEQA - CE, 5/31/2016) (NEPA - CE, 5/31/2016) Allocation Date: 06/30/17	08-0050N SHOPP/16-17 CON ENG ~~$672,000~~ **$730,000** CONST $1,782,000 0813000139 4 1E050	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$730,000 $23,000 $1,140,000 $1,163,000
9 $28,597,000 San Bernardino 08-SBd-395 39.0/45.9	Near Adelanto, from 2.5 miles north of Kramer Hills to Route 58. Outcome/Output: Widen median and shoulders and construct rumble strip to reduce the number and severity of traffic collisions. Performance Measure: Planned: 13, Actual: 13 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $2,697,000 / $1,997,038 PS&E / $2,032,000 / $1,981,604 R/W Supp / $2,086,000 / $383,395 (CEQA - MND, 6/30/2015; Re-validation 06/08/2017) (NEPA - FONSI, 6/30/2015; Re-validation 06/08/2017) (Future consideration of funding approved under Resolution E-15-56; October 2015.) Allocation Date: 06/28/17	08-0258P SHOPP/16-17 CON ENG $3,741,000 CONST $27,347,000 0815000101 4 0N971	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$3,741,000 $497,000 $24,359,000 $24,856,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Allocation History	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
10 $15,844,000 San Diego 11-SD-8 R0.3/1.7	In the city of San Diego, from 0.1 mile west of Morena Boulevard to 0.5 miles west of Hotel Circle Drive Undercrossing. Outcome/Output: Enhance striping and signage on westbound I-8 and add an additional westbound lane to distribute traffic more evenly approaching the I-5 Connector. The project will reduce the severity and number of traffic collision. Performance Measure: Planned: 468, Actual: 468 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $895,000 / $893,022 PS&E / $4,100,000 / $3,428,278 R/W Supp / $301,000 / $156,830 (CEQA - ND/MND, 4/7/2017; Re-validation 6/12/2017) (NEPA - CE, 2/18/2016; Re-validation 6/12/2017) (Future consideration of funding approved under Resolution E-17-28; May 2017.) Allocation Date: 07/13/17	11-1068 SHOPP/16-17 CON ENG ~~$2,940,000~~ **$3,235,000** CONST $13,077,000 1112000193 4 41480	001-0890 FTF 20.10.201.010 2017-18 302-0890 FTF 20.20.201.010	$3,235,000 $12,609,000
11 $1,025,000 Orange 12-Ora-1 24.3	In Huntington Beach, at Huntington Street. Outcome/Output: Modify traffic signal, add lighting and refresh pavement delineation to reduce the number and severity of traffic collisions. Performance Measure: Planned: 20, Actual: 20 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $190,000 / $272,173 PS&E / $330,000 / $416,479 R/W Supp / $200,000 / $38,684 (CEQA - CE, 11/18/2016; Re-validation 6/8/2017) (NEPA - CE, 11/18/2016; Re-validation 6/8/2017) Allocation Date: 06/30/17	12-2442 SHOPP/16-17 CON ENG ~~$280,000~~ **$330,000** CONST $627,000 1215000023 4 0P020	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$330,000 $14,000 $681,000 $695,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Allocation History	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
12 $3,153,000 Orange 12-Ora-5 34.5/37.4	In the city of Orange and Anaheim from Santa Ana River to Harbor Boulevard. Outcome/Output: Grind/groove concrete pavement, install new traffic count loops/CCTV, refresh striping and modify guardrail to reduce the number and severity of collisions. Performance Measure: Planned: 102, Actual: 102 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $130,000 / $150,130 PS&E / $690,000 / $807,849 R/W Supp / $0 / $0 (CEQA - CE, 1/28/2016; Re-validation 06/05/2017) (NEPA - CE, 1/28/2016; Re-validation 06/05/2017) Allocation Date: 0/0/	12-2860M SHOPP/16-17 CON ENG $650,000 CONST $2,103,000 1214000075 4 0N640	001-0890 FTF 20.10.201.010 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.010	$650,000 $50,000 $2,453,000 $2,503,000

2.5 Highway Financial Matters

#	Dist	County	Route	Postmile	Location/Description	EA1	Program Code	Original Est.	Allocations
2.5f.(4)	**Informational Report - Minor Construction Program - Resolution G-05-16 Delegated Allocations**								
1	02	Teh	99	0.0/8.9	Structural section improvement to reduce the need for maintenance and improve ride quality.	2H930	201.121	$1,000,000	$970,000
2	06	Tul	99	31.2/32.5	Highway planting and irrigation on existing freeways on accordance to Caltrans Policy.	33221	201.220	$730,000	$728,000
3	06	Tul	245	7.4/7.6	Construct sidewalk, curb, gutter, ADA compliant ramps, signing and striping improvements for bike lanes and crosswalks to provide a safe route to local schools. (This is a Financial Contribution Only (FCO) to the City of Woodlake.)	0U830	201.378	$300,000	$300,000
4	10	Tuo	49	15.0	Install traffic signal and extend the existing left turn lanes to reduce the overall delay and to provide sufficient gaps for vehicles making turning movements. (This is a Financial Contribution Only (FCO) to the County of Tuolumne.)	0Y070	201.310	$570,000	$570,000

2.5 Highway Financial Matters

TAB 29
Reference 2.5f.(3)
REPLACEMENT ITEM

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Allocation History	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
1 $3,382,000 Tehama 02-Teh-32 8.6/9.3	Near Chico, from 0.2 mile west to 0.5 mile east of Diamond Match Haul Road. Outcome/Output: Improve safety by realigning roadway curves , widening lane and shoulder widths, and improving sight distance. This project will reduce the number and severity of collisions. Performance Measure: Planned: 16.0, Actual: 16.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $281,000 / $305,945 PS&E / $502,000 / $335,090 R/W Supp / $178,000 / $96,706 (CEQA - CE, 3/24/2016) (NEPA - CE, 3/24/2016) Allocation Date: 05/26/17	02-3573 SHOPP/17-18 CON ENG ~~$625,000~~ **$682,000** CONST $2,735,000 0214000143 4 0H200	001-0890 FTF 20.10.201.010 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.010	$682,000 $54,000 $2,646,000 $2,700,000
2 $5,164,000 Marin 04-Mrn-1 3.1/50.5	In Marin County, near Tamalpais-Homestead Valley, from 0.2 mile west of Erica Road to Valley Ford Road at various locations; also in Napa County, on Route 29, from PM 48.0 to PM 48.6 at various locations. Outcome/Output: Improve safety by installing ceter-line rumble strips and widening shoulders for bicycle pull-out refuges at suitable locations. The project will reduce the number and severity of collisions. Performance Measure: Planned: 83.0, Actual: 83.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $1,000,000 / $1,024,359 PS&E / $1,450,000 / $1,037,540 R/W Supp / $50,000 / $44,862 (CEQA - CE, 5/17/2016; Re-validation 6/26/2017) (NEPA - CE, 5/17/2016; Re-validation 6/26/2017) Allocation Date: 07/13/17	04-0487P SHOPP/16-17 CON ENG $1,300,000 CONST $5,061,000 0413000295 4 4H870	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$1,300,000 $77,000 $3,787,000 $3,864,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Allocation History	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
3 $5,569,000 Santa Clara 04-SCl-152 13.8/14.7	Near Gilroy, from 0.6 mile west to 0.2 mile east of Prunedale Avenue. Outcome/Output: Improve safety by constructing standard shoulders and soft median barrier, placing ground-in rumble strips, and reconstructing adjacent drainage ditch to make recoverable for errant vehicles. This project will reduce the number and severity of collisions. Performance Measure: Planned: 62.0, Actual: 62.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $721,000 / $675,916 PS&E / $1,050,000 / $965,235 R/W Supp / $620,000 / $277,465 (CEQA - MND, 6/24/2015; Re-validation 5/2/2017) (NEPA - FONSI, 6/24/2015; Re-validation 5/2/2017) (Future consideration of funding approved under Resolution E-15-44; August 2015.) Allocation Date: 07/14/17	04-0730F SHOPP/16-17 CON ENG ~~$795,000~~ **$930,000** CONST $4,660,000 0400020620 4 1G870	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$930,000 $93,000 $4,546,000 $4,639,000
4 $8,730,000 Sonoma 04-Son-12 17.7/18.2	In Santa Rosa, from Farmers Lane to 0.2 mile west of Brush Creek Road. Outcome/Output: Improve safety by constructing a new concrete median barrier, reconstructing and extending guardrail, and resurfacing the roadway with asphalt pavement and a top open-graded friction course layer. This project will reduce the number and severity of collisions. Performance Measure: Planned: 5.0, Actual: 5.0 CE Preliminary Engineering / Budget / Expended PA&ED / $600,000 / $841,646 PS&E / $1,300,000 / $1,181,560 R/W Supp / $250,000 / $120,733 (CEQA - CE, 6/24/2016; Re-validation 6/20/2017) (NEPA - CE, 6/24/2016; Re-validation 6/20/2017) Allocation Date: 07/13/17	04-0775F SHOPP/16-17 CON ENG ~~$1,500,000~~ **$1,730,000** CONST $7,000,000 0412000314 4 4G220	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$1,730,000 $140,000 $6,860,000 $7,000,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Allocation History	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
5 $2,815,000 Sonoma 04-Son-101 22.4	In Sonoma County on Routes 12, 101, 116 and 121 at various locations; also, in Napa County on Route 128 near Calistoga from PM 0.5 to 1.0. Outcome/Output: Improve safety for wet pavement conditions at seven ramps and three roadway segments by placing a high-friction surface roadway treatment. This project will reduce the number and severity of collisions. Performance Measure: Planned: 183.0, Actual: 183.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $0 / $0 PS&E / $900,000 / $466,219 R/W Supp / $30,000 / $4,093 (CEQA - CE, 8/13/2015; Re-validation 4/11/2017) (NEPA - CE, 8/13/2015; Re-validation 4/11/2017) Allocation Date: 06/29/17	04-0481W SHOPP/17-18 CON ENG $520,000 CONST $2,295,000 0414000127 4 1J020	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$520,000 $46,000 $2,249,000 $2,295,000
6 $832,000 Monterey 05-Mon-198 R 0.1/ 25.8	Near San Lucas, from Route 101 to the Fresno County line. Outcome/Output: Construct ground-in centerline and edge line rumble strips. Performance Measure: Planned: 25, Actual: 25 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $0 / $0 PS&E / $449,000 / $103,570 R/W Supp / $26,000 / $0 (CEQA - CE, 4/7/2017) (NEPA - CE, 4/7/2017) Allocation Date: 06/02/17	05-2698 SHOPP/17-18 CON ENG $251,000 CONST $805,000 0516000165 4 1H820	001-0890 FTF 20.10.201.010 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.010	$251,000 $12,000 $569,000 $581,000
7 $462,000 San Luis Obispo 05-SLO-101 51.5/58.8	In and near Paso Robles, from Las Tablas Road to North Paso Robles Overhead. Outcome/Output: Construct rumble strips and place fog seal, striping and pavement markers to reduce the number of roadway departure collisions. Performance Measure: Planned: 187, Actual: 187 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $0 / $0 PS&E / $352,000 / $174,419 R/W Supp / $25,000 / $0 (CEQA - CE, 10/2/2015) (NEPA - CE, 10/2/2015) Allocation Date: 06/20/17	05-2613 SHOPP/17-18 CON ENG $160,000 CONST $393,000 0515000100 4 1G770	001-0890 FTF 20.10.201.010 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.010	$160,000 $6,000 $296,000 $302,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Allocation History	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
8 $1,893,000 Riverside 08-Riv-74 R14.8/15.2	In Lake Elsinore, at Gunnerson Street and Strickland Avenue. Outcome/Output: Construct left-turn lanes to reduce the number and severity of traffic collisions. Performance Measure: Planned: 41, Actual: 41 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $911,000 / $697,426 PS&E / $800,000 / $550,363 R/W Supp / $100,000 / $74,236 (CEQA - CE, 5/31/2016) (NEPA - CE, 5/31/2016) Allocation Date: 06/30/17	08-0050N SHOPP/16-17 CON ENG ~~$672,000~~ **$730,000** CONST $1,782,000 0813000139 4 1E050	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$730,000 $23,000 $1,140,000 $1,163,000
9 $28,597,000 San Bernardino 08-SBd-395 39.0/45.9	Near Adelanto, from 2.5 miles north of Kramer Hills to Route 58. Outcome/Output: Widen median and shoulders and construct rumble strip to reduce the number and severity of traffic collisions. Performance Measure: Planned: 13, Actual: 13 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $2,697,000 / $1,997,038 PS&E / $2,152,000 / $1,981,604 R/W Supp / $1,700,000 / $383,395 (CEQA - MND, 6/30/2015; Re-validation 06/08/2017) (NEPA - FONSI, 6/30/2015; Re-validation 06/08/2017) (Future consideration of funding approved under Resolution E-15-56; October 2015.) Allocation Date: 06/28/17	08-0258P SHOPP/16-17 CON ENG $3,741,000 CONST $27,347,000 0815000101 4 0N971	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$3,741,000 $497,000 $24,359,000 $24,856,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Allocation History	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
10 $15,844,000 San Diego 11-SD-8 R0.3/1.7	In the city of San Diego, from 0.1 mile west of Morena Boulevard to 0.5 miles west of Hotel Circle Drive Undercrossing. Outcome/Output: Enhance striping and signage on westbound I-8 and add an additional westbound lane to distribute traffic more evenly approaching the I-5 Connector. The project will reduce the severity and number of traffic collision. Performance Measure: Planned: 468, Actual: 468 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $895,000 / $893,022 PS&E / $4,100,000 / $3,428,278 R/W Supp / $301,000 / $156,830 (CEQA - ND/MND, 4/7/2017; Re-validation 6/12/2017) (NEPA - CE, 2/18/2016; Re-validation 6/12/2017) (Future consideration of funding approved under Resolution E-17-28; May 2017.) Allocation Date: 07/13/17	11-1068 SHOPP/16-17 CON ENG ~~$2,940,000~~ **$3,235,000** CONST $13,077,000 1112000193 4 41480	001-0890 FTF 20.10.201.010 2017-18 302-0890 FTF 20.20.201.010	$3,235,000 $12,609,000
11 $1,025,000 Orange 12-Ora-1 24.3	In Huntington Beach, at Huntington Street. Outcome/Output: Modify traffic signal, add lighting and refresh pavement delineation to reduce the number and severity of traffic collisions. Performance Measure: Planned: 20, Actual: 20 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $190,000 / $272,173 PS&E / $603,000 / $416,479 R/W Supp / $200,000 / $38,684 (CEQA - CE, 11/18/2016; Re-validation 6/8/2017) (NEPA - CE, 11/18/2016; Re-validation 6/8/2017) Allocation Date: 06/30/17	12-2442 SHOPP/16-17 CON ENG ~~$280,000~~ **$330,000** CONST $627,000 1215000023 4 0P020	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$330,000 $14,000 $681,000 $695,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Allocation History	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
12 $3,153,000 Orange 12-Ora-5 34.5/37.4	In the city of Orange and Anaheim from Santa Ana River to Harbor Boulevard. Outcome/Output: Grind/groove concrete pavement, install new traffic count loops/CCTV, refresh striping and modify guardrail to reduce the number and severity of collisions. Performance Measure: Planned: 102, Actual: 102 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $130,000 / $150,130 PS&E / $873,000 / $807,849 R/W Supp / $0 / $0 (CEQA - CE, 1/28/2016; Re-validation 06/05/2017) (NEPA - CE, 1/28/2016; Re-validation 06/05/2017) Allocation Date: 0/0/	12-2860M SHOPP/16-17 CON ENG $650,000 CONST $2,103,000 1214000075 4 0N640	001-0890 FTF 20.10.201.010 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.010	$650,000 $50,000 $2,453,000 $2,503,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 30

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 3.2a.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation Programming

Subject: **STATUS OF CONSTRUCTION CONTRACT AWARD FOR STATE HIGHWAY PROJECTS**

SUMMARY:

The California Department of Transportation is presenting this item to provide the status of construction contract award for projects on the State Highway System allocated in Fiscal Year (FY) 2015-16 and FY 2016-17.

In FY 2015-16, the California Transportation Commission (Commission) voted 459 State-administered State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), and Proposition 1B projects on the State Highway System. As of July 12, 2017, 457 projects totaling $2.135 billion have been awarded. Funds for two projects have lapsed. Given that all projects voted in FY 2015-16 have been either awarded or lapsed, this section will not be included in future reports.

In FY 2016-17, the California Transportation Commission (Commission) voted 524 State-administered State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), and Proposition 1B projects on the State Highway System. As of July 12, 2017, 450 projects totaling $1.224 billion have been awarded.

BACKGROUND:

Starting with July 2006 allocations, projects are subject to Resolution G-06-08, which formalizes the condition of allocation that requires projects to be ready to proceed to construction within six months of allocation. The policy also requires that projects that are not awarded within four months of allocation be reported to the Commission.

FY 2015-16 Allocations

Month Allocated	No. Projects Voted	Voted Projects $ X 1000	No. Projects Awarded	No. Projects Funds Lapse	Awarded Projects $ X 1000	No. Projects Pending Bid Opening/ Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2015	150	$1,029,281	149	1	$941,397	0	68	118
October 2015	60	$222,281	60	0	$198,815	0	53	60
December 2015	38	$90,462	38	0	$89,654	0	34	36
January 2016	34	$127,856	33	1	$124,105	0	26	31
March 2016	48	$150,988	48	0	$144,510	0	39	48
May 2016	61	$214,606	61	0	$209,235	0	48	57
June 2016	68	$454,931	68	0	$427,566	0	47	64
TOTAL	459	$2,290,405	457	2	$2,135,282	0	315	414

Note: 1. Total awarded amount reflects total project allotment, including G-12 and supplemental funds.
2. FY 2015-16 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

FY 2016-17 Allocations

Month Allocated	No. Projects Voted	Voted Projects $ X 1000	No. Projects Awarded	No. Projects Funds Lapse	Awarded Projects $ X 1000	No. Projects Pending Bid Opening/ Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2016	117	$865,733	116	0	$663,029	1	73	107
October 2016	41	$201,371	41	0	$170,519	0	30	40
December 2016	26	$257,956	25	0	$213,862	1	16	24
January 2017	20	$53,257	18	0	$36,829	2	15	18
March 2017	73	$223,752	63	0	$127,249	10	62	63
May 2017	144	$488,450	118	0	$12,057	26	117	118
June 2017	103	$611,861	69	0		34	69	69
TOTAL	524	$2,702,380	364	0	$1,223,544	74	382	439

Note: 1. Total awarded amount reflects total project allotment, including G-12 and supplemental funds.
2. FY 2016-17 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

Attachment

Voted Not Awarded Project Status

FY 2016-17 Project Award Status

Dist-PPNO	EA	Work Description	Allocation Date	Award Deadline	Allocation Amt.	Project Status
05-2358	1C100	In and near the city of Santa Cruz, on Route 1, also on Route 17 (PM 0.0/6.3) at various locations. Construct roadside paving, access gates, and relocate facilities.	8/17/16	8/31/17	$2,050,000	Project was advertised on 9/12/16. Bids opened on 11/18/16. The Department rejected all bids, re-packaged, and re-advertised the project. A six-month time extension for this project was approved on 3/16/17.
05-4928W	49283	Near San Simeon, from the Arroyo de la Cruz Bridge to 0.3 mile north of the Arroyo de la Cruz Bridge. Native seed collection and propagation.	1/18/17	7/31/17	$549,000	Project was advertised on 5/16/17. Bids opened on 6/1/17. Project was repackaged and re-advertised on 7/11/17. Bid opening scheduled for 7/17/17. A concurrent time extension is being requested at the August 2017 CTC Meeting.
04-0780G	4G480	In and near Healdsburg, from Grant Undercrossing to Route 101/128 Separation at various locations. Upgrade electroliers.	1/30/17	7/31/17	$1,310,000	Project was advertised on 4/17/17. Bids opened on 5/16/17. Project will be repackaged and re-advertised because all bidders were considered non-responsive. A concurrent time extension is being requested at the August 2017 CTC Meeting.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 30

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 3.2b.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: John Hoole, Chief (Acting)
Division of Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE STIP 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 (FY) 2015-16 and FY 2016-2017.

In FY 2015-16, the California Transportation Commission (Commission) allocated $87,547,000 to construct 30 locally-administered STIP projects. As of July 19, 2017, 29 projects totaling $85,547,000 have been awarded. One project has received a time extension.

In FY 2016-17, the Commission allocated $8,736,000 to construct eleven locally-administered STIP projects. As of July 19, 2017, one project totaling $190,000 has been awarded. Two projects have received time extensions.

BACKGROUND:

Current STIP Guidelines require projects to be ready to proceed to construction within six months of allocation. The policy also requires the Department to report to the Commission on those projects that have not been awarded within four months of allocation.

FY 2015-16 Allocations

Month Allocated	No. Projects Voted	Voted Projects (in 1000's)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2015	5	$7,397	5	0	0	2	4
October 2015	3	$3,928	3	0	0	0	3
December 2015	0	$0	0	0	0	0	0
January 2016	3	$1,852	3	0	0	2	3
March 2016	6	$8,628	6	0	0	2	6
May 2016	9	$62,535	8	0	1	6	7
June 2016	4	$3,207	4	0	0	3	4
TOTAL	30	$87,547	29	0	1	15	27

FY 2016-17 Allocations

Month Allocated	No. Projects Voted	Voted Projects (in 1000s)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2016	0	$0	0	0	0	0	0
October 2016	2	$1,392	0	0	2	0	0
December 2016	1	$190	1	0	0	0	1
March 2017	2	$150	0	0	2	0	0
May 2017	2	3,442	0	0	2	0	0
June 2017	4	$3,562	0	0	4	0	0
TOTAL	11	$8,736	1	0	10	0	1

Note: Excludes STIP Planning, Programming, and Monitoring allocations and locally-administered STIP Regional Rideshare Program allocations, as no contract is awarded for these programs.

Local STIP Projects, Beyond Four Months of Construction Allocation, Not Yet Awarded

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline	Allocation Amount	Project Status
City of Galt	C Street/Central Galt Complete Streets	03-6576	19-May-16	30-Jun-18	$2,000,000 (1)	The project will award by the extended deadline.
Mendocino County	Brandscomb Road Bridge	01-4517	21-Oct-16	30-Jun-18	$385,000 (2)	The project will award by the extended deadline.
City of Concord	Bike and Pedestrian Access	04-2010D	21-Oct-16	31-Oct-17	$1,007,000 (3)	The project will award by the extended deadline.
City of Blue Lake	Railroad Avenue Improvements	01-2390	9-Dec-16	30-Jun-17	$190,000	The project will award by the deadline.
Siskiyou County	Schumeyer Gulch Bridge	02-2474	16-Mar-17	30-Sept-17	$75,000	The project will award by the deadline.
Siskiyou County	Guys Gulch Bridge	02-2506	16-Mar-17	30-Sept-17	$75,000	The project will award by the deadline.
Grand Total					**$3,732,000**	

(1) This extension deadline was approved in December 2016 (Waiver 16-45)
(2) This extension deadline was approved in March 2017 (Waiver 17-06)
(3) This extension deadline was approved in March 2017 (Waiver 17-13)

State of California
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M e m o r a n d u m

Tab 32

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 3.2c.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: John Hoole, Chief (Acting)
Division of Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES**

SUMMARY:

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of Active Transportation Program (ATP) projects that received a construction allocation in Fiscal Year (FY) 2015-16 and FY 2016-17.

In FY 2015-16, the California Transportation Commission (Commission) allocated $109,003,000 to construct 123 ATP projects. As of July 19, 2017, 117 projects totaling $101,299,000 have been awarded. Four projects have approved time extensions. Two projects totaling $1,360,000 were removed from the program at the request of the Local Agencies.

In FY 2016-17, the Commission allocated $152,038,000 to construct 112 ATP projects. As of July 19, 2017, 30 projects totaling $29,272,000 have been awarded. Nineteen projects have approved time extensions. One project has a concurrent time extension request on the August 2017 Commission meeting agenda.

BACKGROUND:

Current ATP Guidelines require projects to be ready to proceed to construction within six months of allocation. The policy also requires the Department to report to the Commission on those projects that have not been awarded within four months of allocation.

FY 2015-16 Allocations

Month Allocated	No. Projects Voted	Voted Projects (in 1000's)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2015	5	$4,635	5	0	0	1	4
October 2015	6	$2,758	6	0	0	2	5
December 2015	7	$2,314	7	0	0	4	7
January 2016	11	$7,925	10	0	1	5	10
March 2016	13	$13,536	12	0	1	6	10
May 2016	35	$35,587	34	1	0	12	28
June 2016	46	$41,540	43	1	2	11	38
Total	123	$109,003	117	2	4	41	102

FY 2016-17 Allocations

Month Allocated	No. Projects Voted	Voted Projects (in 1000's)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2016	11	$6,233	10	0	1	6	9
October 2016	9	$10,958	6	0	3	1	6
December 2016	16	$27,711	9	0	7	2	9
January 2017	15	$25,061	5	0	10	2	5
March 2017	15	$18,038	0	0	15	0	0
May 2017	21	$31,338	0	0	21	0	0
June 2017	25	$32,699	0	0	25	0	0
Total	112	$152,038	30	0	82	11	29

Note: Includes all ATP Infrastructure and Non-Infrastructure projects.

ATP Projects, Beyond Four Months of Construction Allocation, Not Yet Awarded

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline	Allocation Amount	Project Status
City of Roseville	Downtown Roseville Class I Trials	03-1522	21-Jan-16	31-Jul-17	$1,236,000 (1)	The project will be awarded by the extended deadline.
City of Los Angeles	North Atwater Non-Motorized Multimodal Bridge	07-4917	17-Mar-16	30-Sept-17	$3,660,000 (2)	The project will be awarded by the extended deadline.
State Coastal Conservancy	Increasing Active Transportation Use of Santa Ana River Trail and Parkway (Non-Infrastructure)	08-1175	19-May-16	30-Nov-16	$197,000	Lapsed
City of Auburn	Nevada Street Pedestrian and Bicycle Facilities	03-1521	30-Jun-16	30-Sep-17	$799,000 (3)	The project will be awarded by the extended deadline.
City of Huntington Park	State Street Complete Street Project	07-4937	30-Jun-16	31-Dec-16	$1,163,000	Lapsed
City of Stockton	Fremont Square Sidewalk Reconstruction	10-5001	30-Jun-16	31-Aug-17	$649,000 (3)	The project will be awarded by the extended deadline.
Fresno County	Dunlap Lighted Crosswalk	06-6763	17-Aug-16	31-Aug-17	$130,000 (4)	The project will be awarded by the extended deadline.
City of Santa Clarita	Santa Clarita Junior High & High School Safe Routes to School Plan (Non-Infrastructure)	07-5140	20-Oct-16	31-Jul-17	$160,000 (5)	The project will be awarded by the extended deadline.
City of Bell Gardens	Bell Gardens Citywide Safety Enhancement Project	07-5154	20-Oct-16	31-Dec-17	$802,000 (6)	The project will be awarded by the extended deadline.
City of Santa Ana	Edinger Protected Bike Lanes Project (Non-Infrastructure)	12-1013B	20-Oct-16	31-Oct-17	$24,000 (7)	The project will be awarded by the extended deadline.
City of East Palo Alto	East Palo Alto Highway 101 Pedestrian/Bicycle Overcrossing	04-1040A	8-Dec-16	31-Dec-17	$8,600,000 (8)	The project will be awarded by the extended deadline.
City of Los Angeles	Safe Routes to School Infrastructure Improvements for Menlo Avenue and West Vernon Elementary School	07-4867	8-Dec-16	31-Dec-17	$3,794,000 (7)	The project will be awarded by the extended deadline.
City of Los Angeles	Safe Routes to School Infrastructure Improvements for Delores Huerta, 28th Street, and Quincy Jones Elementary School	07-4872	8-Dec-16	31-Dec-17	$3,434,000 (7)	The project will be awarded by the extended deadline.
City of Carson	City of Carson Active Transportation Project	07-4934	8-Dec-16	31-Dec-17	$1,436,000 (7)	The project will be awarded by the extended deadline.
City of Norwalk	Foster Road Side Panel Safe Routes to School Improvement Project	07-4935	8-Dec-16	31-Dec-17	$2,108,000 (7)	The project will be awarded by the extended deadline.
City of Chino Hills	City of Chino Hills – Los Serrano's Safe Routes to School Sidewalk Project	08-1168	8-Dec-16	31-Dec-17	$1,613,000 (5)	The project will be awarded by the extended deadline.
Kern County Road Department	Mojave Pedestrian Improvements	09-6772	8-Dec-16	31-Dec-17	$249,000 (8)	The project will be awarded by the extended deadline.
City of Folsom	Oak Parkway Trail Under Crossing and Johnny Cash Trail Connection	03-1683	19-Jan-17	31-Jul-18	$882,000 (8)	The project will be awarded by the extended deadline.
East Bay Regional Park District	San Francisco Bay Trails, Pinole Shores to Bay Front Park	4-2122B	19-Jan-17	31-Jul-18	$4,000,000 (8)	The project will be awarded by the extended deadline.
City of Santa Barbara	Montecito – Yanonali Street Bridge Replacement and Corridor Improvements	05-2603	19-Jan-17	31-Jul-18	$2,845,000 (8)	The project will be awarded by the extended deadline.
Regents of the University of California - Santa Barbara	University of California Santa Barbara, North Campus Open Space Multi-Modal Trail Project	05-2672	19-Jan-17	30-Apr-18	2,449,000 (8)	The project will be awarded by the extended deadline.
Los Angeles County	Vermont Avenue Bike Lanes, Manchester - El Segundo Project	07-4537	19-Jan-17	30-Jan-18	$676,000 (7)	The project will be awarded by the extended deadline.
City of Lancaster	5th Street East Corridor Improvements	07-4881	19-Jan-17	31-Jul-17	$1,353,000	The project will be awarded by the deadline.
City of Pomona	Priority Implementation for Downtown Bicycle and Pedestrian Improvements	07-5053	19-Jan-17	31-Oct-17	$2,010,000 (7)	The project will be awarded by the extended deadline.
City of Rosemead	Rosemead Safe Routes to School Project	07-5123	19-Jan-17	31-Jul-17	$702,000	The project will be awarded by the deadline.

City of Baldwin Park	Maine Avenue Corridor Complete Streets Improvements	07-5186	19-Jan-17	31-Jul-17	$2,201,000	A concurrent Time Extension was submitted for the August 2017 Meeting.
City of Wildomar	Grand Avenue Multi-Use Trail Improvement Project	08-1205	19-Jan-17	31-Oct-17	1,223,000 (8)	The project will be awarded by the extended deadline.
Humboldt County	Lafayette Elementary School Safe Routes Improvement Project	01-2402	16-Mar-17	30-Sept-17	$655,000	The project will be awarded by the deadline.
Tahoe Transportation	State Route 89 Fanny Bridge Community Revitalization Project – Active Transportation Improvements	03-1524	16-Mar-17	30-Sept-17	$4,900,000	The project will be awarded by the deadline.
City of Oakland	LAMMPS/Laurel, Mills, Maxwell Park and Seminary Active Transportation Connection	04-2190D	16-Mar-17	30-Sept-17	$3,598,000	The project will be awarded by the deadline.
City of Parlier	Manning Avenue SRTS Connectivity	06-6768	16-Mar-17	30-Sept-17	$180,000	The project will be awarded by the deadline.
Los Angeles County	Florence Metro Blue Line Station Bikeway Access Improvement	07-4538	16-Mar-17	31-Mar-18	$1,188,000 (8)	The project will be awarded by the extended deadline.
County of Los Angeles	Eastside Light Rail Interface Project	07-5195	16-Mar-17	30-Sept-17	$1,305,000	The project will be awarded by the deadline.
City of Ventura	Ventura Westside Pedestrian and Bicycle Facility Improvements	07-4892	16-Mar-17	30-Sept-17	$1,300,000	The project will be awarded by the deadline.
Riverside County	Troth Street Routes to School Improvements	08-1159	16-Mar-17	30-Sept-17	$502,000	The project will be awarded by the deadline.
City of Riverside	Downtown and Adjoining Areas Bicycle and Pedestrian Improvement Project	08-1186	16-Mar-17	30-Sept-17	$877,000	The project will be awarded by the deadline.
City of Ontario	Safe Routes to School Active Transportation at Four Elementary Schools	08-1156	16-Mar-17	30-Sept-17	$1,014,000	The project will be awarded by the deadline.
City of Yucaipa	Safe Routes to Calimesa and Wildwood Elementary Schools	08-1206	16-Mar-17	30-Sept-17	$872,000	The project will be awarded by the deadline.
City of Modesto	Modesto Junior College Class I Bicycle Path (Phase II)	10-6002	16-Mar-17	30-Sept-17	$512,000	The project will be awarded by the deadline.
City of San Juan Capistrano	San Juan Capistrano Bikeway Gap Closure Project	12-1012	16-Mar-17	30-Sept-17	$200,000	The project will be awarded by the deadline.
County of Orange	Lambert Road Bikeway Project	12-1012	16-Mar-17	30-Sept-17	$313,000	The project will be awarded by the deadline.
City of Anaheim	Cerritos Avenue Sidewalk Gap Closure	12-2170T	16-Mar-17	30-Sept-17	$622,000	The project will be awarded by the deadline.
Grand Total					**$66,433,000**	

(1) This extended deadline was approved in May 2016 (Waiver 16-18)
(2) This extended deadline was approved in Aug 2016 (Waiver 16-34)
(3) This extended deadline was approved in December 2016 (Waiver 16-44)
(4) This extended deadline was approved in January 2017 (Waiver 17-03)
(5) This extended deadline was approved in March 2017 (Waiver 17-07)
(6) This extended deadline was approved in March 2017 (Waiver 17-08)
(7) This extended deadline was approved in May 2017 (Waiver 17-12)
(8) This extended deadline was approved in June 2017 (Waiver 17-22)

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 33

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 3.3
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **FISCAL YEAR 2016–17 FOURTH QUARTER REPORT FOR THE ACQUISITION AND DEVELOPMENT PROGRAM AND AIRPORT IMPROVEMENT PROGRAM**

SUMMARY:

The attached report is the California Department of Transportation (Department), Division of Aeronautics, Fiscal Year 2016-17 Fourth Quarter Report for the Acquisition and Development (A&D) and Airport Improvement Program (AIP) Matching Grants Programs, which will be presented as an informational item at the California Transportation Commission's (Commission) August 2017 meeting.

BACKGROUND:

The Department's A&D and AIP Matching Grants Programs are funded by the Aeronautics Account in the State Transportation Fund. They are prepared in accordance with the California Public Utilities Code (PUC), Sections 21683 and 21706.

Section 21683.20 of the PUC provides that the Department, upon allocation by the Commission, may provide a matching grant to a public entity for five percent of the amount of a Federal Airport Improvement Program (AIP) Grant. Each year the Commission approves a lump sum to match AIP grants. This allocation provides the authority for the Department to subvent matching funds to individual projects as requested by airport sponsors.

The Department's A&D Program is a biennial three-year program providing state grants to airports for planning, construction, and land acquisition. A&D projects are state funded at 90 percent of the total project cost with a 10 percent local match required.

The Department provides the Commission with quarterly reports on the status of all sub-allocations made for state AIP matching grant funds and the status of all projects in the A&D Program. It should be noted the Aeronautics Account is a continuously appropriated account, and any unused funds would revert to the Aeronautics account for use in future fiscal years.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fiscal Year 2016–2017
Fourth Quarter Report

Division of Aeronautics

Acquisition and Development Grants Program
And
Airport Improvement Program
Matching Grants Program

Quarterly Report to the

California Transportation Commission

ACQUISITION AND DEVELOPMENT PROGRAM

BACKGROUND

The California Department of Transportation's (Caltrans) Acquisition and Development (A&D) Grants Program is a biennial three-year program providing state grants to airports for planning, construction, and land acquisition.

The A&D Program is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with California Public Utilities Code, sections 21683 and 21706. The A&D projects are state funded at 90 percent of the total project cost with a 10 percent local match required.

PROGRAM SUMMARY

This report is for Caltrans' A&D Program for the Fourth Quarter of the 2016–17 Fiscal Year. This report includes the status of the unallocated, allocated, and completed projects.

There are a total of 70 projects, valued at $12.99 million, currently in the A&D Program. A total of 46 projects are still unallocated (valued at $7.2 million). Of the remaining projects, 24 are allocated (valued at $5.73 million), and there are no completed projects during this quarter.

The table below shows the summary of the actions that were taken during this quarter.

Meeting Date	Actions Taken
5/18/2017	Allocations to four A&D projects totaling $1.1 million
5/18/2017	Supplemental allocation for South Lake Tahoe Airport Airport Land Use Compatibility Plan
5/18/2017	Established a ten percent A&D Match rate
5/18/2017	Hayward Airport deallocation totaling $59,000
6/29/2017	Extensions for two A&D Projects

The following spreadsheets include the status of the Projects Unallocated, Projects Allocated, and Projects Completed.

Acquisition and Development Projects Status and Detail

Unallocated Projects

FY 2016–17

District	Airport	Program Fiscal Year	County	Project Description	Project Status	Allocation Date	Notice to Proceed Date	Total Allocation	Total Expenditure to Date	Estimated Date of Completion	Schedule
2	Southard Field	16-17	Lassen	Crack Seal and Restripe Runway and Taxiway	Unallocated			$73,000			
2	Spaulding	16-17	Lassen	Pavement Maintenance and Remarking, Runway, Taxiway, and Tie-down	Unallocated			$76,000			
8	Baker	16-17	San Bernardino	2018-Runway Rehabilitation and Striping	Unallocated			$499,000			
4	Nut Tree	16-17	Solano	Tree Obstruction Removal	Unallocated			$149,000			
9	Shoshone	16-17	Inyo	Replace Runway Lighting Control System	Unallocated			$32,000			
2	Hyampom	16-17	Trinity	Runway Light Rehabilitation	Unallocated			$90,000			
2	Montague, Yreka Rohrer Field	16-17	Siskiyou	Automated Weather Observing System (AWOS) new	Unallocated			$72,000			
1	Shelter Cove	16-17	Humboldt	Improve Drainage – Southeast Tie-down Area	Unallocated			$127,000			
6	Taft	16-17	Kern	Rehabilitate 2 Aircraft Parking Aprons	Unallocated			$504,000			
7	Whiteman	16-17	Los Angeles	Airport Compatibility Land Use Plan (ALUCP) Update	Unallocated			$83,000			
9	Mammoth Yosemite	16-17	Mono	ALUCP Update	Unallocated			$90,000			
5	Salinas Municipal	16-17	Monterey	ALUCP Update	Unallocated			$159,000			
2	Susanville Municipal	16-17	Lassen	ALUCP Update	Unallocated			$251,000			
							Total	**$2,205,000**			

Acquisition and Development Projects Status and Detail

Unallocated Projects

FY 2017–18

District	Airport	Program Fiscal Year	County	Project Description	Project Status	Allocation Date	Notice to Proceed Date	Total Allocation	Total Expenditure to Date	Estimated Date of Completion	Schedule
8	Fort Bidwell	17-18	Modoc	Engineering, Design, and Add New Gravel for Runway	Unallocated			$41,000			
7	Brackett Field	17-18	Los Angeles	Pavement Repair and Maintenance – Crack Sealing/Patching	Unallocated			$45,000			
7	Compton/ Woodley	17-18	Los Angeles	Pavement Repair and Maintenance – Crack Sealing/Patching	Unallocated			$45,000			
7	El Monte	17-18	Los Angeles	Pavement Repair and Maintenance – Crack Sealing/Patching	Unallocated			$45,000			
7	General William J. Fox	17-18	Los Angeles	Pavement Repair and Maintenance – Crack Sealing/Patching	Unallocated			$45,000			
7	Whiteman	17-18	Los Angeles	Pavement Repair and Maintenance – Crack Sealing/Patching	Unallocated			$45,000			
4	Byron	17-18	Contra Costa	Land Purchase Runway Safety Area Runway 05/23	Unallocated			$558,000			
2	Montague, Yreka Rohrer Field	17-18	Siskiyou	Resurface Runway, Taxiways, and Ramps	Unallocated			$540,000			
2	Adin	17-18	Modoc	Engineering Design and Repave Taxiway Tie-down Apron areas	Unallocated			$270,000			
9	Shoshone	17-18	Inyo	Segmented Circle	Unallocated			$21,000			
10	Westover Field Amador County	17-18	Amador	Water System/Fire Hydrant Extension (Construction)	Unallocated			$270,000			
7	El Monte	17-18	Los Angeles	ALUCP update	Unallocated			$83,000			
7	Compton/ Woodley	17-18	Los Angeles	ALUCP update	Unallocated			$83,000			
11	Imperial County	17-18	Imperial	ALUCP update	Unallocated			$149,000			
2	Siskiyou	17-18	Siskiyou	ALUCP update	Unallocated			$251,000			
8	Chino	17-18	San Bernardino	ALUCP update	Unallocated			$54,000			
							Total	**$ 2,545,000**			

Acquisition and Development Projects Status and Detail

Unallocated Projects

FY 2018–19

District	Airport	Program Fiscal Year	County	Project Description	Project Status	Allocation Date	Notice to Proceed Date	Total Allocation	Total Expenditure to Date	Estimated Date of Completion	Schedule
1	Ward Field	18-19	Del Norte	Runway Slurry Seal and Restripe Runway and Apron	Unallocated			$225,000			
10	Alpine County	18-19	Alpine	Chip Seal and Restripe Runway	Unallocated			$126,000			
1	Andy McBeth	18-19	Del Norte	Overlay and Restripe Runway and Restripe Apron Pavement	Unallocated			$428,000			
6	Poso-Kern	18-19	Kern	Crack Fill and Slurry Seal Partial Runway	Unallocated			$135,000			
2	Southard Field	18-19	Lassen	Segmented Circle Repair	Unallocated			$27,000			
2	Spaulding	18-19	Lassen	Design and Relocate Beacon and Reconstruct Segmented Circle	Unallocated			$77,000			
8	Yucca Valley	18-19	San Bernardino	Hazard Relocate Tetrahedran	Unallocated			$18,000			
11	Cliff Hatfield Memorial	18-19	Imperial	Airplane Tie-down Pavement Project	Unallocated			$293,000			
3	Cameron Park Airpark	18-19	El Dorado	Drainage Improvement – East	Unallocated			$180,000			
3	Cameron Park Airpark	18-19	El Dorado	Drainage improvement – North	Unallocated			$167,000			
3	Cameron Park Airpark	18-19	El Dorado	Drainage Improvement – South	Unallocated			$126,000			
4	Napa County	18-19	Napa	ALUCP Update	Unallocated			$225,000			
8	Apple Valley	18-19	San Bernardino	ALUCP Update	Unallocated			$54,000			
8	Baker	18-19	San Bernardino	ALUCP Update	Unallocated			$54,000			
8	Barstow-Daggett	18-19	San Bernardino	ALUCP Update	Unallocated			$54,000			
8	Needles	18-19	San Bernardino	ALUCP Update	Unallocated			$54,000			
8	Redlands Municipal	18-19	San Bernardino	ALUCP Update	Unallocated			$251,000			
							Total	**$2,494,000**			
				Total Projects In 3-Year Program = 46			**Total Unallocated**	**$7,244,000**			

Acquisition and Development Projects Status and Detail

Allocated Projects

X Behind Schedule

District	Airport	Program Fiscal Year	County	Project Description	Project Status	Allocation Date	Notice to Proceed Date	Total Allocation	Total Expenditure to Date	Estimated Date of Completion	Schedule
8	Hemet Ryan	11-12	Riverside	Airport Land Use Compatibility Plan (ALUCP)	Progress Pay	9/15/2011	1/24/2013	$117,000	$42,721	10/31/2017	X
2	Trinity Center	14-15	Trinity	Slurry Seal Apron, Taxiway Area, and Restripe Pavement	Construction	5/28/2015	11/15/16	$90,000	0	5/28/2019	X
2	Herlong	14-15	Lassen	Overlay Runway, Taxiway, and Apron	Construction	5/28/2015	6/9/16	$354,500	0	6/19/2017	
1	Ward Field	14-15	Del Norte	ALUCP	Progress Pay	3/26/15	9/29/2015	$135,000	$100,808	3/26/2019	
3	Chico Municipal	14-15	Butte	ALUCP	Progress Pay	3/26/15	2/23/2016	$99,000	$30,492	3/26/2019	
4	Rio Vista	14-15	Solano	ALUCP	Progress Pay	3/26/15	2/9/2016	$144,000	0	3/26/2019	
2	Ruth	14-15	Trinity	Runway Overlay and Restripe Pavement	Withdrawn	3/26/15		$432,000	0	3/26/2019	
3	Cameron Airpark	14-15	El Dorado	Runway Crack Repair and Slurry Seal	Construction	6/25/2015		$89,000	0	6/25/2019	X
8	Jacqueline Cochran	14-15	Riverside	ALUCP (County-wide)	Progress Pay	6/25/2015	6/21/2016	$135,000	0	6/25/2019	
8	Chiriaco Summit	14-15	Riverside	Runway Paving and Grading	Construction	6/25/2015	6/29/16	$479,000	0	6/25/2019	
5	Marina	15-16	Monterey	ALUCP	Grant agreement signed	8/27/2015	6/14/16	$162,000	0	8/1/2019	
5	Santa Barbara	15-16	Santa Barbara	ALUCP Study and Environmental Review County-wide	Progress Pay	12/9/2015	9/15/2016	$140,000	0	12/9/2019	
3	Lake Tahoe	15-16	El Dorado	ALUCP	Grant agreement signed	6/29/2016	6/6/2017	$170,000	0	6/29/2020	
6	Fresno County	15-16	Fresno	ALUCP	Grant agreement signed	6/29/2016	6/12/2017	$270,000	0	6/29/2020	
11	Cliff Hatfield Memorial	16-17	Imperial	Airport Runway Maintenance	Construction	6/29/2016	3/24/2017	$176,000	0	6/29/2020	
3	Blue Canyon	15-16	Placer	Obstruction Removal	Allocated	6/29/2016		$27,000	0	6/29/2020	
3	Sierraville Dearwater	15-16	Sierra	Slurry Seal and Re-Stripe Runway	Grant Agreement Signed	6/29/2016	7/27/2017	$194,000	0	6/29/2020	
2	Montague-Yreka, Rohrer Field	15-16	Siskiyou	Resurface Runway, Taxiway, and Ramps	Construction	6/29/2016	3/24/2017	$499,000	0	6/29/2020	
2	Hayfork	15-16	Trinity	Repave Runway	Plans, Specifications & Estimates (PS&E)	6/29/2016		$495,000	0	6/29/2020	X
2	Hyampom	15-16	Trinity	Runway Pavement Rehabilitation	PS&E	6/29/2016		$414,000	0	6/29/2020	X

District	Airport	Program Fiscal Year	County	Project Description	Project Status	Allocation Date	Notice to Proceed Date	Total Allocation	Total Expenditure to Date	Estimated Date of Completion	Schedule
9	Shoshone	16-17	Inyo	Runway 15/33 Crack Repairs, Slurry Seal, Marking	Allocated	5/18/2017		$180,000	0	5/18/2021	
1	Shelter Cove	16-17	Humboldt	Slurry Seal Taxiway/Miscellaneous Pavement	Allocated	5/18/2017		$192,000	0	5/18/2021	
3	Sierraville Dearwater	16-17	Sierra	Reconstruct Tie-down Area	Allocated	5/18/2017		$489,000	0	5/18/2021	
1	Arcata	16-17	Humboldt	ALUCP Update	Allocated	5/18/2017		$250,000	0	5/18/2021	
				Total Projects 24			**Total**	**$5,732,500**	**$174,021**		

Acquisition and Development Projects Status and Detail

Completed Projects

District	Airport	Program Year	County	Project Description	Project Status	Allocation Date	Notice to Proceed Date	Total Allocation	Total Expenditure to Date	Estimated Date of Completion	Schedule
				Total Projects 0			**Total**	**$0.000**	**$0.000**		

Acquisition and Development Status and Detail

Projects Behind Schedule

The following allocated projects are behind schedule:

Airport County Project Description	Status	Estimated End of Construction
Hemet Ryan Riverside County Airport Land Use Compatibility Plan	The planning project was delayed due to an Airport Master Plan not being completed as planned. The Grant was extended to 10/31/2017.	10/31/2017
Trinity Center Airport Trinity County Slurry Seal Apron, Taxiway Area, and Restripe Pavement	The project was granted an extension due to a county staffing shortage to complete the Plans, Specifications and Estimates (PS&E) phase after wildfires in 2015. The project has been awarded. The project is in Construction.	5/28/2019
Cameron Airpark El Dorado County Runway Crack Repair and Slurry Seal	Cameron Park Airport experienced a delay in PS&E completion, thereby delaying the award of the project. Cameron Park was granted a six-month extension to award. The project has been awarded. The project will tentatively start in the second week of July 2017.	6/25/2019
Hayfork Airport Trinity County Repave Runway	Trinity County experienced a delay in PS&E completion, thereby delaying the award of the project. This was caused by the 2016 flood disaster in Trinity County. Trinity County has requested an extension.	6/25/2019
Hyampom Airport Trinity County Runway Pavement Rehabilitation	Trinity County experienced a delay in PS&E completion, thereby delaying the award of the project. This was caused by the 2016 flood disaster in Trinity County. Trinity County has requested an extension.	6/25/2019

AIRPORT IMPROVEMENT PROGRAM MATCHING GRANTS

BACKGROUND:

The California Department of Transportation (Caltrans), Division of Aeronautics' Airport Improvement Program (AIP) Matching Grants 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 for five percent of the amount of a federal AIP grant.

Each year the Commission approves a lump sum to match AIP grants. This allocation provides the authority for 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.

STATUS:

At its June 2016 meeting, the Commission allocated $2,000,000 for the AIP Matching Grants Program for Fiscal Year 2016-17. As of the Fourth Quarter, Caltrans has sub-allocated a total of $1,434,161 toward 48 projects.

Airport	Sponsor	Project Description	Date Executed	Total Project Costs	AIP Grant Amount	State Match Amount
Weed	County of Siskiyou	Rehabilitate Runway	07/11/2016	$1,257,856	$1,132,070	$56,604
Napa County	County of Napa	Pavement Management Study	07/18/2016	$27,789	$25,008	$1,250
Bryant Field	County of Mono	Modify Service Road	07/19/2016	$506,650	$455,985	$22,799
Madera Municipal	City of Madera	Rehabilitate Apron	07/21/2016	$1,522,874	$1,370,587	$68,529
Alturas Municipal	City of Alturas	Construct Helicopter Parking Apron	07/28/2016	$1,386,600	$1,247,940	$62,397
Columbia	County of Tuolumne	Rehabilitate Taxiway C	08/17/2016	$1,972,223	$1,775,001	$88,750
Inyokern	Indian Wells Valley Airport District	Airfield Access Control Including Security Upgrades	08/17/2016	$316,605	$284,944	$14,247
Woodlake	County of Tulare	Pavement Management and Maintenance Program	08/23/2016	$28,072	$25,520	$1,276
Woodlake	City of Woodlake	Airport Layout Plan Update	09/01/2016	$136,929	$124,481	$6,224
Buchanan Field	County of Contra Costa	Rehabilitate Taxiways Echo and Kilo (Including Lighting and Signage – Design)	09/07/2016	$1,770,228	$1,593,205	$79,660
Little River	County of Mendocino	Rehabilitate Taxiway A (Design)	09/07/2016	$155,022	$135,020	$6,751
Benton Airpark	City of Redding	Design Automated Weather Observing System (AWOS)	09/14/2016	$117,873	$106,086	$5,304
Georgetown	County of El Dorado	Design Phase 1 - Rehabilitate Runway, Taxiway A, Connector Taxiway and Apron	09/14/2016	$36,006	$63,000	$3,150
Placerville	County of El Dorado	Update Airport Layout Plan	09/14/2016	$185,000	$166,500	$8,325
Placerville	County of El Dorado	Design Phase 1 Rehabilitate Taxiway A Lighting	09/14/2016	$65,000	$58,500	$2,925
Fullerton Municipal	City of Fullerton	Improve Airport Erosion Control	09/21/2016	$800,000	$720,000	$36,000
Riverside Municipal	City of Riverside	Rehabilitate Runway 9/27 and Rehabilitation of Apron	09/21/2016	$117,613	$105,852	$5,293
Paso Robles Municipal	City of Paso Robles	Taxiway Rehabilitation	09/22/2016	$1,784,619	$1,784,619	$89,231
Colusa County	County of Colusa	Rehabilitate Taxiway/Airport Development	09/27/2016	$88,071	$79,264	$3,963
Mather	Sacramento Mather Airport	Rehabilitate Taxiway B	09/27/2016	$1,107,693	$996,924	$49,846
Lompoc	City of Lompoc	Rehabilitation of North Apron	10/05/2016	$1,171,119	$1,054,007	$52,700
Redlands Municipal	City of Redlands	Rehabilitate Taxiway Lighting, Runway Lighting, Install Guidance Signs	10/05/2016	$919,375	$827,437	$41,372
Rio Vista Municipal	City of Rio Vista	Pavement Maintenance Management Plan and Drainage Improvement Design.	10/05/2016	$182,760	$164,484	$8,224
California City	City of California City	Rehabilitation of Taxiway - Design	10/10/2016	$147,500	$132,750	$6,638
Santa Ynez	County of Santa Barbara	Rehabilitate Taxiway Lighting, Install Primary Wind Cone and Precision Approach Path Indicator (PAPI)	10/10/2016	$1,091,467	$982,320	$49,116

Airport	Sponsor	Project Description	Date Executed	Total Project Costs	AIP Grant Amount	State Match Amount
Lampson Field	County of Lake	Rehabilitate Runway - Design	10/11/2016	$99,798	$89,818	$4,491
Lampson Field	County of Lake	Conduct Miscellaneous Study – Pavement Maintenance Management Plan	10/11/2016	$36,945	$33,250	$1,663
Lone Pine	County of Inyo	Lighting for Taxiway and Runway	10/17/2016	$333,333	$300,000	$15,000
Garberville	County of Humboldt	Rehabilitate Runway 18/36 (Construct)	10/20/2016	$2,381,775	$2,143,598	$107,180
Red Bluff Municipal	City of Red Bluff	Rehabilitate Runway	10/20/2016	$609,783	$548,805	$27,440
Calaveras County	County of Calaveras	Update Airport Layout Plan	10/25/2016	$185,000	$150,000	$7,500
Marina Municipal	City of Marina	Conduct Pavement Management Program Replace Airport Beacon and Support Structure	10/25/2016	$166,500	$150,000	$7,500
Tulare Municipal/ Mefford Field	City of Tulare	Replace Runway 13 with PAPI	10/25/2016	$153,000	$137,700	$6,885
Napa County	County of Napa	Rehabilitate Runway and Safety Area Grading	11/01/2016	$929,966	$836,969	$41,848
Salinas Municipal	City of Salinas	Electrical Upgrades Construction and Pavement Maintenance Management Plan	11/01/2016	$915,611	$824,050	$41,203
Oakdale Municipal	City of Oakdale	Rehabilitate Runway, Design Rehabilitate Taxiway	11/02/2016	$347,685	$347,685	$17,384
Cloverdale Municipal	City of Cloverdale	Conduct Environmental Assessment	11/15/2016	$152,410	$137,169	$6,858
Oceanside Municipal (Bob Maxwell)	City of Oceanside	Rehabilitate Apron, Install Fencing	11/29/2016	$377,354	$339,619	$16,981
Turlock Municipal	City of Turlock	Widen Runway, Grading and Drainage Improvements	11/29/2016	$156,242	$140,618	$7,031
Petaluma Municipal	City of Petaluma	Update Airport Layout Plan	1/3/2017	$166,666	$150,000	$7,500
Porterville Municipal	City of Porterville	Rehabilitate Apron, Perform Gate and Access Control Upgrades, Pavement Maintenance Management Plan	1/3/2017	$114,450	$103,005	$5,150
Chowchilla Municipal	City of Chowchilla	ALP Update; Pavement Maintenance Management Plan	1/3/2017	$94,000	$84,600	$4,230
Ukiah Municipal	City of Ukiah	Pavement Classification Number Study	3/13/2017	$50,000	$45,000	$2,250
Ukiah Municipal	City of Ukiah	Runway 15-33 Rehab (Design)	3/13/2017	$230,345	$207,311	$10,366
Mesa Del Rey	City of King	Update Airport Master Study Plan	5/10/2017	$180,000	$162,000	$8,100
Chino	County of San Bernardino	Rehab Apron-Phase 2	6/13/2017	$4,349,000	$3,914,100	$195,705
Gansner Field	County of Plumas	Install Runway Lighting-07/25; Rehabilitate Runway-7/25; and Rehabilitate Taxiway	6/13/2017	$2,529,381	$2,276,448	$113,822
Westover Field	County of Amador	Runway, Parallel and Connecting Taxiway Pavement Maintenance	6/13/2017	$166,667	$150,000	$7,500
						$1,434,161

M e m o r a n d u m

Tab 34

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 3.4
Information

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Teresa Favila
Assistant Deputy Director

Subject: **LOCAL AND REGIONAL AGENCY NOTICES OF INTENT TO EXPEND FUNDS ON STIP PROJECTS PRIOR TO COMMISSION ALLOCATION PER SENATE BILL 184**

SUMMARY:

Senate Bill (SB) 184 (Chapter 462, Statutes of 2007) authorizes a local or regional agency, upon notifying the California Transportation Commission (Commission), to expend its own funds for a project programmed in the State Transportation Improvement Program (STIP) to which the Commission has not yet made an allocation. This report (Attachment A) includes a list of local STIP projects programmed in Fiscal Year (FY) 2017-18 for which notification letters pursuant to SB 184 and allocation requests were received by the Commission.

The Commission received twenty-two SB 184 notification letters programmed in FY 2017-18 for planning, programming and monitoring purposes. Based on SB 184, the effective date that funds may be expended for these projects in advance of a Commission allocation is July 1, 2017. The projects are highlighted on Attachment A.

BACKGROUND:

Government Code Section 14529.17, as amended by SB 184, permits an agency to expend its own funds for a STIP project, in advance of the Commission's approval of a project allocation, and to be reimbursed for the expenditures subsequent to the Commission's approval of the allocation.

Section 14529.17 is limited to advanced expenditures for projects programmed in the current fiscal year of the STIP. FY 2017-18 notifications received prior to the beginning of the fiscal year are effective on July 1, 2017. Notifications received after July 1, 2017, are effective the date the Commission receives the notification letter.

Section 64A of the STIP guidelines directs the agency to submit a copy of the allocation request and SB 184 notification letter to the Commission's Executive Director. The original allocation request should be submitted to the California Department of Transportation at the same time.

Invoking SB 184 does not establish a priority for allocations made by the Commission nor does it establish a timeframe for when the allocations will be approved by the Commission. The statute does not require that the Commission approve an allocation it would not otherwise approve. SB 184 advance expenditures must be eligible for reimbursement in accordance with state laws and

procedures. In the event the advance expenditures are determined to be ineligible, the state has no obligation to reimburse those expenditures.

Attachments:

Attachment A: SB 184 Notifications for Local STIP Projects

SB 184 Notifications for Local STIP Projects

FISCAL YEAR 2017-18

Includes SB 184 Letters Received Prior to July 1, 2017

	County	Agency	Rte	PPNO	Project	Date Letter is Effective	Meeting Reported	Planned Allocation	FY 17-18	Project Totals by Component R/W	Const	E & P	PS&E
1	Alameda	ACTC		2179	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 750		750		
2	Alameda	MTC		2100	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 135		135		
3	Contra Costa	CCTA		2011O	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 455		455		
4	Contra Costa	MTC		2118	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 88		88		
5	Del Norte	Del Norte LTC		1032	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 44		44		
6	Lake	Lake CCAPC		3002P	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 76		76		
7	Humboldt	HCAOG		2002P	Planning, Programming, and Monitoring	01-Jul-17	Jun-17	Aug-17	$ 160		160		
8	Marin	TAM		2127C	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 206		206		
9	Marin	MTC		2127	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 25		25		
10	Mendocino	MCOG		4002P	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 164		164		
11	Napa	NVTA		1003E	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 165		165		
12	Napa	MTC		2130	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 15		15		
13	San Diego	SANDAG		7402	Planning, Programming, and Monitoring	01-Jul-17	Jun-17	Aug-17	$ 1,105		1,105		
14	San Francisco	SFCTA		2007	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 667		667		
15	San Francisco	MTC		2131	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 69		69		
16	San Mateo	SM C/CAG		2140A	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 338		338		
17	San Mateo	MTC		2140	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 71		71		
18	Santa Clara	SCVTA		2255	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 784		784		
19	Santa Clara	MTC		2144	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 158		158		
20	Solano	STA		2263	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 203		203		
21	Solano	MTC		2152	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 42		42		
22	Sonoma	SCTA		770E	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 504		504		
23	Sonoma	MTC		2156	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 50		50		
24	Tuolumne	Tuolumne CTC		452	Planning, Programming, and Monitoring	01-Jul-17	Aug-17	Aug-17	$ 66		66		
					Total (eligible on July 1, 2017, or from Effective Date of Letter, if received later)				**$6,340**	0	6,340	0	0

Highlighted - project that invoked SB 184 since last Commission Meeting

M e m o r a n d u m

Tab 35

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 2.2c.(5)
Action

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING - MITIGATED NEGATIVE DECLARATION FOR THE WESTERN PLACERVILLE INTERCHANGE PROJECT (RESOLUTION E-17-55)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Western Placerville Interchange Project (Project) in Placer County and approve the Project for future consideration of funding?

RECOMMENDATION:

Staff recommends the Commission accept the Mitigated Negative Declaration and approve the Project for future consideration of funding.

BACKGROUND:

The City of Placerville (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct improvements to the existing US Highway 50/Placerville Drive/Forni Road Interchanges with the addition of ramps to the existing Ray Lawyer Drive Overcrossing.

On June 24, 2014, the Placerville City Council adopted the Final Supplemental Environmental Impact Report and Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological resources, hazardous materials and traffic circulation. Mitigation measures include, but are not limited to: restrict construction activities between February 15 through August 31 to avoid the nesting season, implement invasive species control measures, conduct soil sampling to monitor hazardous materials, prepare a Stormwater Pollutant Prevention Plan, and implement a Traffic Management Plan during construction.

On June 13, 2017, the City confirmed that the preferred alternative set forth in the Final Supplemental Environmental Impact Report is consistent with the Project scope of work programmed by the Commission.

The Project is estimated to cost $11,624,620 and is fully funded through construction with State Transportation Improvement Program Funds ($5,542,000), Congestion Mitigation and Air Quality Funds ($2,766,000), Urban Funds ($272,000), State Highway Operation Protection Program Funds ($470,000), State Bond Transit Funds ($1,430,620), El Dorado Irrigation District Relocation Funds ($809,000) and Local Funds ($335,000).

Construction is estimated to begin in Fiscal Year 2017/18.

Attachments:

- Resolution E-17-55
- Notice of Determination
- Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
3 – Placer County
Resolution E-17-55

1.1 **WHEREAS,** the City of Placerville (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project (Project):

- Western Placerville Interchange Project

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 will construct improvements to the existing US Highway 50/Placerville Drive/Forni Road Interchanges with the addition of ramps to the existing Ray Lawyer Drive Overcrossing; and

1.4 **WHEREAS,** the Project is located on Highway 50/Placerville Drive/Forni Road Interchanges in the City of Placerville; and

1.5 **WHEREAS,** on June 24, 2014, the Placerville City Council approved the Final Supplemental Environmental Impact Report and found that the proposed Project would not have a significant effect on the environment after mitigation; and

1.6 **WHEREAS,** on June 24, 2014, the Placerville City Council approved the Mitigated Negative Declaration; and

1.7 **WHEREAS**, on June 13, 2017, the City confirmed that the preferred alternative set forth in the Final Supplemental Environmental Impact Report and Mitigated Negative Declaration is consistent with the Project scope of work programmed by the Commission.

1.8 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Supplemental Environmental Impact Report and Mitigated Negative Declaration.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project to allow for future consideration of funding.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Western Placerville Interchange Project
Project Title

2003122137	Rebecca Neves	(530) 642-5250
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): The project is located on Highway 50/Placerville Drive/Forni Road Interchanges in the City of Placerville, Placer County.

Project Description: The project will construct improvements to the existing US Highway 50/Placerville Drive/Forni Road Interchanges with the addition of ramps to the existing Ray Lawyer Drive Overcrossing.

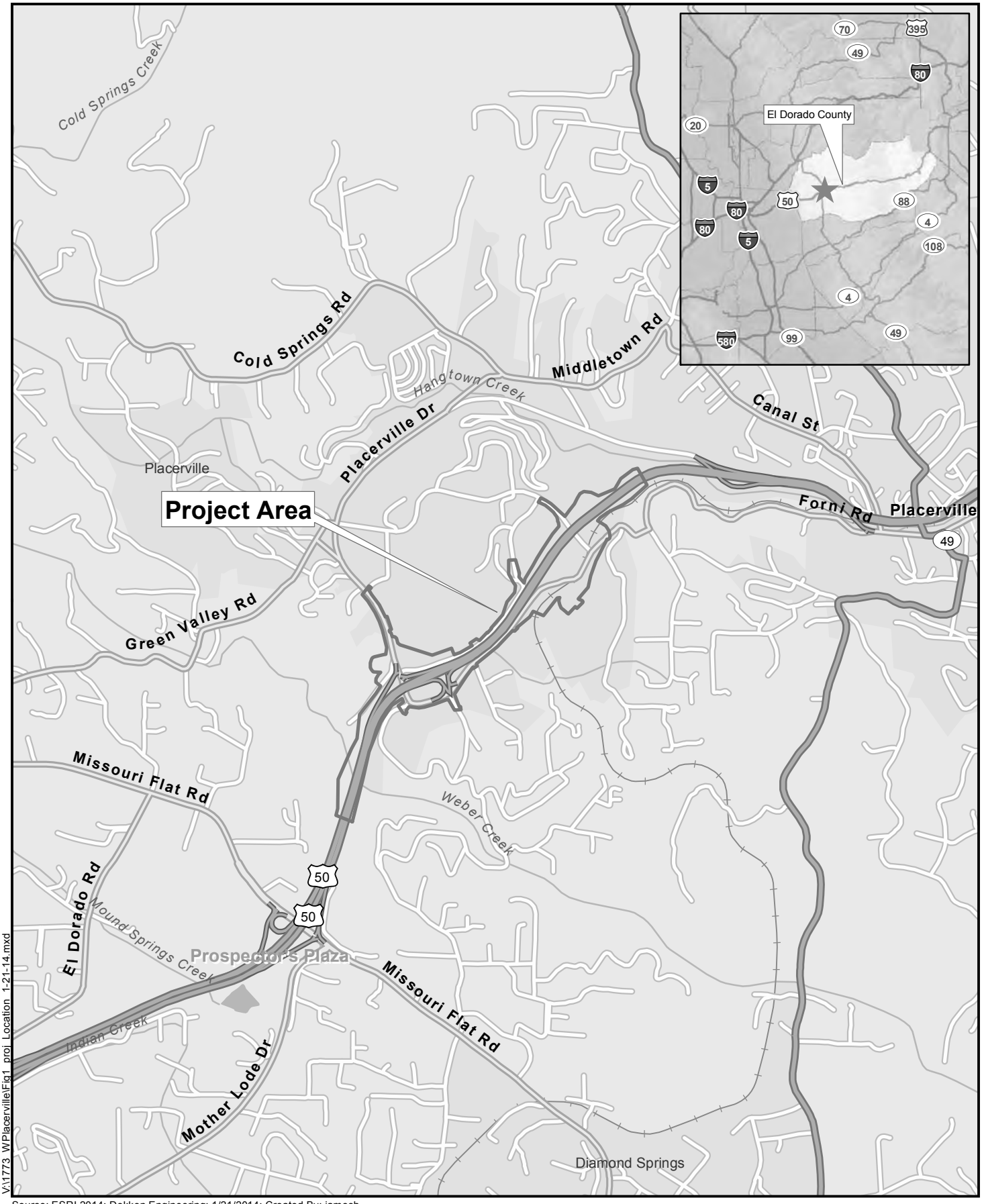
This is to advise that the California Transportation Commission has approved the above described project on
(_ Lead Agency/ **X** Responsible Agency)
August 16-17, 2017 and has made the following determinations regarding the above described project:

1. The project (___will/ __**X**__will not) have a significant effect on the environment.
2. ___ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   __**X**__ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (_**X**_were/ _____ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (__**X**__was / _____ was not) adopted for this project.
5. A Statement of Overriding Considerations (____ was / __**X**__was not) adopted for this project.
6. Findings (__**X**__were/ _____ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 3101 Center Street, Placerville, CA 95667

SUSAN BRANSEN		Executive Director California Transportation Commission
Signature (Public Agency)	*Date*	*Title*

Date received for filing at OPR:



Source: ESRI 2014; Dokken Engineering: 1/21/2014; Created By: jamesh

0 0.25 0.5 0.75 1 Miles

Figure 1
Project Location
Western Placerville Interchange Project
City of Placerville, El Dorado County, California

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M e m o r a n d u m

Tab 36

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 2.2c.(6)
Action

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING - NEGATIVE DECLARATION FOR THE SACRAMENTO VALLEY STATION AREA IMPROVEMENTS PROJECT (RESOLUTION E-17-56)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Negative Declaration for the Sacramento Valley Station (SVS) Area Improvements Project (Project) in Sacramento County and approve the Project for future consideration of funding?

RECOMMENDATION:

Staff recommends the Commission accept the Negative Declaration and approve the Project for future consideration of funding.

BACKGROUND:

The Sacramento Regional Transit District (SRTD) is the California Environmental Quality Act lead agency for the Project. The Project will construct a 0.5-mile-long loop to connect the Green Line Service with the Sacramento Valley Station.

On June 13, 2016, the Board of Directors of the Sacramento Regional Transit District adopted the Negative Declaration for the Project and found that the Project will not have a significant effect on the environment. On June 30, 2017, the SRTD confirmed that the Negative Declaration remains valid and there are no new identified impacts requiring mitigation since adoption. The SRTD also confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission.

The Project is estimated to cost $1,120,000 and is funded through design with Proposition 1A Funds ($560,000) and Local Measure A Funds ($560,000).

Construction is estimated to begin in Fiscal Year 2019/20.

Attachments:

- Resolution E-17-56
- Notice of Determination
- Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
3 – Sacramento County
Resolution E-17- 56

1.1 **WHEREAS,** the Sacramento Regional Transit District (SRTD) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project (Project):

- Sacramento Valley Station Area Improvements Project

1.2 **WHEREAS,** the SRTD has certified that the Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and

1.3 **WHEREAS,** the Project will construct a 0.5-mile-long loop to connect the Green Line Service with the Sacramento Valley Station; and

1.4 **WHEREAS,** the Project is located next to existing track between H Street and F Street, and will connect with the Amtrak Access Walkway; and

1.5 **WHEREAS,** on June 13, 2016, the Board of Directors of the Sacramento Regional Transit District found that the proposed Project would not have a significant effect on the environment; and

1.6 **WHEREAS,** on June 13, 2016, the Board of Directors of the Sacramento Regional Transit District approved the Negative Declaration; and

1.7 **WHEREAS,** on June 30, 2017, the SRTD confirmed that the Negative Declaration remains valid and there are no new identified impacts requiring mitigation since adoption; and

1.8 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Negative Declaration.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Negative Declaration and approves the above referenced Project to allow for future consideration of funding.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Sacramento Valley Station Area Improvements Project
Project Title

2016032084	Ed Scofield	(916) 321-3854
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): The project is located next to existing track between H Street and F Street, and will connect with the Amtrak Access Walkway in Sacramento County.

Project Description: The project will construct a 0.5-mile-long loop to connect the Green Line Service with the Sacramento Valley Station.

This is to advise that the California Transportation Commission has approved the above described project on
(_ Lead Agency/ **X** Responsible Agency)

August 16-17, 2017 and has made the following determinations regarding the above described project:

1. The project (___will/ __X__will not) have a significant effect on the environment.
2. ____ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   __X__ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (__X__were/ _____ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (__X__was / _____ was not) adopted for this project.
5. A Statement of Overriding Considerations (____ was / __X__was not) adopted for this project.
6. Findings (_____were/ __X____ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 2811 O Street, Sacramento, CA 95812-2110

SUSAN BRANSEN		Executive Director California Transportation Commission
Signature (Public Agency)	*Date*	*Title*

Date received for filing at OPR:

Aerial Imagery courtesy of © Google Earth. Imagery Date: 06/17/2015

0 1,250 2,500
Approximate scale in feet

LEGEND

- Railyards Station
- New Light Rail Tracks
- New Light Rail Station Platform
- Existing Light Rail Green Line
- Existing Light Rail Gold Line

FIGURE 1
Project Area
Sacramento Valley Station Area Improvements Project
Sacramento Regional Transit District
Sacramento, CA

TR0618151045SAC

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 37

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.2c.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Philip J. Stolarski, Chief
Division of Environmental Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-17-47, E-17-48, E-17-49, E-17-50, E-17-51 and E-17-58?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolutions E-17-47, E-17-48, E-17-49, E-17-50, E-17-51 and E-17-58.

BACKGROUND:

01-Lak-175, PM R25.0/27.5
RESOLUTION E-17-47

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 175 (SR 175) in Lake County. Construct roadway improvements including shoulder widening near the town of Middletown. (PPNO 3080)

This safety improvement project in Lake County will widen roadway shoulders on SR 175 near the town of Middletown. The project will be funded from State Highway Operation and Protection Program (SHOPP) funds and is programmed in the 2016 SHOPP for an estimated $21.1 million Construction (capital and support) and Right of Way (capital and support). Construction is tentatively scheduled to begin in Fiscal Year 2018-19. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: aesthetics, agriculture, biological resources, public services, recreation, and cultural resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, access to agricultural parcels shall be maintained during construct, all disturbed areas shall be revegetated and restored, assumed cultural

sites will be protected by the implementation of an Environmentally Sensitive Area Action Plan, and pre-construction roosting bat surveys shall be performed by a qualified biologist. As a result, an MND was completed for this project.

Attachment 1

03-Nev-80, PM 19.0/19.4
RESOLUTION E-17-48

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- Interstate (I-80) in Nevada County. Demolish and reconstruct existing salt and sand house on I-80 in the town of Truckee (PPNO 4296)

This project in Nevada County will demolish and rebuild the existing Floriston Sand and Salt House on I- 80 in the town of Truckee. The project is proposed to funded from State Highway Operation and Protection Program (SHOPP) funds and is programmed in the 2016 SHOPP for an estimated $4.4 million Construction (capital and support) and Right of Way (capital and support). Construction is tentatively scheduled to begin in Fiscal Year 2018-19. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 SHOPP.

A copy of the ND has been provided to Commission staff. The project will result in less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 2

03-Sac-50, PM L0.2/R6.1
RESOLUTION E-17-49

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- United State Route 50 (U.S. 50) in Sacramento County. Construct High Occupancy Vehicle lanes on a portion of U.S. 50 in and near the city of Sacramento. (EA 3F360)

This project in Sacramento County will add High Occupancy Vehicle lanes to a portion of U.S. 50 in and near the city of Sacramento. The project is not fully funded. The estimated project cost is $151 million. Partial funding of $13.3 million for preliminary engineering, environmental studies, design and right of way work is anticipated from the local Measure A Transportation Sales Tax program. Construction is tentatively scheduled to begin in Fiscal Year 2018-19.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: paleontological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, a Paleontological Monitoring Plan shall be prepared and implemented for the project. As a result, an MND was completed for this project.

Attachment 3

04-CC-242, PM R0.1/R1.9
RESOLUTION E-17-50

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- State Route 242 (SR 242) in Contra Costa County. Construct roadway and interchange improvements on SR 242 at Clayton Road in the city of Concord. (EA 3G820)

This project in Contra Costa County will modify and improve the interchange and on/off ramps at the SR 242/Clayton Road interchange in the city of Concord. The project is not fully funded. The estimated project cost is $65.7 million. $34.7 million is currently programmed in the Reginal Transportation Plan. The project start date will be determined when total funding is finalized.

A copy of the ND has been provided to Commission staff. The project will result in less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 4

08-Riv-15, PM 46.7/49.7
RESOLUTION E-17-51

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Interstate 15 (I-15) in Riverside County. Construct interchange improvements on I-15 at Limonite Avenue in the cities of Eastvale and Jurupa Valley. (EA 0E1500)

This project in Riverside County will widen the interchange and the on/off ramps at the I-15/Limonite Avenue interchange in the cities of Eastvale and Jurupa Valley. The project is not fully funded. The estimated project cost is $59.5 million. $11 million funding is proposed from local measure funds and $48.5 million to be determined. Construction is estimated to begin in 2018.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: paleontological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, a paleontological monitor shall be on-site during construction, and a qualified paleontologist shall attend preconstruction meetings to consult with the grading and excavation contractors. As a result, an MND was completed for this project.

Attachment 5

05-Mon-101, PM R41.3/R41.8
RESOLUTION E-17-58

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 101 (SR 101) in Monterey County. Construct seismic improvements to an existing bridge on SR 101 near the city of King City. (PPNO 2454)

This seismic retrofit project in Monterey County will improve serviceability and stability of the Salinas River Bridge Structures during moderate earthquakes and to address non-standard features of the northbound bridge. The project will be funded from State Highway Operation and Protection Program (SHOPP) funds and is programmed in the 2016 SHOPP for an estimated $44.85 million (Project Approval, Project Development, Construction capital, Construction Support, and Right of Way capital and support). Construction is tentatively scheduled to begin in Fiscal Year 2018-19. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: biological resources, recreational facilities, and noise. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, a bat exclusion plan shall be prepared and implemented, surveys for bats shall be conducted prior to any vegetation removal, and no night work that requires overhead lighting or will create noise exceeding Monterey County standards shall be permitted. As a result, an MND was completed for this project.

Attachment 6

Attachment 1

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
01-Lak-175, PM R25.0/27.5
Resolution E-17-47

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 State CEQA Guidelines for the following project:

- State Route 175 (SR 175) in Lake County. Construct roadway improvements including shoulder widening near the town of Middletown. (PPNO 3080)

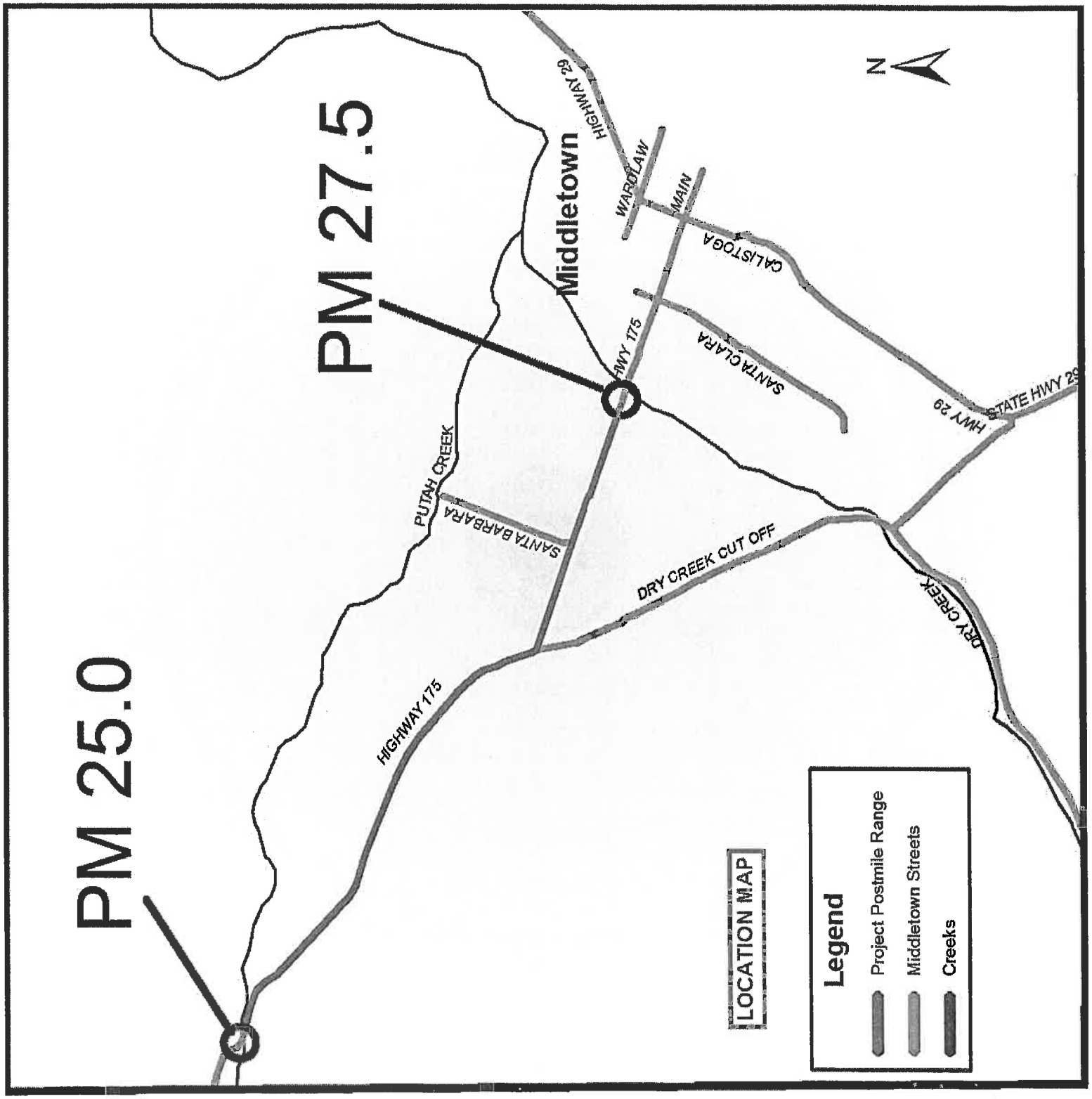
1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

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 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
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: Lake 175- Middletown Shoulders Project

2016122050	Liza Walker	(530) 741-4139
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route 175 in Lake County.

Project Description: Construct roadway improvements including shoulder widening on a portion of SR 175 in Lake County.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on August 16-17, 2017, and has made the following determinations regarding the above described project:

1. The project (__will / **X** will not) have a significant effect on the environment.
2. __ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   X A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were / __were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (__was / **X** was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (__was / **X** was not) adopted for this project.
6. Findings (__were / **X** were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans, 703 B Street, Marysville, CA 95901

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

Attachment 2

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
03-Nev-80, PM 19.0/19.4
Resolution E-17-48

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- Interstate (I-80) in Nevada County. Demolish and reconstruct existing salt and sand house on I-80 in the town of Truckee (PPNO 4296)

1.2 **WHEREAS**, the Department has certified that the 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; and

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 the above referenced project to allow for future consideration of funding.

ATTACHMENT 2

INDEX OF PLANS

STATE OF CALIFORNIA

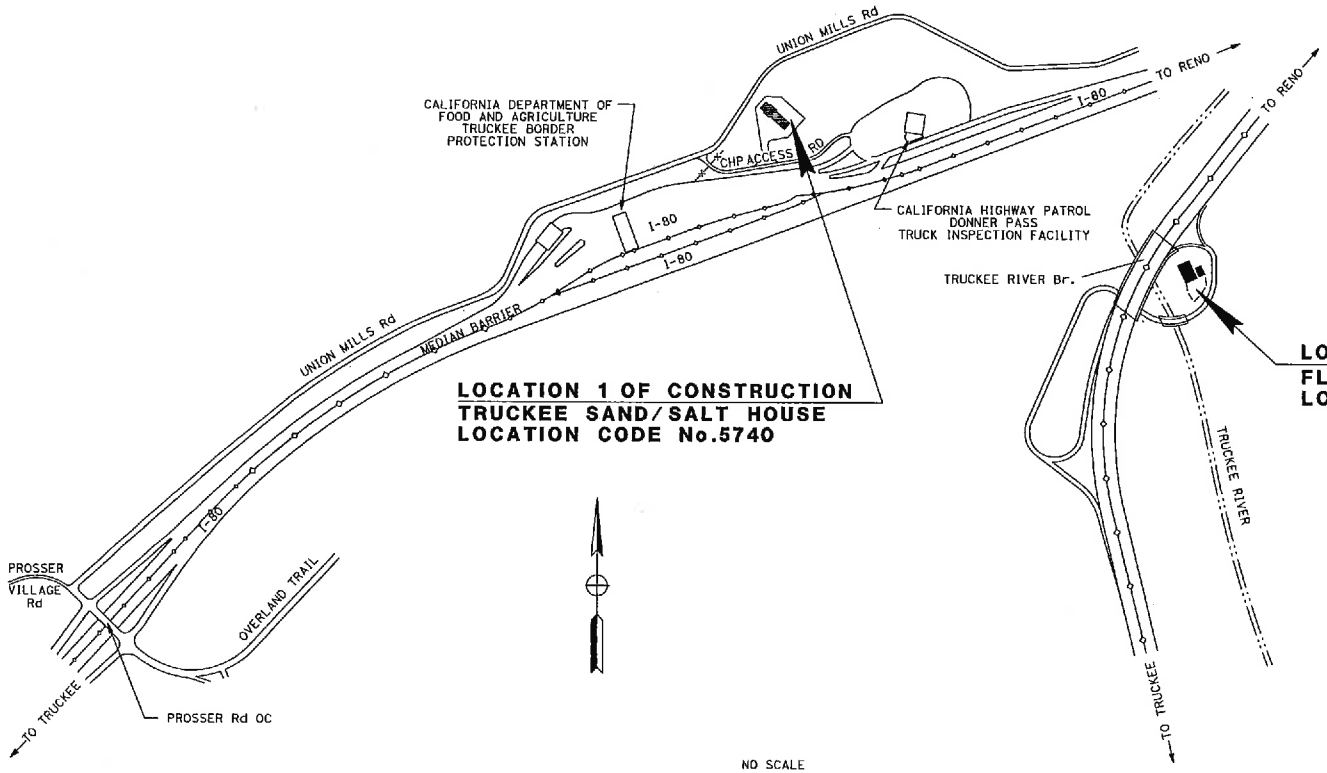
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR BUILDING CONSTRUCTION

IN NEVADA COUNTY
AT TRUCKEE
AT THE TRUCKEE INSPECTION STATION
AND AT FLORISTON
AT THE FLORISTON SAND AND SALT HOUSES

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Nev	L5725, L5740			



LOCATION 1 OF CONSTRUCTION
TRUCKEE SAND/SALT HOUSE
LOCATION CODE No.5740

LOCATION 2 OF CONSTRUCTION
FLORISTON SAND/SALT HOUSE
LOCATION CODE No. 5725

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

CONTRACT No.	03-3F9204
PROJECT ID	0313000239

LAST REVISION 00-00-00 DATE PLOTTED => 08-MAR-2016 TIME PLOTTED => 15:03

PROJECT MANAGER ROD MURPHY
DESIGN MANAGER DEANN SPANGLER

BORDER LAST REVISED 10/4/2013 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s112573 DGN FILE => 32f330db001.dgn | UNIT 0327 | PROJECT NUMBER & PHASE 03130002391

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: Nev-80 Floriston Sand and Salt House Demolition and Relocation Project

2015032013	Kristen Stublefield	(530) 741-5124
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): I-80 in Nevada County.

Project Description: Demolish and rebuild an existing sand and salt house on Caltrans right-of-way.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on August 16-17, 2017, and has made the following determinations regarding the above described project:

1. The project (___will / **X** will not) have a significant effect on the environment.
2. ___An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   X A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (___ were / **X** were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (___ was / **X** was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (___was / **X** was not) adopted for this project.
6. Findings (___were / **X** were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 3, 703 B St., Marysville CA 94612

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
03-Sac-50, PM L0.2/R6.1
Resolution E-17-49

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- United State Route 50 (U.S. 50) in Sacramento County. Construct High Occupancy Vehicle lanes on a portion of U.S. 50 in and near the city of Sacramento. (EA 3F360)

1.2 **WHEREAS**, the Department has certified that the 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; and

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 the above referenced project to allow for future consideration of funding.

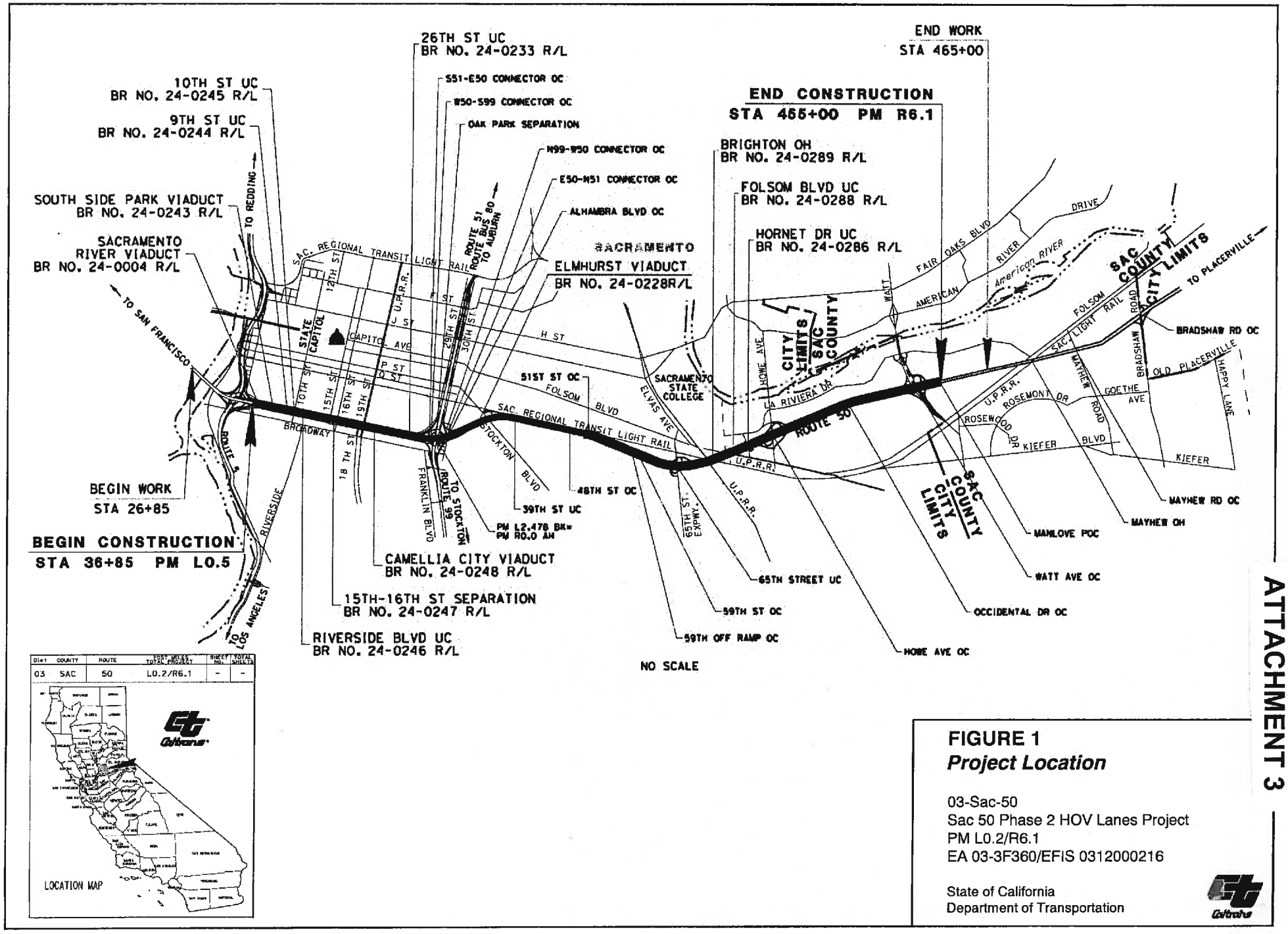


FIGURE 1
Project Location

03-Sac-50
Sac 50 Phase 2 HOV Lanes Project
PM L0.2/R6.1
EA 03-3F360/EFIS 0312000216

State of California
Department of Transportation

ATTACHMENT 3

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: Sac-50 Phase 2 High Occupancy Vehicle Lane Project

2016092060	Julia Green	(916) 274-0570
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): United States Route 50 in Sacramento County.

Project Description: Construct HOV Lanes in both directions on a portion of U.S. 50 near the city of Sacramento.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on August 16-17, 2017, and has made the following determinations regarding the above described project:

1. The project (__will /**X** will not) have a significant effect on the environment.
2. ___An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   X__A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were / __were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (__was / **X**__was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (__was / **X** was not) adopted for this project.
6. Findings (__were / **X** were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans, 2379 Gateway Oaks Drive, #150, Sacramento, CA 95833

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
04-CC-242, PM R0.1/R1.9
Resolution E-17-50

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- State Route 242 (SR 242) in Contra Costa County. Construct roadway and interchange improvements on SR 242 at Clayton Road in the city of Concord. (EA 3G820)

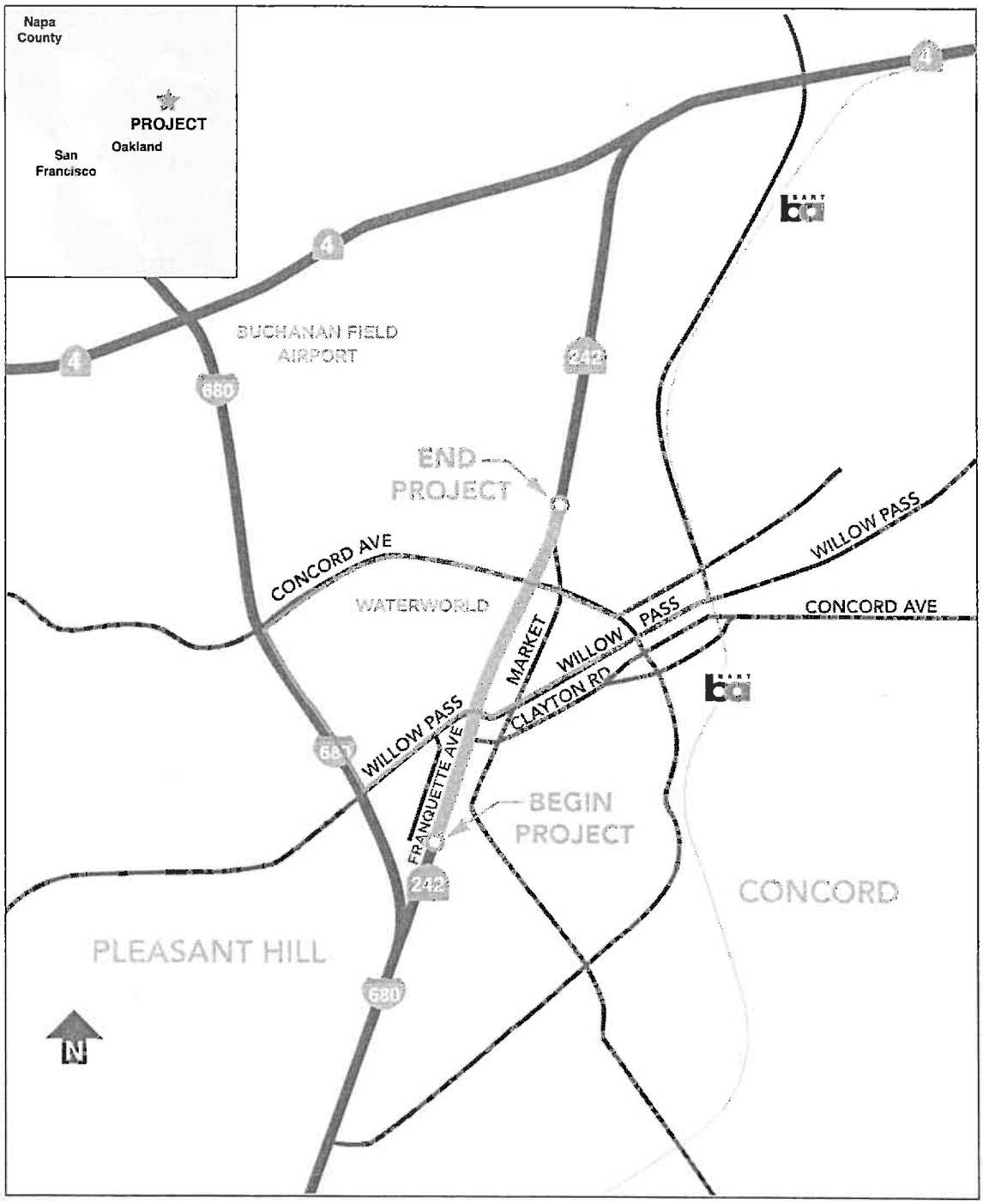
1.2 **WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and

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 the above referenced project to allow for future consideration of funding.

ATTACHMENT 4



Legend

- Project Limits
- Concord Central Business District

Project Location Map Figure 1-1

Source: Circlepoint, 2015

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: State Route 242/Clayton Road Ramps Project

2016092024	Melissa Coppola	(510) 266-4738
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route 242 in Contra Costa County.

Project Description: Construct roadway and interchange improvements on SR 242 at Clayton Road.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on August 16-17, 2017, and has made the following determinations regarding the above described project:

1. The project (__will / **X** will not) have a significant effect on the environment.
2. ___An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   X A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were / __were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (__was / **X** was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (__was / **X** was not) adopted for this project.
6. Findings (__were / **X** were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans District 4, 111 Grand Avenue, Oakland, CA 94612

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
08-Riv-15, PM 46.7/49.7
Resolution E-17-51

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 State CEQA Guidelines for the following project:

- Interstate 15 (I-15) in Riverside County. Construct interchange improvements on I-15 at Limonite Avenue in the cities of Eastvale and Jurupa Valley. (EA 0E1500)

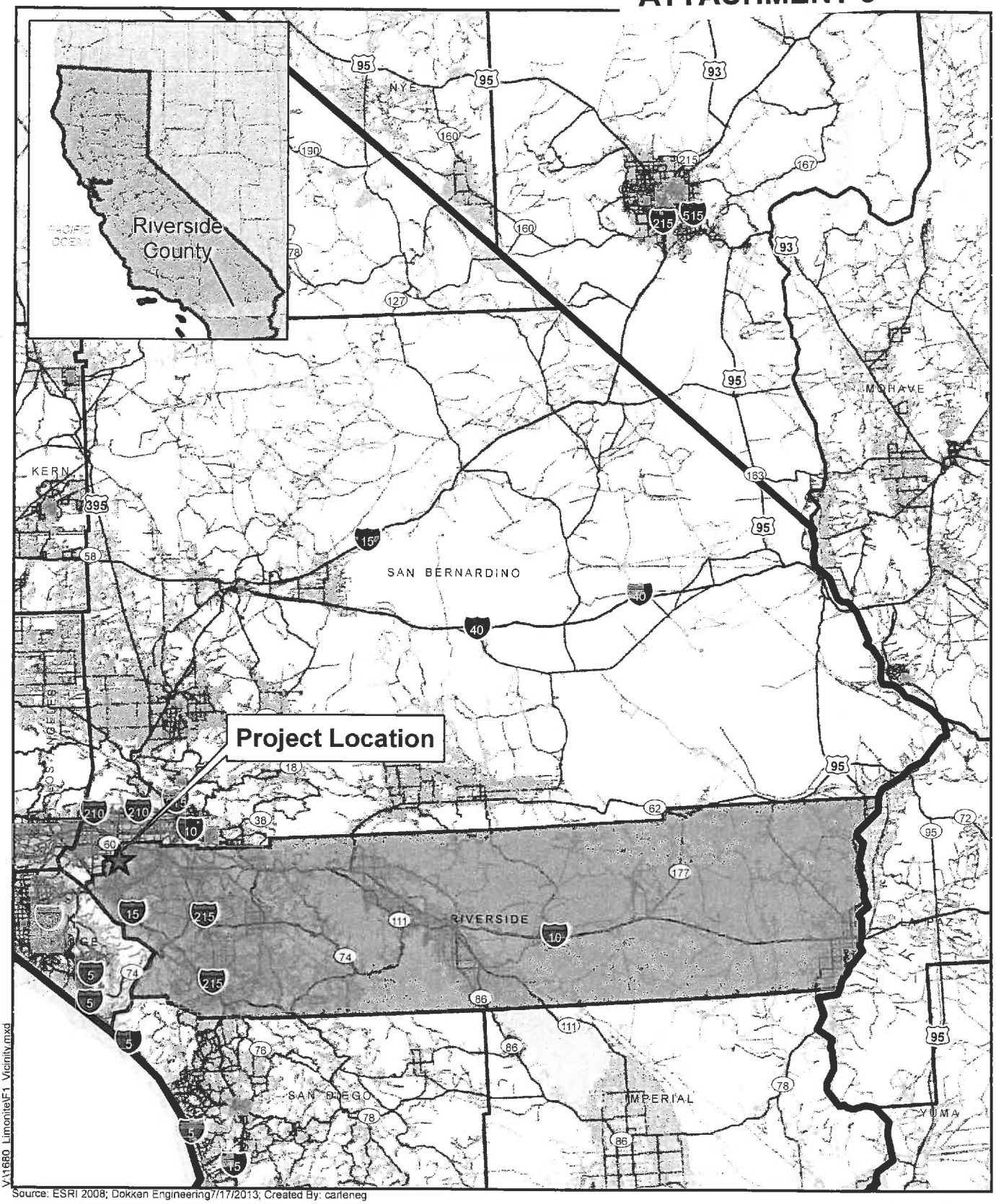
1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

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 the above referenced project to allow for future consideration of funding.

ATTACHMENT 5



Source: ESRI 2008; Dokken Engineering7/17/2013; Created By: carleneg

0 25 50 Miles

FIGURE 1
Project Vicinity
EA 0E150
08-RIV-15 (PM 47.5/49.0)
I-15/Limonite Avenue Interchange
Eastvale, Jurupa Valley, Riverside County, CA

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: Interstate 15/Limonite Avenue Interchange Improvements Project

2016012040	Angele Calloway	(760) 872-2424
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): Interstate 15 in Riverside County.

Project Description: Construct roadway and intersection improvements on I-15 at Limonite Avenue in Riverside County.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on August 16-17, 2017, and has made the following determinations regarding the above described project:

1. The project (__will / **X** will not) have a significant effect on the environment.
2. ___An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   X A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were / __were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (**X** was / __was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (__was / **X** was not) adopted for this project.
6. Findings (__were / **X** were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Riverside County Transportation Department, 3525 14th St., Riverside, CA 92501

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
05-Mon-101, PM R41.3/R41.8
Resolution E-17-58

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:

- State Route 101 (SR 101) in Monterey County. Construct seismic improvements to an existing bridge on SR 101 near the city of King City. (PPNO 2454)

1.2 **WHEREAS**, the Department has certified that the 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; and

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 the above referenced project to allow for future consideration of funding.

ATTACHMENT 6

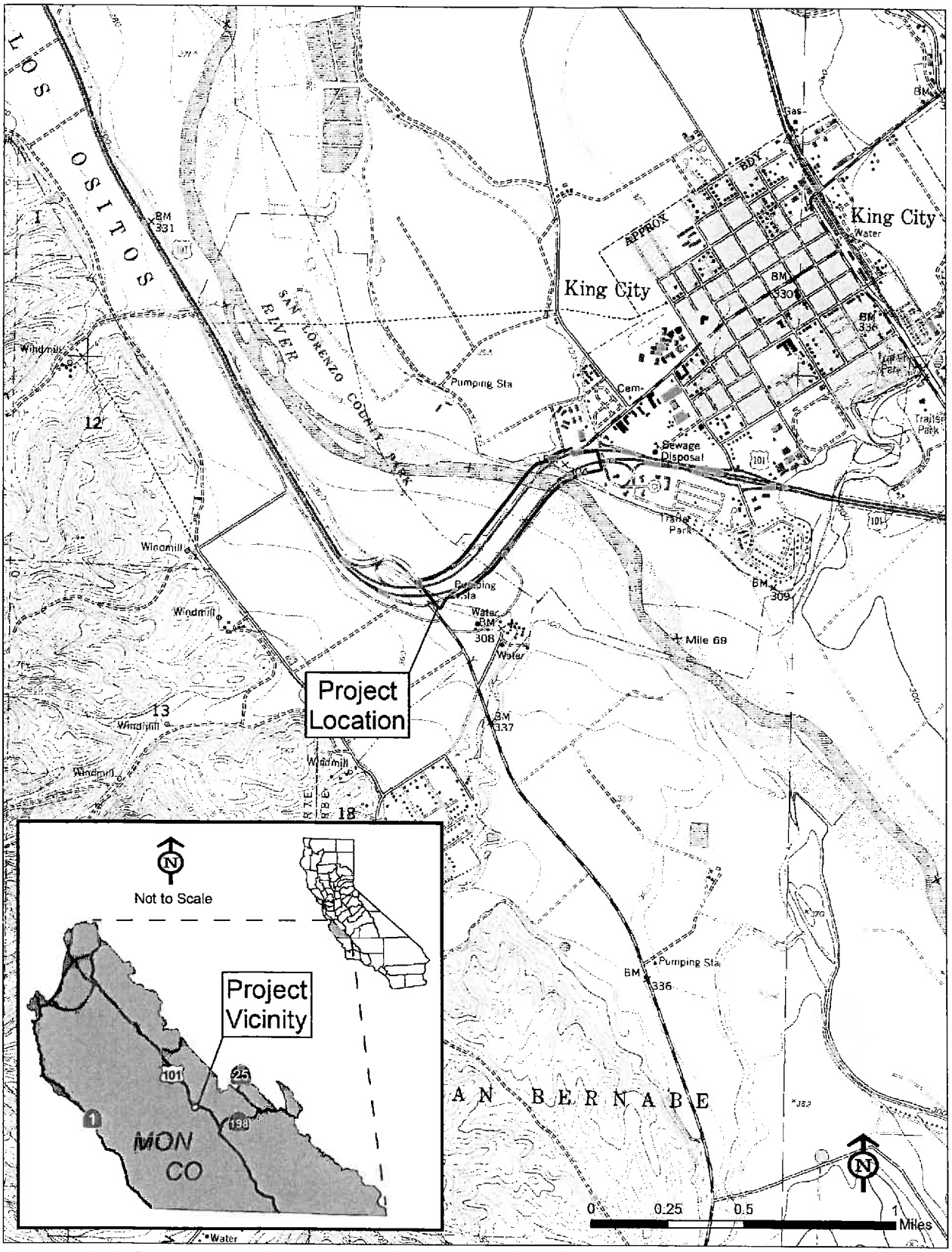


Figure 1 Salinas River Bridges Seismic Retrofit

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: Salinas River Bridges Seismic Retrofit Project

2016071032	Paula Huddleston	(805) 549-3063
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route 101 in Monterey County.

Project Description: Construct seismic improvements on existing bridges on SR 101 near King City.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on August 16-17, 2017, and has made the following determinations regarding the above described project:

1. The project (__will / **X** will not) have a significant effect on the environment.
2. ___An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   X A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were / __were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (**X** was / __was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (__was / **X** was not) adopted for this project.
6. Findings (__were / **X** were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans District 5, 50 Higuera St., San Luis Obispo, CA 93401

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 38

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.3c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Timothy Craggs, Chief
Division of Design

Subject: **RELINQUISHMENT RESOLUTIONS**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for the relinquishment resolutions that will transfer highway facilities no longer needed for the State Highway System to the local agencies identified in the summary?

RECOMMENDATION:

The Department recommends that the Commission approve the relinquishment resolutions, summarized below, that will transfer highway facilities no longer needed for the State Highway System to the local agencies identified in the summary. It has been determined that each facility in the specific relinquishment resolution summarized below may be disposed of by relinquishment. Upon the recording of the approved relinquishment resolutions in the county where the facilities are located, all rights, title and interest of the State in and to the facilities to be relinquished will be transferred to the local agencies identified in the summary. The facilities are safe and drivable. The local authorities have been advised of the pending relinquishments a minimum of 90 days prior to the Commission meeting pursuant to Section 73 of the Streets and Highways Code. Any exceptions or unusual circumstances are described in the individual summaries.

RESOLUTIONS:

Resolution R-3992 – 05-Mon-101-PM 100.3/101.3
(Request No. 11768) – 6 Segments

Relinquishes right of way in the county of Monterey along Route 101 from Dunbarton Road to the San Benito County line, consisting of superseded highway and collateral facilities. The County, by freeway agreement dated April 12, 2011, agreed to accept title upon relinquishment by the State. The 90-day notice period expired July 19, 2017.

Resolution R-3993 – 08-SBd-58-PM R33.4, 08-SBd-15-PM 71.5/72.0
(Request No. 486-S) – 1 Segment

Relinquishes right of way in the city of Barstow along Route 15 on Main Street (formerly Route 31, formerly Route 66) and at "L" Street, consisting of superseded highway and collateral facilities. The City, by freeway agreement dated November 19, 1990, agreed to accept title upon relinquishment by the State, and by Resolution No. 4868-2017, agreed to waive the 90-day requirement and accept the relinquishment.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m Tab 39

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.4b.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **RESOLUTIONS OF NECESSITY**

ISSUE:

Should the California Transportation Commission (Commission) adopt Resolutions of Necessity (Resolutions) for these parcels, whose owners are not contesting the declared findings of the California Department of Transportation (Department) under Section 1245.230 of the Code of Civil Procedure?

RECOMMENDATION:

The Department recommends the Commission adopt Resolution C-21559 through C-21564 summarized on the following pages.

BACKGROUND:

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

Moreover, for each of the proposed Resolutions, the property owners are not contesting the following findings contained in Section 1245.230 of the Code of Civil Procedure:

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

The only remaining issues with the property owners are related to compensation.

Discussions have taken place with the owners, each of whom has been offered the full amount of the Department's appraisal, and where applicable, advised of any relocation assistance benefits to which the owners may subsequently be entitled. Adoption of the Resolutions will not interrupt our efforts to secure equitable settlement. In accordance with statutory requirements, each owner has been advised that the Department is requesting the Resolution at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-21559 - Charles W. Davidson, Trustee and Dean R. Westly, Trustee et al.
05-SBt-25-PM 51.61 - Parcel 11739-1 - EA 1F4309.
Right of Way Certification (RWC) Date: 02/05/18; Ready To List (RTL) Date: 04/09/18. Conventional highway - Road improvements and widening on Highway 25 in Hollister. Authorizes condemnation of land in fee for a State highway and extinguishment of abutter's rights of access. Located near the city of Hollister at 421 Chappell Road. Assessor Parcel Number (APNs) 019-170-083, -084.

C-21560 - Bel-Air Bay Club, LTD., a California corporation
07-LA-1-PM 38.5 - Parcel 80647-1, 2 - EA 275109.
RWC Date: 06/15/18; RTL Date: 06/29/18. Conventional highway - widen shoulders and lanes, and relocate and upgrade guardrail. Authorizes condemnation of land in fee for a State highway and a temporary easement for construction purposes. Located in the city of Los Angeles at 16800 Pacific Coast Highway. APN 4415-036-001.

C-21561 - The Estate of Clara Ostrowsky, et al.
08-SBd-18-PM 104.47 - Parcel 23665-1 - EA 0P3909.
RWC Date: 03/15/18; RTL Date: 04/16/18. Conventional highway - widen existing shoulders to eight feet and construct shoulder rumble strips. Authorizes condemnation of a permanent easement for State highway purposes. Located in the unincorporated area of Phelan at State Route (SR) 18, approximately 2,175 feet east of White Road. APN 3102-531-12.

C-21562 - Julie B. Cruz
08-SBd-18-PM 103.86 - Parcel 23674-1 - EA 0P3909.
RWC Date: 03/15/18; RTL Date: 04/16/18. Conventional highway - widen existing shoulders to eight feet and construct shoulder rumble strips. Authorizes condemnation of a permanent easement for State highway purposes. Located in the city of Adelanto at the northeast corner of Koala Road and Palmdale Road. APN 3103-321-07.

C-21563 - Southern California Edison Company, a Corporation
08-SBd-18-PM 100.18/100.33 - Parcel 24138-1, 2, 3 - EA 0Q1209.
RWC Date: 01/12/18; RTL Date: 02/12/18. Conventional highway - construct raised curb median and reconfigure left turn pockets. Authorizes condemnation of a permanent drainage easement and temporary easements for construction purposes. Located in the city of Victorville on the south side of SR 18, between Mesa Linda Avenue and Topaz Road. APN 3103-611-01.

C-21564 - The Ying P. Hsieh and Ming C. Hsieh 1997 Family Trust
08-SBd-395-PM 37.80 - Parcel 23798-1 - EA 0N9729.
RWC Date: 02/21/18; RTL Date: 03/21/18. Conventional highway - construct four foot median buffer, widen existing shoulders to eight feet and construct centerline rumble strips. Authorizes condemnation of land in fee for a State highway. Located in the unincorporated area of Kramer Hills, approximately 11 miles north of Shadow Mountain Road. APN 0493-122-17.

Attachment

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21559

CALIFORNIA TRANSPORTATION COMMISSION

RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 05-SBt-25-PM 51.61 PARCEL 11739-1
OWNER: Charles W. Davidson, Trustee and Dean R. Westly, Trustee, et al.

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

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

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Benito, State of California, Highway 05-SBt-25 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
05	SBT	25	51.6	0513000151

To: CENTRAL REGION RESOLUTION OF NECESSITY

From: Joseph Bloom
R/W Engineering, District 05

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (1 page)
  - 11739-1

The electronic files for the above listed information have been transmitted by email.

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature Joseph L Bl
Professional Land Surveyor

Date June 24, 2017

PROFESSIONAL LAND SURVEYOR
Joseph
Bloom
Exp: 12/2018
PLS 7674
STATE OF CALIFORNIA

PARCEL 11739-1 Fee Title

For freeway purposes, that part of Homestead Lot 14 of the Rancho San Justo as shown on that map thereof filed in Book 1 of Maps, at Page 64, San Benito County Records lying within the following described area;
Commencing at point number 875 shown on sheet 6 of 9 of the Record of Survey filed January 13, 2011 in Book 15 of Maps, at Page 31, San Benito County Records; thence, N 9° 28' 29" E, 130.56 feet to point number 874 shown on said sheet 6, said point number 874 being the **POINT OF BEGINNING;**

Thence (1), N 3° 52'38" E, 1333. 98 feet to the beginning of a tangent curve to the left;

Thence (2), along said curve having a radius 1141.73 feet through a central angle of 89°37'47" for an arc length of 1786.05 feet;

Thence (3), N 85°45'09" W, 174.48 feet;

Thence (4), S 89°58'22" E, 162.56 feet to the beginning of a tangent curve to the right;

Thence (5), along said curve having a radius 1050.00 feet through a central angle of 50°55'12" for an arc length of 933.16 feet;

Thence (6), S 39°03'09" E, 48.64 feet to the beginning of a tangent curve to the right;

Thence (7), along said curve having a radius 1120.00 feet through a central angle of 44°49'06" for an arc length of 876.09 feet;

Thence (8), S 5°45'57" W, 497.29 feet;

Thence (9), S 4°29'08" W, 822.92 feet to the **POINT OF BEGINNING.**

Lands abutting said freeway shall have no right or easement of access thereto over and across above described courses 4, 5, 6, 7, 8 and 9 .
Bearings and distances are based on the California Coordinate System of 1983 (CCS83), Zone 4 according to said Record of Survey.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21560

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-1-PM 38.5 PARCEL 80647-1, 2
OWNER: Bel-Air Bay Club, LTD., a California corporation

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; Code of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible use; and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Los Angeles, State of California, Highway 07-LA-1 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Postmile
07	LA	1	38.5

Project ID 0700000519

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 3 pages. (including this title sheet)

Parcels in Legal Description: <Insert parcel numbers>					
80647-1					
80647-2					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature _____
Professional Land Surveyor

Date June 27, 2017

PROFESSIONAL LAND SURVEYOR
MICHAEL
DEAN
Exp: 12/31/2017
PLS 6604
STATE OF CALIFORNIA

RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 80647-1:

For highway purposes, that portion of land in the City of Los Angeles, County of Los Angeles, State of California, conveyed to Bel-Air Bay Club by deed recorded March 10, 1937 in Book 14758, Page 335, in the Office of the Registrar-Recorder/County Clerk of said County, described as follows:

BEGINNING at the southeasterly corner of that land granted as State Parcel 68770-1 to State of California by deed recorded May 8, 1975 in Book D6644, Page 666 of Official Records of said County, said corner being in the easterly boundary of Allotment No. 2 to Ramona M. De Baker, as per partition of Rancho Boca de Santa Monica in Case No. 2405 of the 17th Judicial District Court of said County;

THENCE along the southerly line of said State Parcel 68770-1, described by said deed as, "N.70°53'50"W., 32.94 feet" along a new bearing for the purposes of this description, N.70°41'00"W., 32.94 feet to the beginning of a tangent curve concave southerly, having a radius of 1699.25 feet, to which an initial radial bears N19°19'00"E.;

THENCE westerly along said southerly line and said curve, through a central angle of 6°31'50", an arc distance of 193.68 feet;

THENCE leaving said southerly line, S.14°20'52"W. 3.66 feet to a point of cusp with a nontangent curve, concave southerly, having a radius of 1398.67 feet, to which an initial radial bears N.14°48'25"E.;

THENCE easterly along said nontangent curve, through a central angle of 8°34'12", an arc distance of 209.21 feet;

THENCE tangent to said curve, S.66°37'23"E. 21.28 feet, to a point in said easterly boundary of Allotment No. 2 to Ramona M. De Baker, said point being the southeasterly corner of this parcel 80647-1;

THENCE northerly along said easterly boundary, 16.03 feet to the POINT OF BEGINNING.

PARCEL 80647-2:

For highway purposes, a Temporary Construction Easement, in, to, over and across that portion of land in the City of Los Angeles, County of Los Angeles, State of California, conveyed to Bel-Air Bay Club by deed recorded March 10, 1937 in Book 14758, Page 335, in the Office of the Registrar-Recorder/County Clerk of said County, described as follows:

BEGINNING at the southeasterly corner of the above described parcel 80647-1;
THENCE along the southerly line of said parcel 80647-1, N.66°37'23"W 21.28 feet to the beginning of a tangent curve, concave southerly, having a radius of 1398.67 feet, to which an initial radial bears N.23°22'37"E.
THENCE westerly along said curving southerly line of parcel 80647-1, through a central angle of 6°56'22", an arc distance of 169.40 feet;
THENCE non-tangent, leaving said southerly line of parcel 80647-1, S.16°26'15"W. 2.00 feet;
THENCE S.71°49'43"E. 84.58 feet;
THENCE S.67°16'21"E. 107.10 feet to the easterly boundary of Allotment No. 2 to Ramona M. De Baker, as per partition of Rancho Boca de Santa Monica in Case No. 2405 of the 17th Judicial District Court of said County;
THENCE northerly along said easterly boundary, 3.58 feet to the POINT OF BEGINNING;

The above described parcel of land is to be used for temporary construction purposes and incidents thereto in connection with the construction of Route 1 highway project designated 07-LA-001-PM 38.5 on maps in the Office of the Department of Transportation, State of California, at Los Angeles, California, and the rights to the above described temporary easement shall cease and terminate on February 17, 2021. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearing and distances in the herein above described lines are based on the California Coordinate System North American Datum (NAD) 1983, Zone 5. Divide grid distance by a combination factor of 0.99999875 to obtain ground distance.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21561

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-18-PM 104.47 PARCEL 23665-1
OWNER: The Estate of Clara Ostrowsky, et al.

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 some but not all the owners of record as some are deceased; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-18 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
08	SBD	18	104.47	0P390

To: Celia Calderilla
Right of Way Acquisition

From: Geoff Grounds
R/W Engineering, District 08

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel in detail
- RON Legal Description for parcel(s): (1 page)
  - 23665-1

The electronic files for the above listed information have been transmitted by email.

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature _____
Professional Land Surveyor

Date 8-1-16

PROFESSIONAL LAND SURVEYOR
GEOFFREY GROUNDS
Exp: 12-31-17
PLS 8343
STATE OF CALIFORNIA

An easement for State highway purposes in and to that portion of the East half of the West half of the East half of the Northeast quarter of the Southwest of Section 24, Township 5 North, Range 6 West, San Bernardino Meridian, in the County of San Bernardino, State of California, lying Northerly of the following described line:

BEGINNING at a point on the West line of the Southwest quarter of said Section 24, distant thereon South 00°13'29" East, 67.62 feet from the West quarter corner of said Section 24, thence South 89°22'19" East, 2679.55 feet to a point on the East line of the Southwest quarter of said Section 24, said point being distant thereon South 00°19'13" East, 60.17 feet from the Center quarter corner of said Section 24, being the **POINT OF TERMINATION** of this line.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 5. Divide the above distances by 0.999779402 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21562

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-18-PM 103.86 PARCEL 23674-1
OWNER: Julie B. Cruz

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

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

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-18 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
08	SBD	18	103.86	0800001025

To: Aidee Arpon / Anthony Rizzi
Right of Way Acquisition

From: Kyle G. Esgate
R/W Engineering, District 08

Date: June 6, 2017

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel in relation to the overall project (PDF Format)
  - Detail Map (Exhibit B) – shows parcel in detail (PDF Format)
- RON Legal Description for parcel(s): (1 page) PDF and Word Format
  - 23674-1

The electronic files for the above listed information have been transmitted by email.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature: Kyle G. Esgate
Professional Land Surveyor

Date: June 9, 2017

PROFESSIONAL LAND SURVEYOR
KYLE G. ESGATE
EXP. 12-31-17
No. 7517
STATE OF CALIFORNIA

08-SBd-18-PM 103.86-23674 (23674-1)

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability."

Parcel No. 23674-1

An *EASEMENT FOR HIGHWAY PURPOSES*, in and to that portion of the West half of the West half of the South half of Government Lot 2 in the Northwest quarter of Section 19, Township 5 North, Range 5 West, SAN BERNARDINO MERIDIAN, in the City of Adelanto, County of San Bernardino, State of California, according to the Official Plat thereof, more particularly described as follows:

The Southerly 53.00 feet thereof.

EXCEPTING THEREFROM that portion conveyed to the County of San Bernardino by deed recorded April 19, 1957 in book 4211 page 18 of Official Records of said County.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 5. Divide the above distances by 0.999779402 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21563

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-18-PM 100.18/100.33 PARCEL 24138-1, 2, 3
OWNER: Southern California Edison Company, a Corporation

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

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

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-18 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
08	SBD	18	100.18 100.33	080020125

To: Susan Esparza / Aidee Arpon / Right of Way Acquisition
Mark Zgombic – Head Quarters ROW

From: Kyle G. Esgate
R/W Engineering, District 08

Date: July 17, 2017

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Legal Descriptions for parcel(s): (3 pages) PDF and Word Format
  - 24138-1, 24138-2, 24138-3
- RON Mapping (3 pages)
  - Vicinity Map (Exhibit A) – shows parcels in relation to the overall project (PDF Format)
  - Detail Map (Exhibit B) – shows parcels in detail (PDF Format)
  - Detail Map (Exhibit C) – shows parcel in detail (PDF Format)

The electronic files for the above listed information and this ***signatory*** page have been transmitted by email.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature: Kyle G. Esgate
Professional Land Surveyor

Date: *July 12, 2017*

PROFESSIONAL LAND SURVEYOR
KYLE G. ESGATE
EXP. 12-31-17
No. 7517
STATE OF CALIFORNIA

08-SBd-18-PM 100.18 & 100.33-24138 (24138-1, 24138-2, 24138-3)

PARCEL No. 24138-1

An EASEMENT FOR DRAINAGE PURPOSES, together with the right to construct, operate, and maintain such facilities as necessary to effect the purpose of the easement; under, over, through and across that portion of the northwest quarter of the southeast quarter of Section 22, Township 5 North, Range 5 West, SAN BERNARDINO MERIDIAN, in the County of San Bernardino, State of California, according to the official plat of said land on file in the district land office, more particularly described as follows: the following described land

BEGINNING at the intersection of the south line of that certain parcel of land as described in a Grant Deed recorded June 17, 1994 as Instrument No. 94-272888 of Official Records of said County with a line parallel with and distant easterly, 31.99 feet, measured at right angles from the west line of the southeast quarter of said Section 22; thence, course "A", southerly along said parallel line South 0°13'08" East, 76.67 feet; thence North 89°46'52" East, 8.00 feet to a line parallel with and distant easterly, 8.00 feet, measured at right angles from said course "A"; thence northerly along said parallel line North 00°13'08" West, 76.86 feet to a point on the south line of that certain parcel of land as described in said Grant Deed, also being the beginning of a non-tangent curve concave southerly having a radius of 20,450.00 feet, a radial line to said point bears North 01°34'40" West; thence westerly along said curve through a central angle of 0°01'21" an arc distance of 8.00 feet to the POINT OF BEGINNING.

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 5. Divide the above distances by 0.999787748 to obtain ground level distances.

PARCEL No. 24138-2

A **TEMPORARY EASEMENT** for construction purposes in and to that portion of the northwest quarter of the southeast quarter of Section 22, Township 5 North, Range 5 West, **SAN BERNARDINO MERIDIAN**, in the County of San Bernardino, State of California, according to the official plat of said land on file in the district land office, more particularly described as follows:

BEGINNING at the intersection of the south line of that certain parcel of land as described in a Grant Deed recorded June 17, 1994 as Instrument No. 94-272888 of Official Records of said County with a line parallel with and distant easterly, 39.99 feet, measured at right angles from the west line of the southeast quarter of said Section 22; thence, course "A", southerly along said parallel line South 0°13'08" East, 76.86 feet; thence North 89°46'52" East, 35.00 feet to a line parallel with and distant easterly, 35.00 feet, measured at right angles from said course "A"; thence northerly along said parallel line North 00°13'08" West, 77.66 feet to a point on the south line of that certain parcel of land as described in said Grant Deed, also being the beginning of a non-tangent curve concave southerly having a radius of 20,450.00 feet, a radial line to said point bears North 01°28'47" West; thence westerly along said curve through a central angle of 0°05'53" an arc distance of 35.01 feet to the **POINT OF BEGINNING**.

Rights to the above described temporary easement shall cease and terminate November 4, 2019. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 5. Divide the above distances by 0.999787748 to obtain ground level distances.

PARCEL No. 24138-3

A **TEMPORARY EASEMENT** for construction purposes in and to that portion of the northwest quarter of the southeast quarter of Section 22, Township 5 North, Range 5 West, **SAN BERNARDINO MERIDIAN**, in the County of San Bernardino, State of California, according to the official plat of said land on file in the district land office, more particularly described as follows:

COMMENCING at the easterly terminus of that course described as "South 89°59'46" West, 599.65 feet" in a Grant Deed recorded June 17, 1994 as Instrument No. 94-272888 of Official Records of said County; thence westerly along said course South 89°59'45" West, 19.05 feet to the **POINT OF BEGINNING**; thence, course "A", continuing along said course South 89°59'45" West, 43.01 feet; thence South 00°00'15" East, 10.00 feet to a line parallel with and distant southerly, 10.00 feet, measured at right angles from said course "A"; thence easterly along said parallel line North 89°59'45" East, 43.01 feet; thence North 00°00'15" West, 10.00 feet to the **POINT OF BEGINNING**.

Rights to the above described temporary easement shall cease and terminate November 4, 2019. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 5. Divide the above distances by 0.999787748 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21564

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-395-PM 37.8 PARCEL 23798-1
OWNER: The Ying P. Hsieh and Ming C. Hsieh 1997 Family Trust

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

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

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

To acquire, in the name of the People of the State of California, in fee simple absolute, unless a lesser estate is hereinafter expressly described, the said hereinafter described real property, or interests in real property, by condemnation proceeding or proceedings in accordance with the provisions of the Streets and Highways Code, Code of Civil Procedure and of the Constitution of California relating to eminent domain;

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-395 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
08	SBd	395	37.80	0815000102

To: Carolyn Fernandez
Right of Way Division - Acquisitions

From: Travis Kottwitz
R/W Engineering, District 08

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (5 pages)
  - Index Map (Exhibit A) – shows parcel in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel in detail
  - Detail Map (Exhibit C) – shows parcel in detail
  - Detail Map (Exhibit D) – shows parcel in detail
  - Detail Map (Exhibit E) – shows parcel in detail

- RON Legal Description for parcel(s): (1 page)
  - 23798-1

The electronic files for the above listed information have been transmitted by email.

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature Travis Kottwitz
Professional Land Surveyor

Date 06-15-17

PROFESSIONAL LAND SURVEYOR
TRAVIS
KOTTWITZ
Exp: 12/31/18
PLS 7617
STATE OF CALIFORNIA

Parcel 23798-1

For State highway purposes, that portion of the Northeast one-quarter of the Northeast one-quarter of Section 16, Township 9 North, Range 6 West, San Bernardino Meridian, according to the Official plat thereof, in the unincorporated area of the County of San Bernardino, State of California, lying within a strip of land 119.98 feet wide, 59.99 feet on each side of the following described line:

BEGINNNING at a point on the east line of said Section 16, distant thereon North 01°37'03" West 1,241.17 feet from the southeast corner of said section; thence North 11°56'04" West 598.36 feet; thence North 13°05'59" West 4,171.39 feet to the beginning of a curve, concave easterly, having a radius of 4,000.00 feet; thence northerly along said curve through a central angle of 05°49'02" a distance of 406.12 feet; thence North 07°16'57" West 370.45 feet to the beginning of a curve, concave westerly, having a radius of 4,500.00 feet; thence northerly along said curve through a central angle of 05°48'04" a distance of 455.61 feet; thence North 13°05'01" West 2,442.27 feet; thence North 13°17'13" West 1,187.77 feet to the **POINT OF TERMINUS** on the north line of Section 9, Township 9 North, Range 6 West, San Bernardino Meridian, being distant thereon North 89°55'06" East 3,347.64 feet from the northwest corner of said Section 9.

EXCEPTING THEREFROM that portion described in deed to the State of California recorded February 28, 1973 in Book 8129, Page 1191 Official Records of said County.

ALSO EXCEPTING THEREFROM any portion lying westerly of the easterly line of that certain Southern California Edison 212.50 foot right-of-way described in documents recorded on July 13, 1966 in Book 6661, Page 452 and on August 6, 1966 in Book 6676, Page 238, both Official Records of said County.

The sidelines of said strip of land shall be shortened or prolonged so as to begin on the south line of said Northeast one-quarter of the Northeast one-quarter and end on the north line of said Section 16.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 5. Divide distances shown by 0.999801065 to obtain ground level distances.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 40

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.4d.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **CONVEYANCE OF EXCESS STATE OWNED REAL PROPERTY**

ISSUE:

Should the California Transportation Commission (Commission) approve execution of the following Director's Deeds?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) authorize the execution of the Director's Deeds summarized below. The conveyance of excess State owned real property, including exchanges, is pursuant to Section 118 of the Streets and Highways Code.

The Director's Deeds included in this item involve an estimated current value of $4,771,500. The State will receive a return of $6,809,000 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

DIRECTOR'S DEEDS:

01-04-Ala-13/24 PM 5.4-9.9 — Oakland
Disposal Unit #DD 047712-01-01 — 0.49 acre
Convey to: Brett K. Pitts and Nicole C. Pitts — $72,000 (Appraisal $72,000)
Direct sale. Sales price represents the appraised value received from the only adjoining owner. This is a decertification of a 2,175 square foot (SF) steeply sloped, land-locked portion of right of way adjacent to the requestor's parcel in Oakland. Parcel is not independently developable.

02-04-Ala-24 PM 2.8 — Oakland
Disposal Unit #DD 025561-01-01 and #DD 025608-01-01 — 1.18 acres
Convey to: Children's Hospital & Research Center at Oakland, a California corporation — $202,000 (Appraisal $202,000)
Direct sale. Selling price represents the appraised value received from the only adjoining owner via Finding "A".

03-04-Ala-238 PM 8.0X — Hayward
Disposal Unit #DD 033849-01-01 — 0.18 acre
Convey to: Farooq Farid Khan and Umber Saadat, Husband and Wife, as Community Property with Right of Survivorship — $297,000 (Public Sale Estimate (PSE) $235,000)
Public auction. There were 13 registered bidders and three active bidders. Selling price represents the highest oral bid received at the public sale.

04-04-Ala-238 PM 8.0X — Hayward
Disposal Unit #DD 033852-01-01 — 0.90 acre
Convey to: Hong Qin Wang — $180,000 (Appraisal $180,000)
Public sale. Sale price represents the highest bid received at the public auction, which represents the minimum bid amount as there was only one bidder.

05-04-Ala-238 PM 8.0X — Hayward
Disposal Unit #DD 033855-01-01 — 0.20 acre
Convey to: Jaswant S. Nahal and Sharnjit K. Nahal — $251,000 (PSE $199,000)
Public sale: Selling price represents the highest oral bid received at the first public sale. There were 13 registered bidders and 13 active bidders.

06-04-Ala-238 PM 13.7 — Hayward
Disposal Unit #DD 032743-02-01 — 0.11 acre
Convey to: Community Partnership LLC — $322,000 (PSE $150,000)
Public Sale. Selling price represents the highest bid received at the second public sale. There were 12 registered bidders and 12 active bidders. This parcel was previously auctioned on January 11th, 2017 at a winning bid of $320,000 and approved by the Commission during the March 2017 meeting. The sale was not closed due to the buyer not being able to close the remaining balance by the final closing date.

07-04-Mrn-101-PM 11.4 — San Rafael
Disposal Unit #DD 054611-01-01
#DD 054612-01-01
#DD 054613-01-01 — 0.34 acre
Convey to: 1720 Lincoln LLC — $2,600,000 (PSE $1,750,000)
Public sale. Selling price represents the highest bid received at the public sale. There were two registered bidders and two active bidders.

08-04-Mrn-101-PM 11.9 — San Rafael
Disposal Unit DD-054636-01-01 — 0.21 Ac. (9,270 SF)
Convey to 1720 Lincoln LLC — $1,640,000 (PSE $1,000,000)
Selling price represents the highest bid received at the public sale. There were four registered bidders and three active bidders.

09-07-LA-405 PM 38.8 City of Los Angeles
Disposal Unit #DD 79565-01-01 0.15 acre
Convey to: 15347 SUTTON STREET, LLC $375,000 (PSE $150,000)
Public auction sale: Selling price represents the highest bid received at the public auction. There were five active bidders for the parcel.

10-08-Riv-215 PM 42.3 City of Riverside
Disposal Unit #DD 018981-01-01 0.42 acre
Convey to: Darshan Patel & Hasu Patel $160,000 (PSE $174,000)
Subject property is an unimproved triangular shaped lot, sold at public auction at its first offering. There were 23 registered and two active bidders.

11-08-Riv-215 PM R43.40 City of Riverside
Disposal Unit #DD 017753-01-01 0.30 acre
Convey to: AFG Development $33,000 (PSE $26,500)
Public sale: Selling price represents the highest bid received at public auction. The minimum bid was undisclosed and the winning bid was $33,000. There were 24 registered and two active bidders.

12-08-SBd-210 PM 21.4 City of San Bernardino
Disposal Unit #DD 14288-01-01 0.30 acre
Convey to: Peter Michael $26,000 (PSE $26,000)
Public sale: Selling price represents the highest bid received at public auction. The minimum bid was undisclosed and the winning bid was $26,000. There were 24 registered and one active bidders.

13-08-SBd-215 PM 8.3 City of San Bernardino
Disposal Unit #DD 0A7851-01-01 0.99 acre
Convey to: Antonio Cruz $131,000 (PSE $129,000)
Subject property is an unimproved almost rectangular shaped lot, sold at public auction at its first offering. There were 23 registered and two active bidders.

14-08-SBd-215 PM 8.49 City of San Bernardino
Disposal Unit #DD 019161-01-01 4.08 acres
Convey to: Antonio Cruz $520,000 (PSE $478,000)
Sales price represents the highest price received via a public auction. Excess land e-mailed 460 potential buyers, posted the property with a For Sale sign, notified the City of San Bernardino and adjoining owners and advertised on the Excess Land webpage. There were 23 registered and seven active bidders.

15-11-Imp-8 PM 38.9 City of El Centro
Disposal Unit #DE 34976-6 0.25 acre
Convey to: Imperial Irrigation District (I.I.D.) $0 (Appraisal Not Applicable)
Direct conveyance for no monetary consideration. Conveyance is 100% State's obligation pursuant to utility agreement dated May 7, 2013.

Attachments
Attachment A - Financial summary spreadsheet
Exhibits 1A-15B - Parcel maps

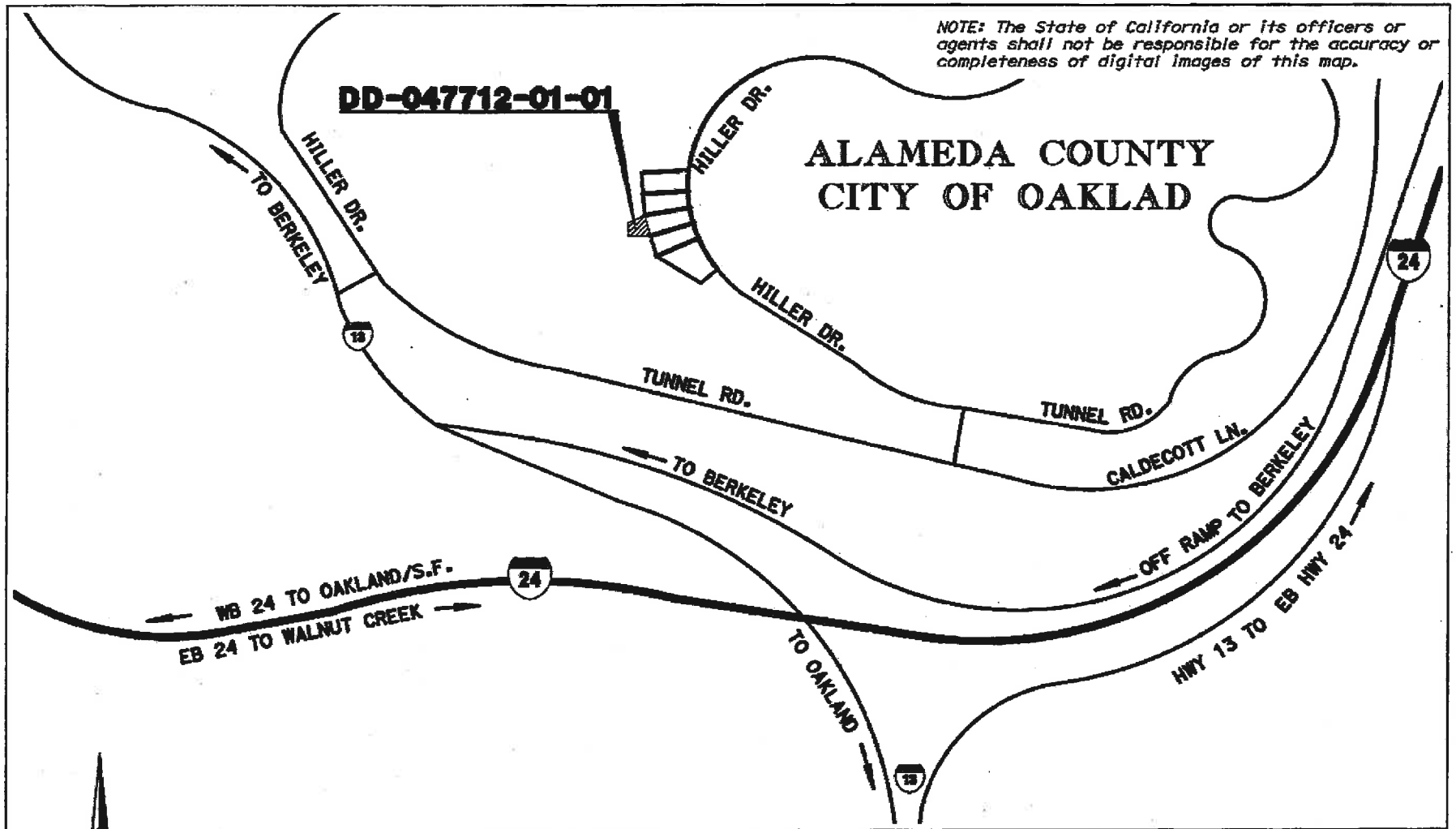
SUMMARY OF DIRECTOR'S DEEDS - 2.4d.
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - August 16-17, 2017

Table I - Volume by Districts

District	Direct Sales	Public Sales	Non-Inventory Conveyances	Other Funded Sales	Total Items	Current Estimated Value	Return From Sales	Recovery % % Return From Sales / Current Value
01					0			
02					0			
03					0			
04	2	6			8	$3,788,000.00	$5,564,000.00	146.9%
05					0			
06					0			
07		1			1	$150,000.00	$375,000.00	250.0%
08		5			5	$833,500.00	$870,000.00	104.4%
09					0			
10					0			
11	1				1	$0.00	$0.00	N/A (No Value)
12					0			
Total	**3**	**12**			**15**	**$4,771,500.00**	**$6,809,000.00**	**142.7%**

Table II - Analysis by Type of Sale

Type of Sale	# of Items	Current Estimated Value	Return From Sales	Recovery % % Return From Sales / Current Value
Direct Sales	3	$274,000.00	$274,000.00	100.0%
Public Sales	12	$4,497,500.00	$6,535,000.00	145.3%
Non-Inventory				
Conveyances		$0.00	$0.00	0.0%
Sub-Total	15	$4,771,500.00	$6,809,000.00	142.7%
Other Funded				
Sales				
Total	15	$4,771,500.00	$6,809,000.00	142.7%

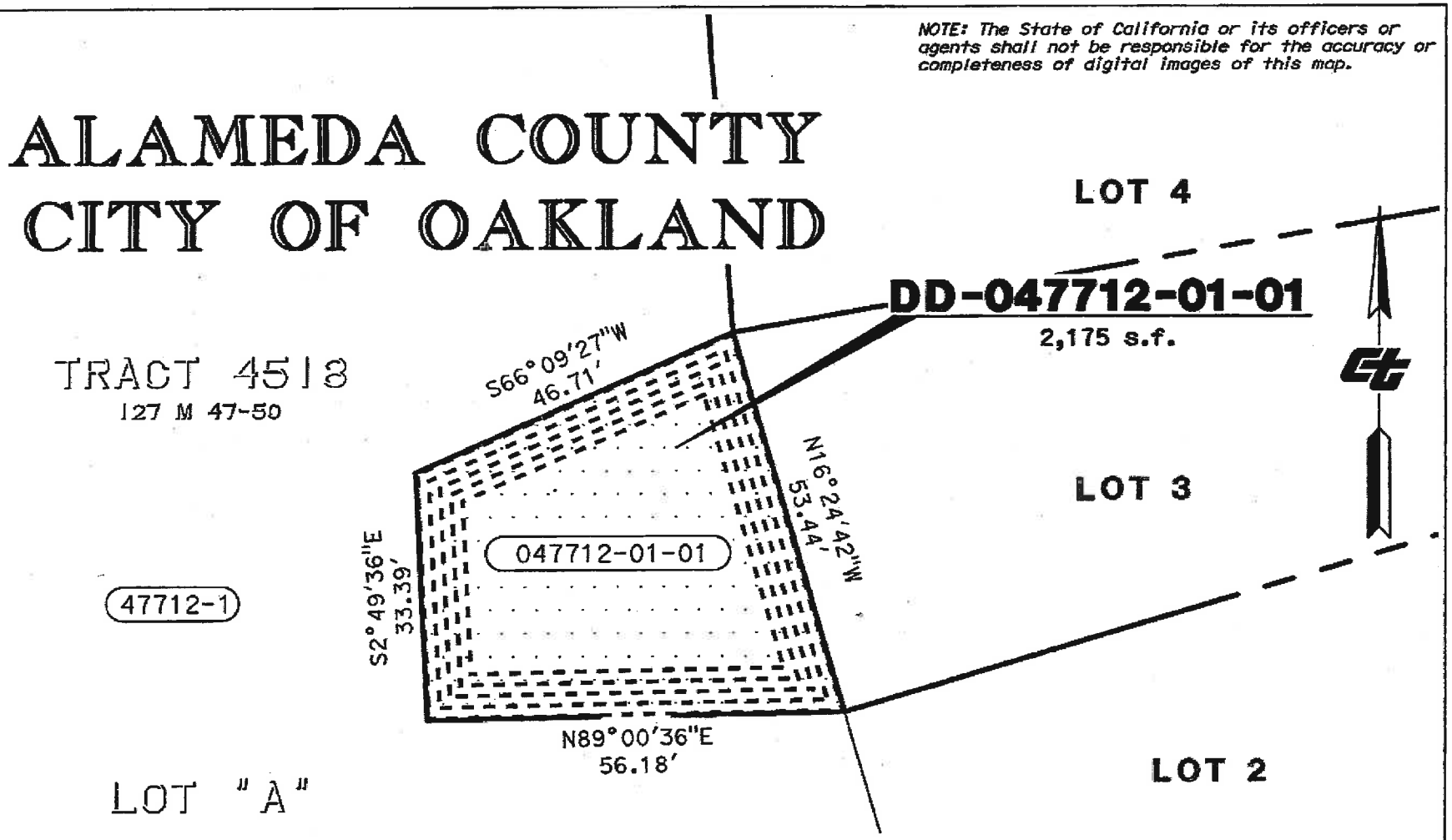


NOTES	LEGEND	STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY DIRECTOR'S DEED DD-047712-01-01 NO SCALE
Coordinates, bearings and distances are on CCS 1927 Zone 3. Multiply distances shown by 1.0001123 to obtain ground distances. All distances are in feet unless otherwise noted.		

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
ALE	10-21-2016	04	ALA	24/13	5.4/9.9	1	2

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

ALAMEDA COUNTY
CITY OF OAKLAND



NOTES	LEGEND
Coordinates, bearings and distances are on CCS 1927 Zone 3. Multiply distances shown by 1.0001123 to obtain ground distances. All distances are in feet unless otherwise noted.	

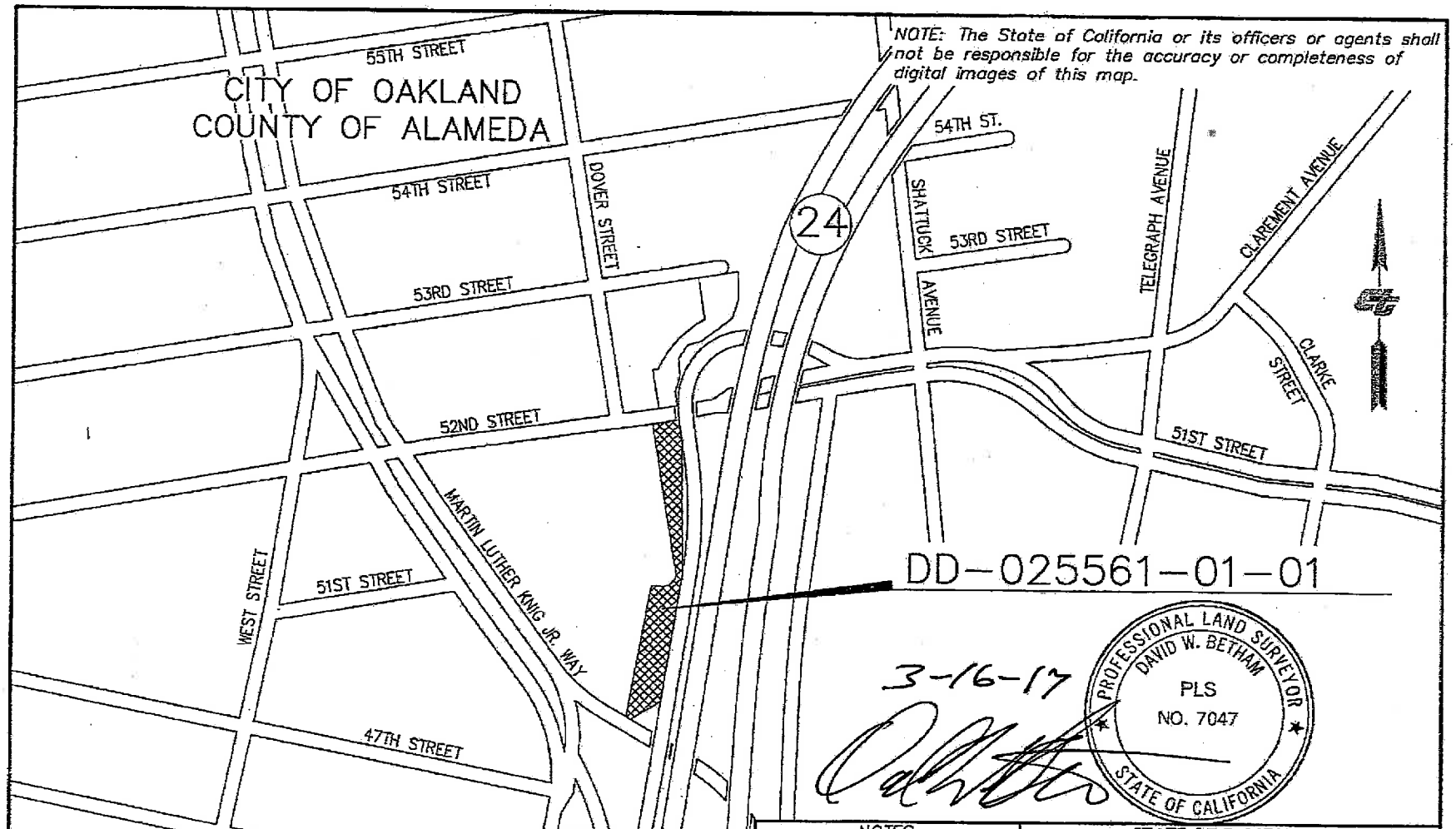
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-047712-01-01

SCALE: 1" = 20'
FEET 0 10 20 40

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
ALE	10-21-2016	04	ALA	24/13	5.4/9.9	2	2

R-137.8A



NOTES

All distances are in feet unless otherwise noted.

LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-025561-01-01

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	24	2.8	1	6

CITY OF OAKLAND
COUNTY OF ALAMEDA

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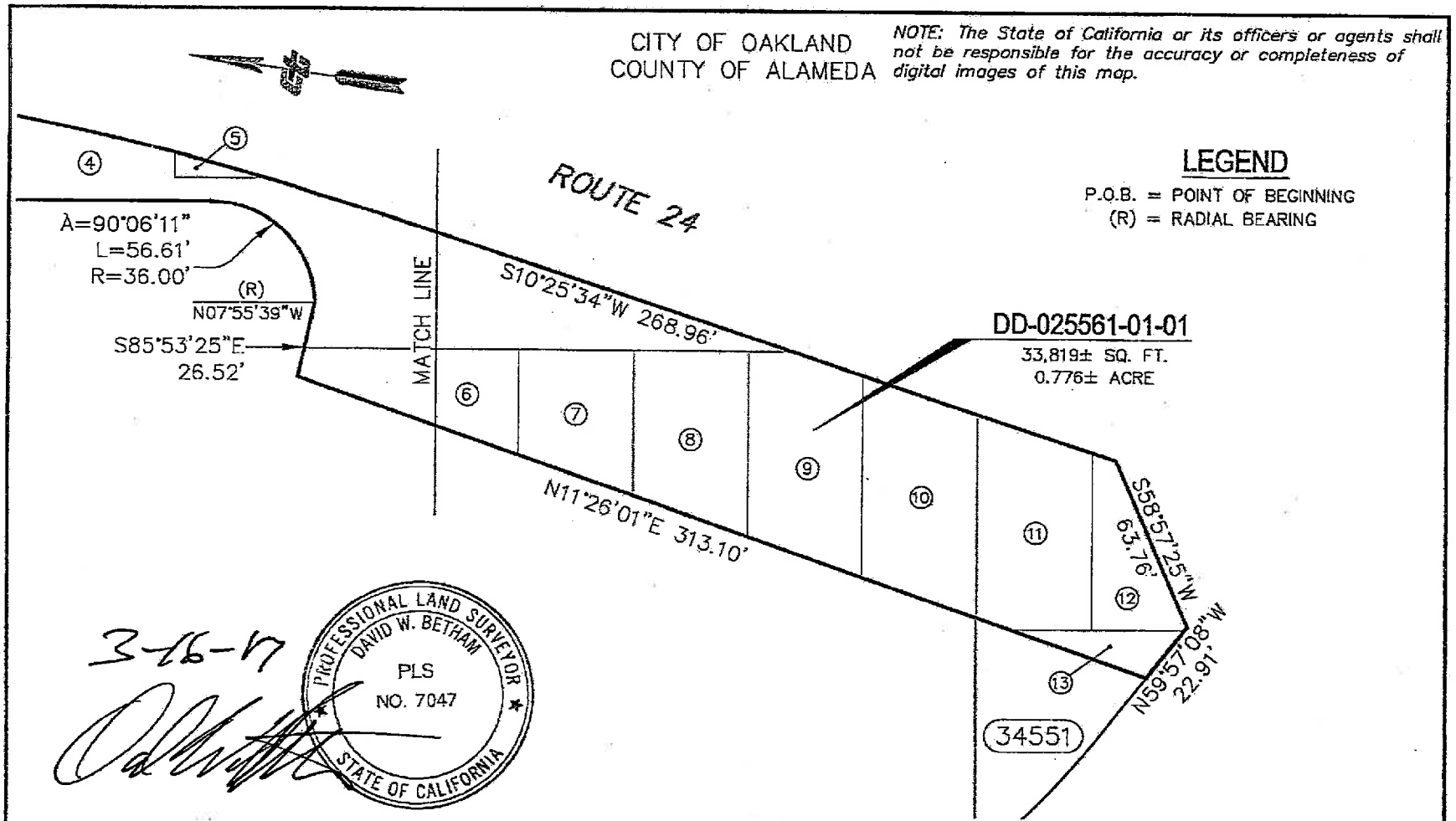

LANDS OF CHILDRENS HOSPITAL MEDICAL CENTER

APN 014-1204-014-05

NOTES
Coordinates, bearings and distances shown are based on the California Coordinate System of 1927, Zone 3. Multiply distances shown by 1.0000720 to obtain ground level distances. All distances are in feet unless otherwise noted. LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTOR'S DEED

DD-025561-01-01

FEET 0 25 50 100

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	24	2.8	3	6

R-137A.11,12

2C

CITY OF OAKLAND
COUNTY OF ALAMEDA

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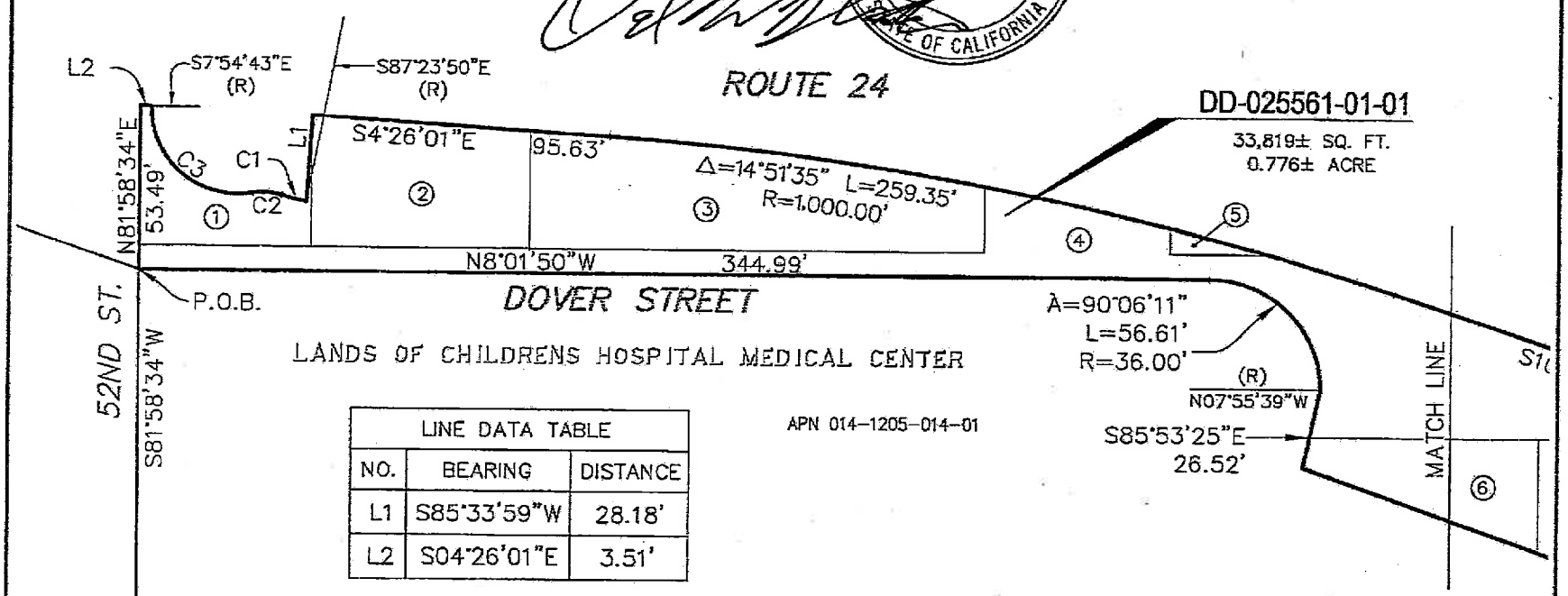
3-16-17

PROFESSIONAL LAND SURVEYOR
DAVID W. BETHAM
PLS
NO. 7047
STATE OF CALIFORNIA

LEGEND

P.O.B. = POINT OF BEGINNING
(R) = RADIAL BEARING



LINE DATA TABLE		
NO.	BEARING	DISTANCE
L1	S85°33'59"W	28.18'
L2	S04°26'01"E	3.51'

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	61.00'	7°45'11"	8.25'
C2	19.00'	28°22'20"	9.41'
C3	28.00'	100°06'16"	48.92'

NOTES

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LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-025561-01-01

FEET 0 25 50 100

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	24	2.8	2	6

R-137A.11,12

LINE DATA TABLE		
NO.	BEARING	DISTANCE
L1	N85°33'59"W	28.18'
L2	S04°26'01"E	3.51'
L3	N81°58'34"E	53.49'
L4	N81°58'34"E	32.93'

CITY OF OAKLAND
COUNTY OF ALAMEDA

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LEGEND

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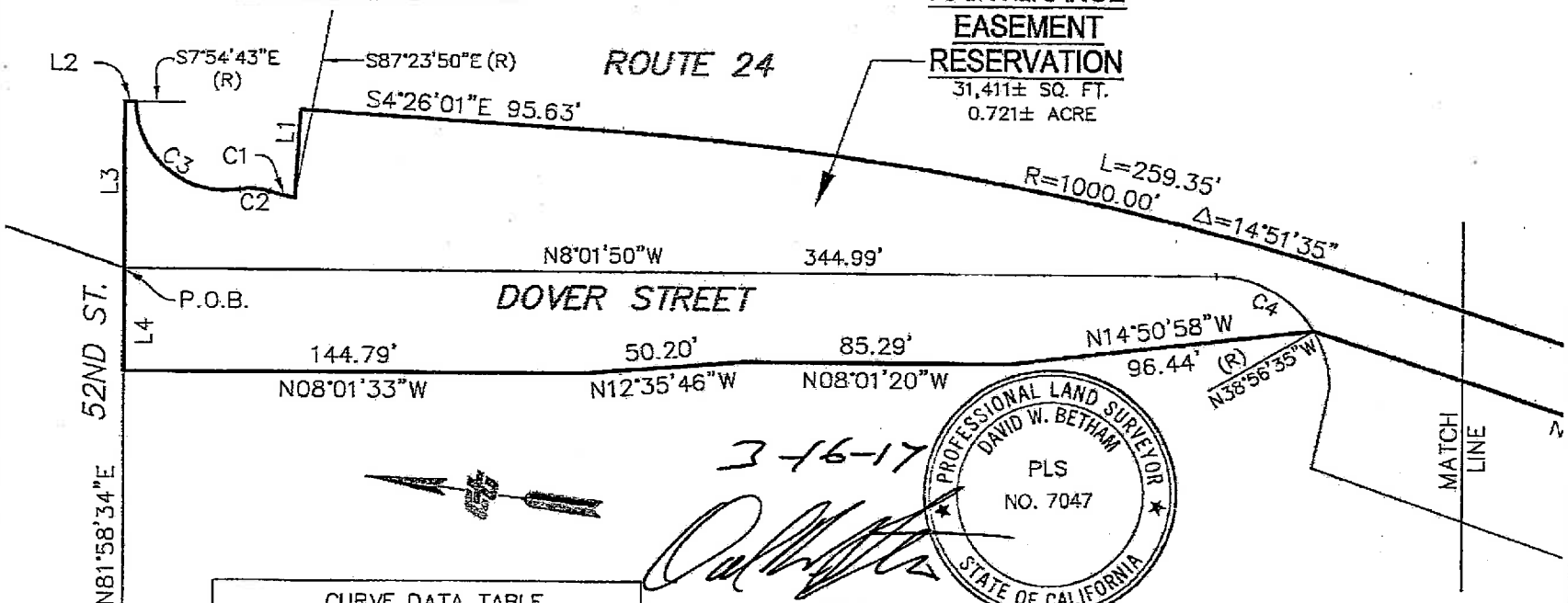

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
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C2	19.00'	28°22'20"	9.41'
C3	28.00'	100°06'16"	48.92'
C4	36.00'	59°05'15"	37.13'

NOTES

Coordinates, bearings and distances shown are based on the California Coordinate System of 1927, Zone 3. Multiply distances shown by 1.0000720 to obtain ground level distances. All distances are in feet unless otherwise noted.

LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-025561-01-01

FEET 0 25 50 100

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	24	2.8	4	6

R-137A.11,12

CITY OF OAKLAND
COUNTY OF ALAMEDA

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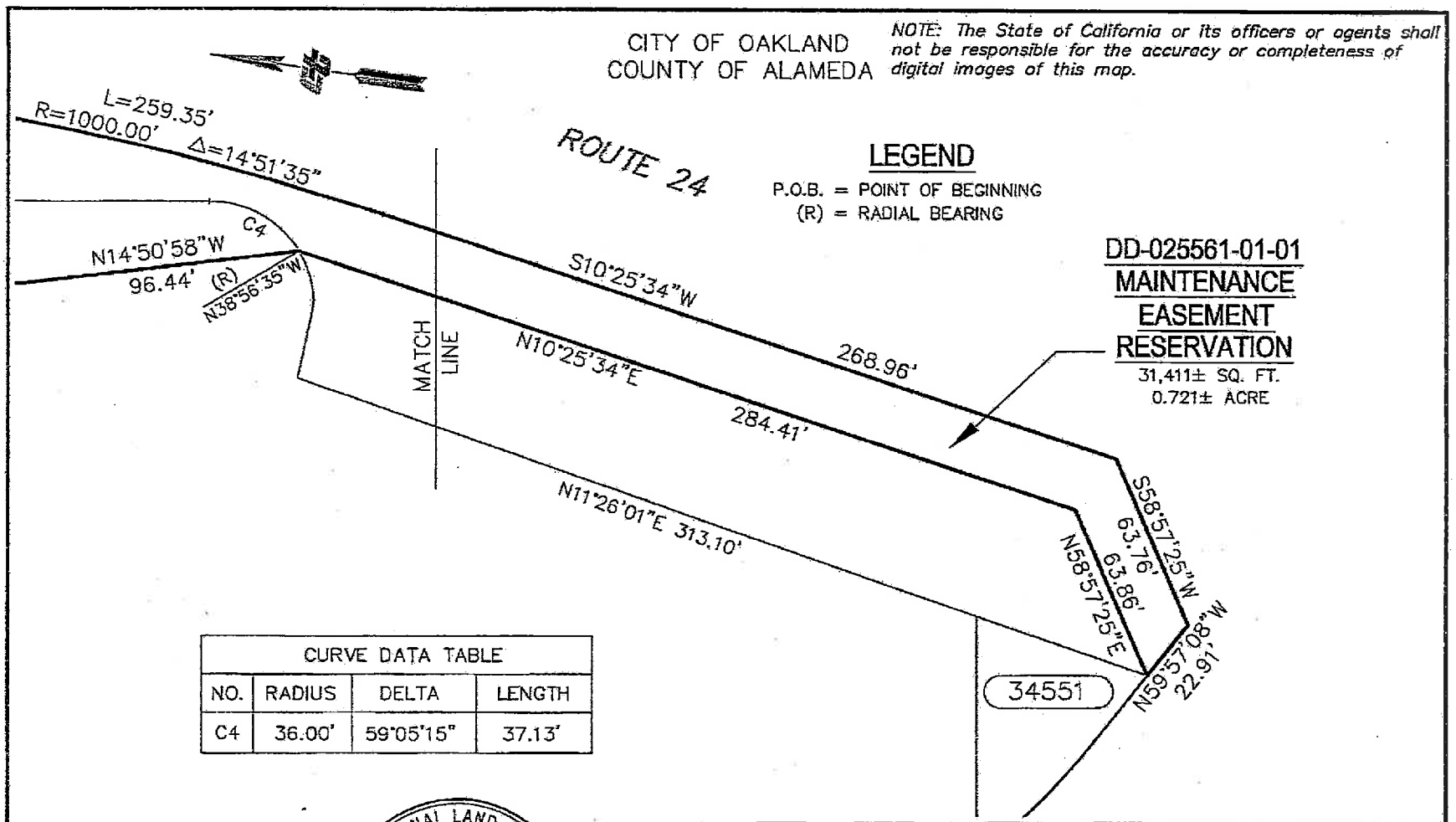

LEGEND

P.O.B. = POINT OF BEGINNING
(R) = RADIAL BEARING

DD-025561-01-01
MAINTENANCE EASEMENT RESERVATION
31,411± SQ. FT.
0.721± ACRE

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C4	36.00'	59°05'15"	37.13'

3-16-17

PROFESSIONAL LAND SURVEYOR
DAVID W. BETHAM
PLS
NO. 7047
STATE OF CALIFORNIA

NOTES
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STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTOR'S DEED

DD-025561-01-01

FEET 0 25 50 100

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	24	2.8	5	6

R-137A.11,12

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	EXCESS LAND NO.	ACQUISITION PARCEL NO.	ACQUISITION DOC.	RECORDING DATE
1	025604-01-01	25604	REEL 630, IMAGE 19	7-13-62
2	025605-01-01	25605	REEL 681, IMAGE 328	9-13-62
3	025582-01-01	25582	REEL 1513, IMAGE 285	5-26-65
4	063313-01-01	63313	(NOT AVAILABLE)	
5	025572-01-01	25572	REEL 100, IMAGE 355	6-6-60
6	025579-01-01	25579	REEL 578, IMAGE 692	5-8-62
7	025578-01-01	25578	REEL 1799, IMAGE 723	7-6-66
8	025577-01-01	25577	REEL 575, IMAGE 520	5-2-62
9	025564-01-01	25564	REEL 634, IMAGE 695	7-19-62
10	025563-01-01	25563	REEL 604, IMAGE 720	6-11-62
11	025562-02-01	25562	REEL 578, IMAGE 720	5-8-62
12	025561-01-01	25561	REEL 578, IMAGE 733	5-8-62
13	025580-01-01	25580	REEL 762, IMAGE 735	1-3-63

3-16-17

PROFESSIONAL LAND SURVEYOR
DAVID W. BETHAM
PLS
NO. 7047
STATE OF CALIFORNIA

NOTES

LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

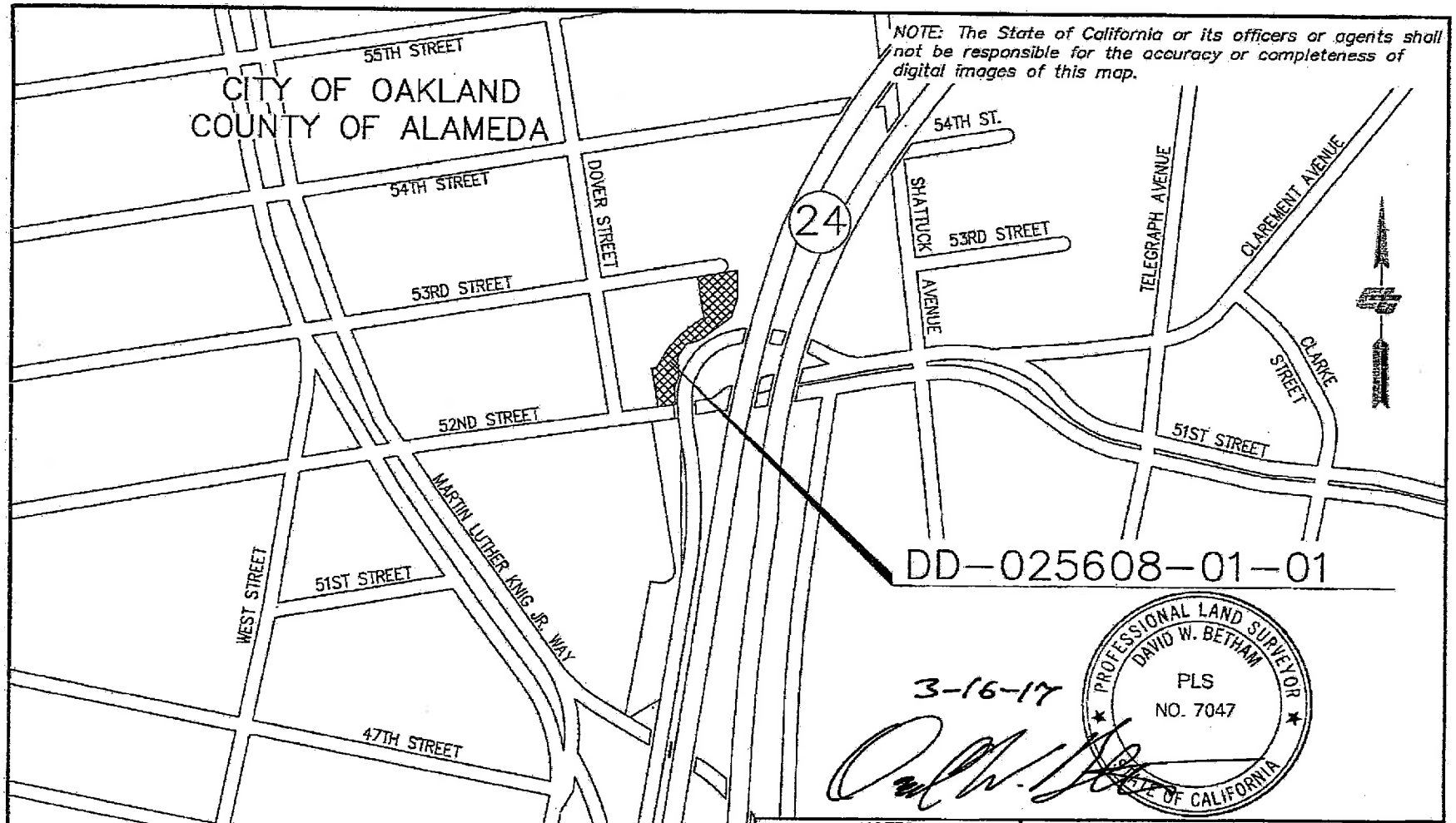
RIGHT OF WAY
DIRECTOR'S DEED
DD-025561-01-01

FEET 0 25 50 100

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	24	2.8	6	6

R-137A.11,12

2F



NOTES

All distances are in feet unless otherwise noted.

LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-025608-01-01

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	24	2.8	1	4

2G

CITY OF OAKLAND
COUNTY OF ALAMEDA

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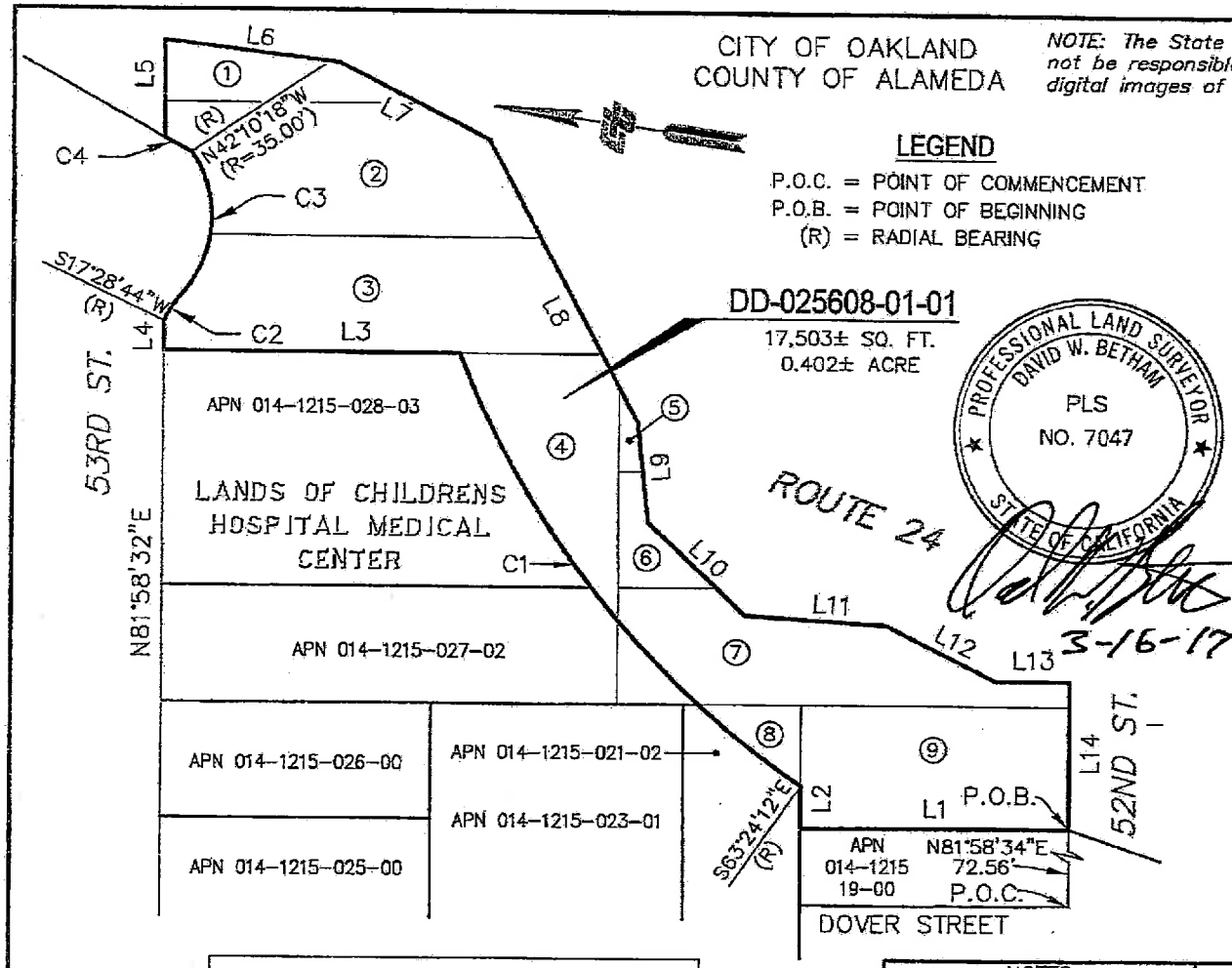


LEGEND

P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
(R) = RADIAL BEARING

DD-025608-01-01
17,503± SQ. FT.
0.402± ACRE

PROFESSIONAL LAND SURVEYOR
DAVID W. BETHAM
PLS
NO. 7047
STATE OF CALIFORNIA

3-16-17

LINE DATA TABLE		
NO.	BEARING	DISTANCE
L1	N08°01'50"W	80.00'
L2	N81°58'10"E	12.77'
L3	N08°01'50"W	87.80'
L4	N81°58'32"E	8.85'
L5	N81°58'32"E	29.87'
L6	S00°45'08"E	51.91'
L7	S19°11'20"W	50.23'
L8	S54°18'52"W	95.64'
L9	S75°41'11"W	30.45'
L10	S35°39'40"W	40.00'
L11	S04°21'51"E	42.38'
L12	S18°57'47"W	36.73'
L13	S08°01'50"E	22.13'
L14	S81°58'34"W	45.00'

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	280.00'	34°17'58"	167.62'
C2	40.00'	14°59'14"	10.46'
C3	35.00'	74°38'16"	45.59'
C4	1965.00'	0°15'52"	9.07'

NOTES

Coordinates, bearings and distances shown are based on the California Coordinate System of 1927, Zone 3. Multiply distances shown by 1.0000720 to obtain ground level distances. All distances are in feet unless otherwise noted.

LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTOR'S DEED

DD-025608-01-01

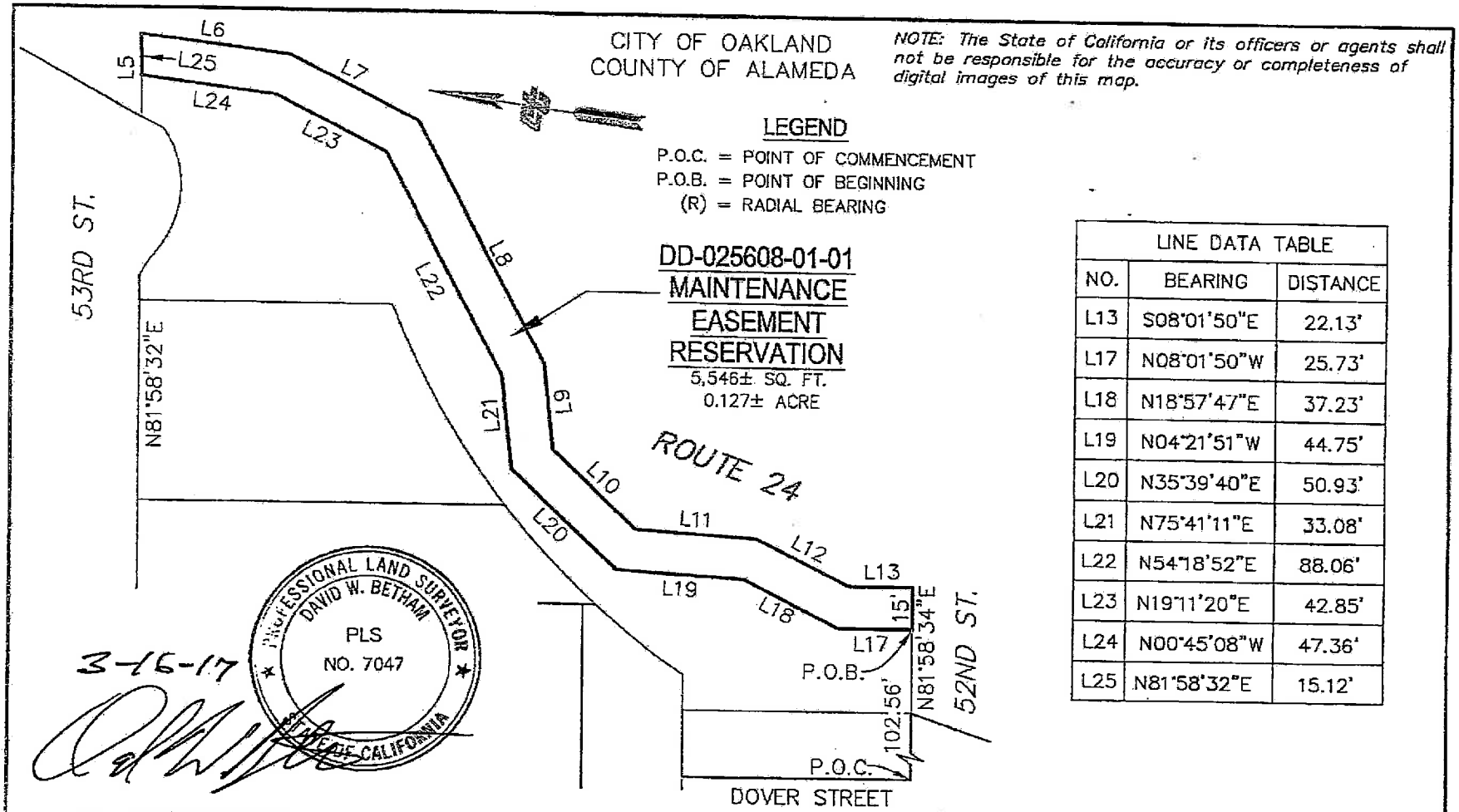
FEET 0 25 50 100

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	24	2.8	2	4

R-137A.12

CITY OF OAKLAND
COUNTY OF ALAMEDA

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

P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
(R) = RADIAL BEARING

LINE DATA TABLE		
NO.	BEARING	DISTANCE
L13	S08°01'50"E	22.13'
L17	N08°01'50"W	25.73'
L18	N18°57'47"E	37.23'
L19	N04°21'51"W	44.75'
L20	N35°39'40"E	50.93'
L21	N75°41'11"E	33.08'
L22	N54°18'52"E	88.06'
L23	N19°11'20"E	42.85'
L24	N00°45'08"W	47.36'
L25	N81°58'32"E	15.12'

LINE DATA TABLE		
NO.	BEARING	DISTANCE
L5	N81°58'32"E	29.87'
L6	S00°45'08"E	51.91'
L7	S19°11'20"W	50.23'
L8	S54°18'52"W	95.64'

LINE DATA TABLE		
NO.	BEARING	DISTANCE
L9	S75°41'11"W	30.45'
L10	S35°39'40"W	40.00'
L11	S04°21'51"E	42.38'
L12	S18°57'47"W	36.73'

NOTES

Coordinates, bearings and distances shown are based on the California Coordinate System of 1927, Zone 3. Multiply distances shown by 1.0000720 to obtain ground level distances. All distances are in feet unless otherwise noted.

LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-025608-01-01

FEET 0 25 50 100

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	24	2.8	3	4

R-137A.12

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.

	EXCESS LAND NO.	ACQUISITION PARCEL NO.	ACQUISITION DOC.	RECORDING DATE
1	025629-01-01	25629	REEL 656, IMAGE 557	8-17-62
2	025630-01-01	25630	REEL 646, IMAGE 955	8-3-62
3	025631-01-01	25631	REEL 1621, IMAGE 626	10-18-65
4	025632-01-01	25632	REEL 1816, IMAGE 434	8-2-66
5	025619-01-01	25619	REEL 265, IMAGE 187	2-14-61
6	025610-01-01	25610	REEL 649, IMAGE 968	8-8-62
7	025609-02-01	25609	REEL 595, IMAGE 631	5-31-62
8	033980-01-01	33980	REEL 1983, IMAGE 878	6-19-67
9	025608-01-01	25608	REEL 694, IMAGE 545	10-8-62
10	DD-025609-01-01	–	85-084777	5-1-85
11	REL. 31480, SEG. 1	–	REEL 2666, IMAGE 1	8-3-70

3-16-17

PROFESSIONAL LAND SURVEYOR
DAVID W. BETHAM
PLS
NO. 7047
STATE OF CALIFORNIA

NOTES

LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

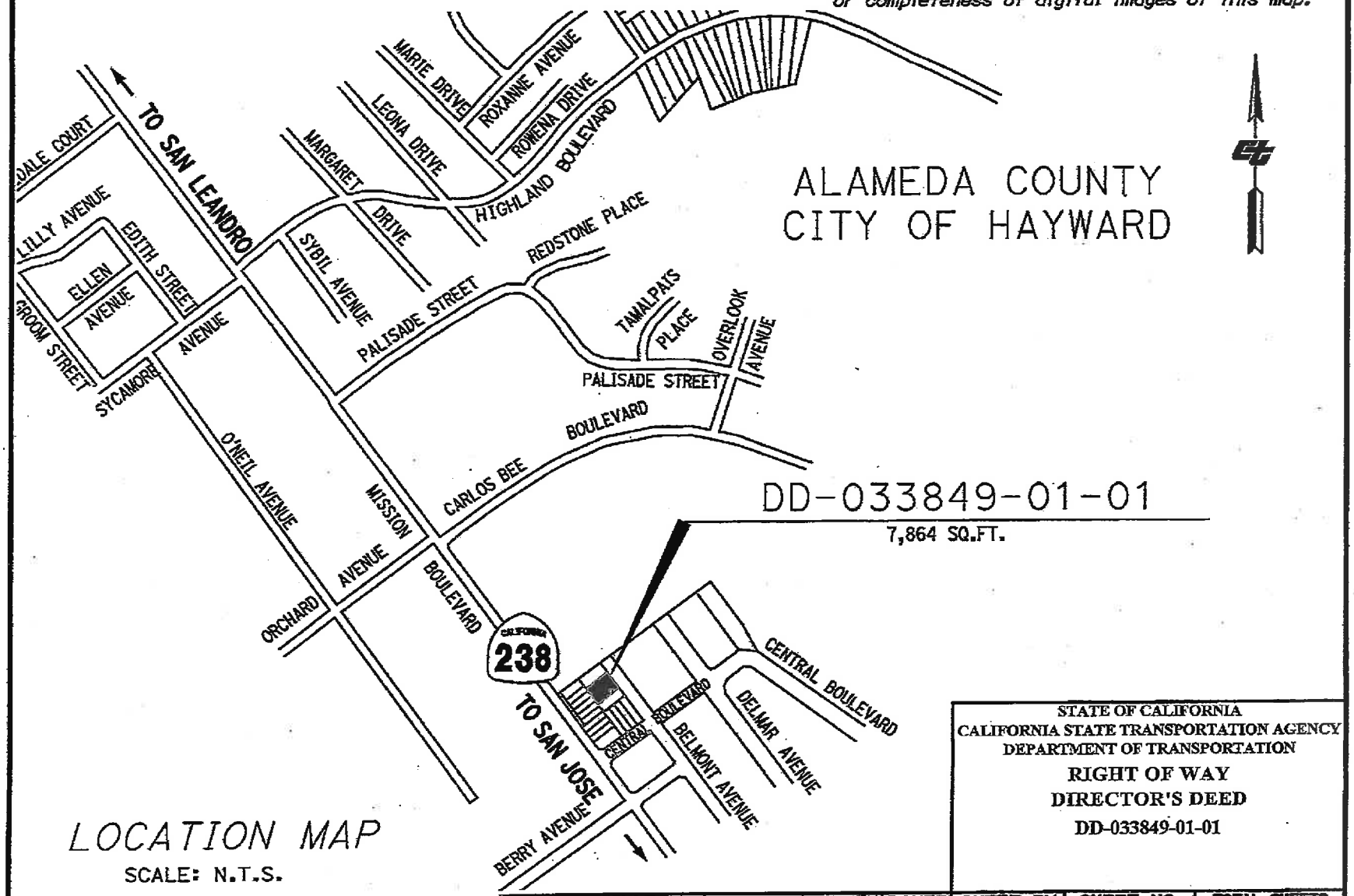
RIGHT OF WAY
DIRECTOR'S DEED
DD-025608-01-01

FEET 0 25 50 100

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	24	2.8	4	4

R-137A.12

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

SCALE: N.T.S.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-033849-01-01

DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CWH	3/16/17	4	ALA	238	8.0X	1	2

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

NOTES:

Bearings and distances are calculated per 18 MAPS 56

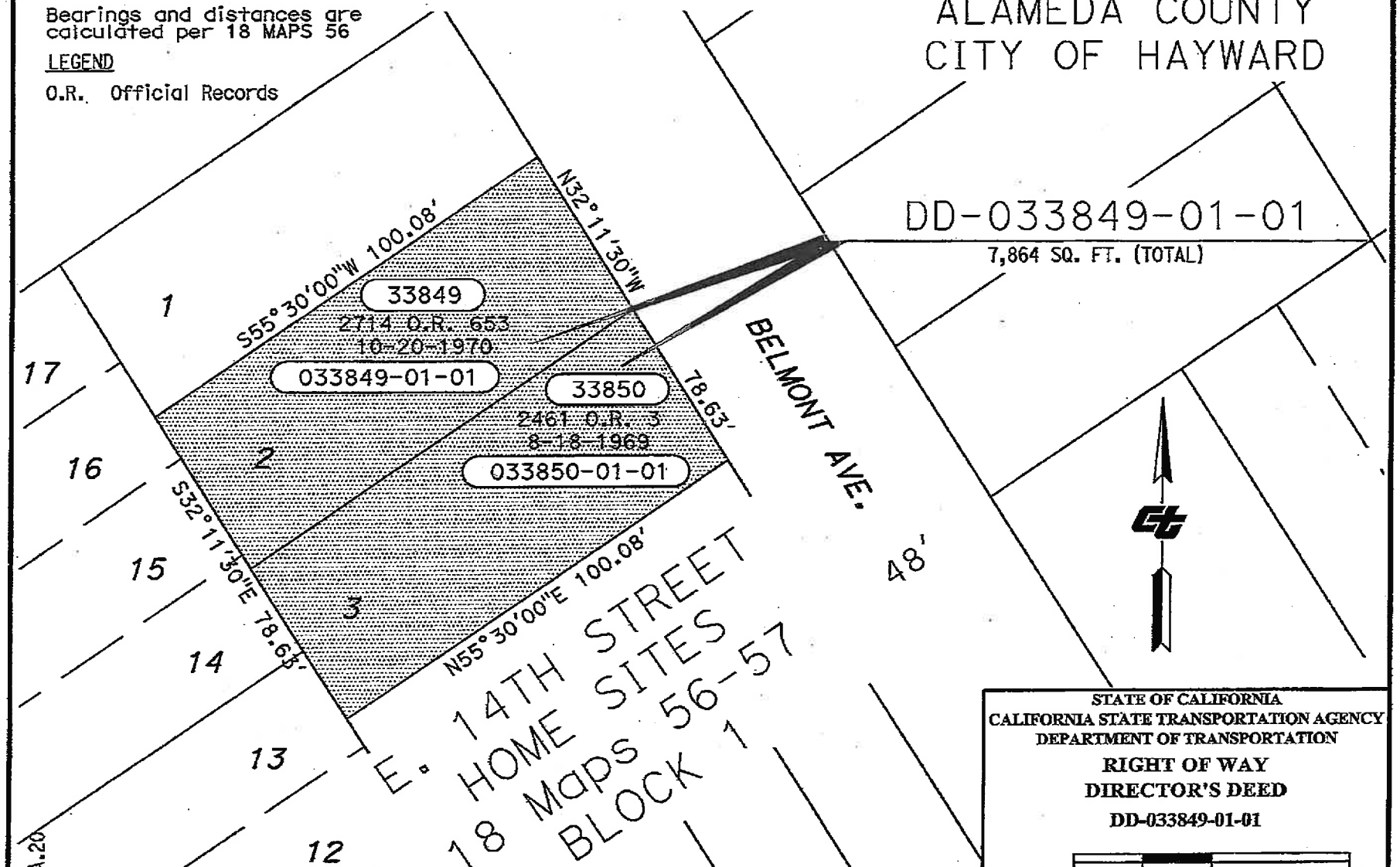
LEGEND

O.R. Official Records

ALAMEDA COUNTY
CITY OF HAYWARD

DD-033849-01-01

7,864 SQ. FT. (TOTAL)



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-033849-01-01

FEET 0 15 30 60

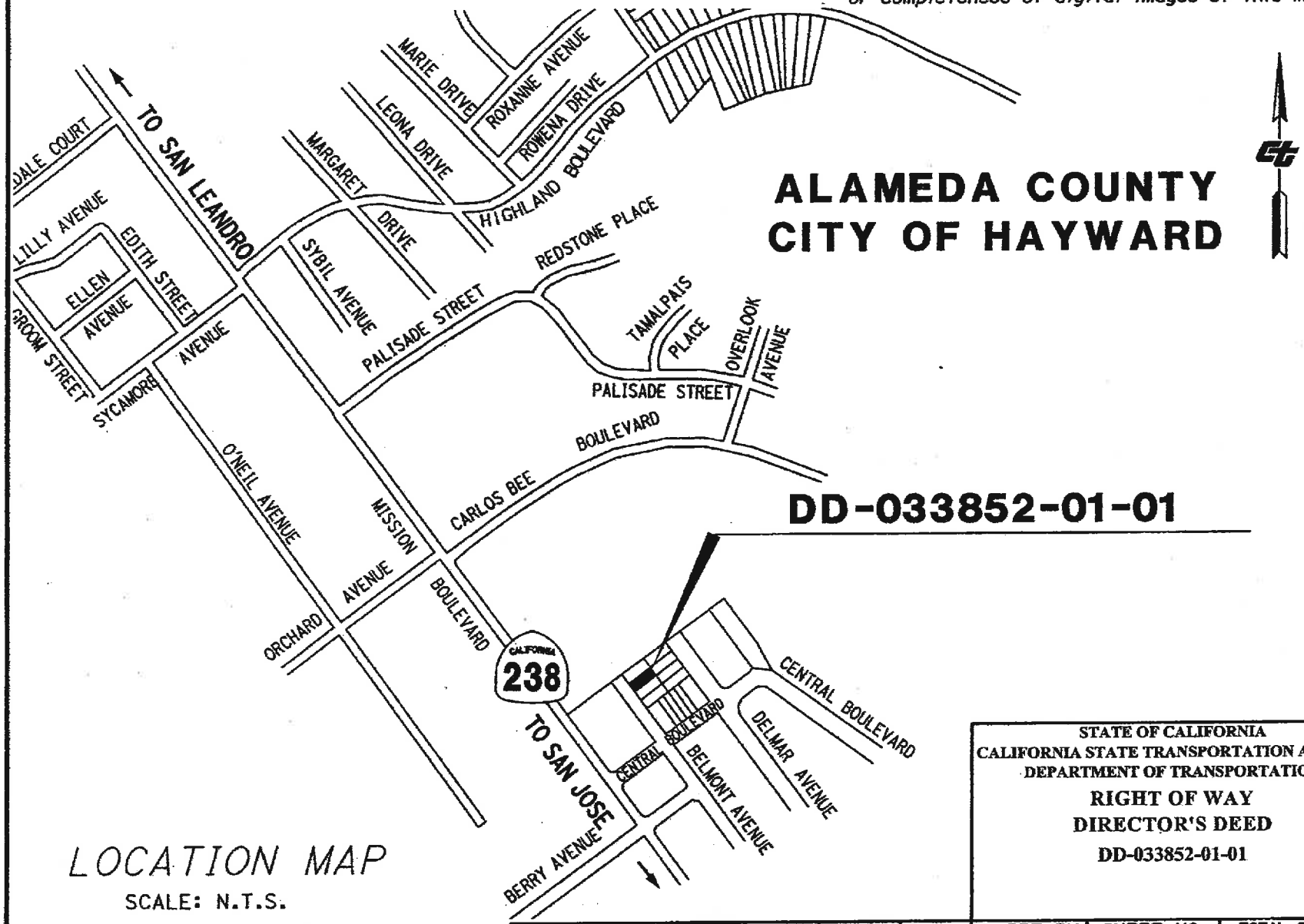
DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CWH	3/16/17	4	ALA	238	8.0X	2	2

R-97A.20

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.

ALAMEDA COUNTY
CITY OF HAYWARD

DD-033852-01-01



LOCATION MAP

SCALE: N.T.S.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-033852-01-01

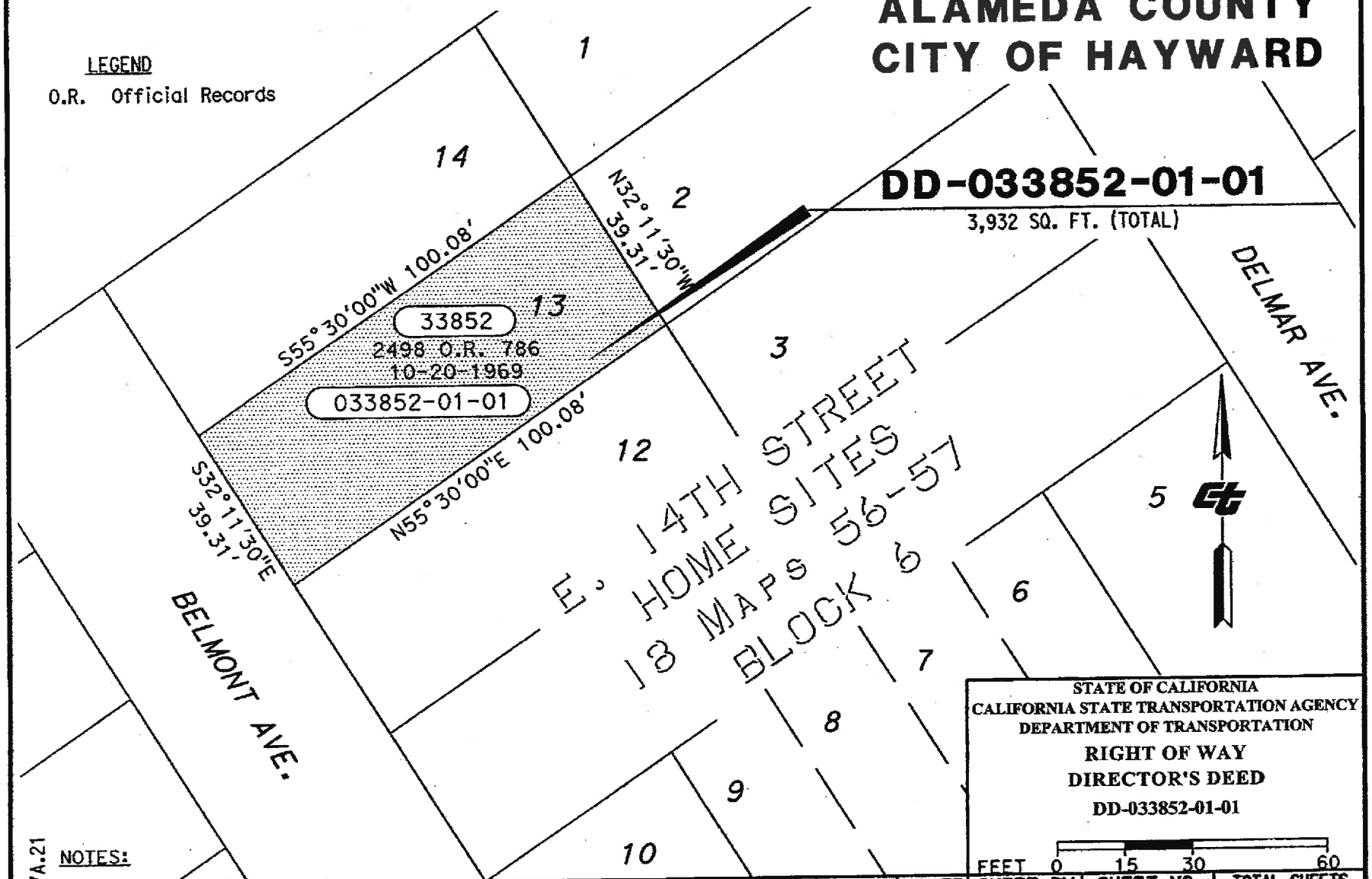
DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CWH	11/20/14	4	ALA	238	8.0X	1	2

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

ALAMEDA COUNTY
CITY OF HAYWARD

DD-033852-01-01

3,932 SQ. FT. (TOTAL)



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-033852-01-01

FEET 0 15 30 60

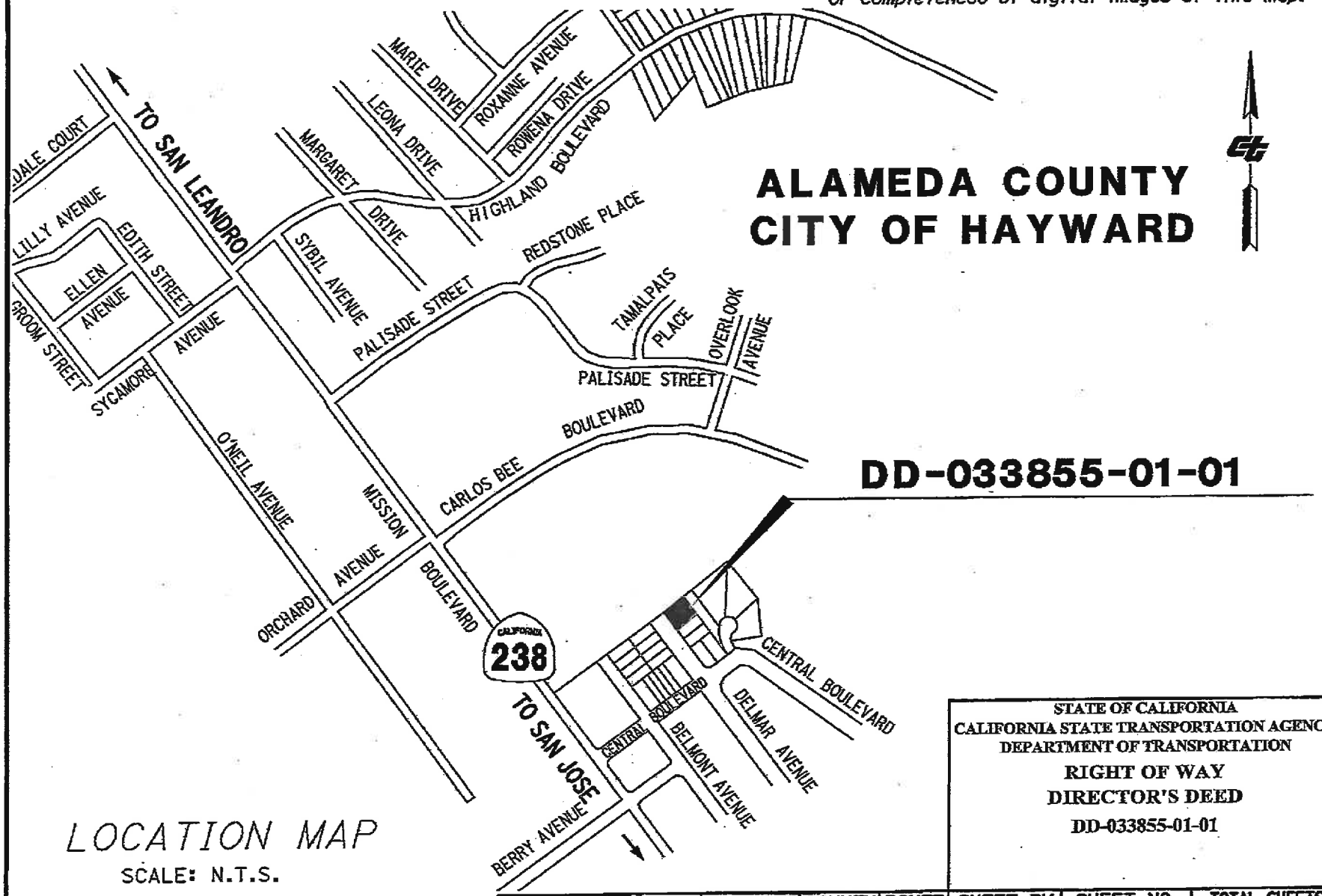
NOTES:
Bearings and distances are calculated per 18 MAPS 56

R-97A.21

DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CWH	11/20/14	4	ALA	238	8.0X	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.

ALAMEDA COUNTY
CITY OF HAYWARD



DD-033855-01-01

LOCATION MAP

SCALE: N.T.S.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

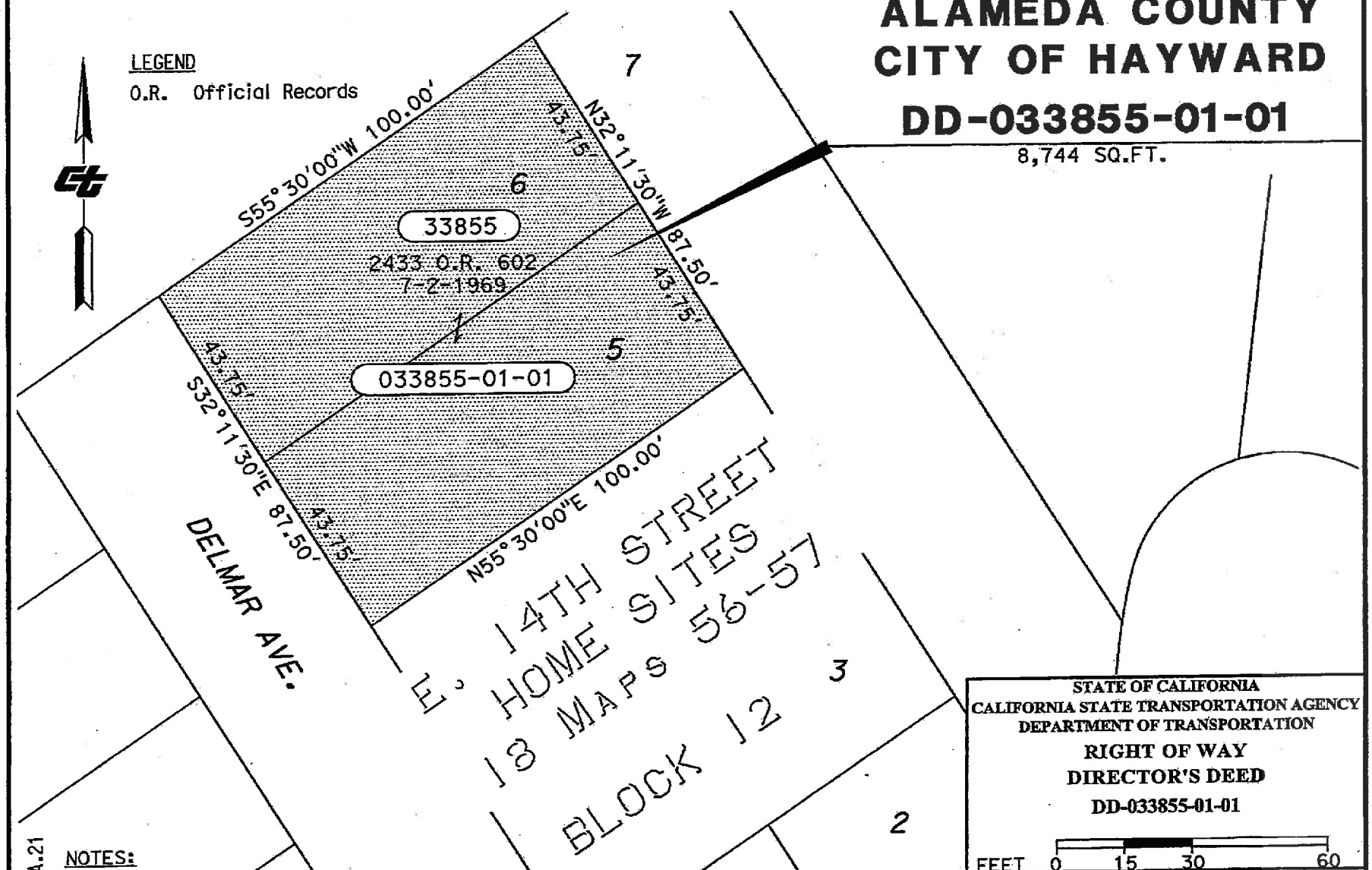
RIGHT OF WAY
DIRECTOR'S DEED
DD-033855-01-01

DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CWH	11/06/14	4	ALA	238	8.0X	1	2

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

ALAMEDA COUNTY
CITY OF HAYWARD
DD-033855-01-01

8,744 SQ.FT.



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

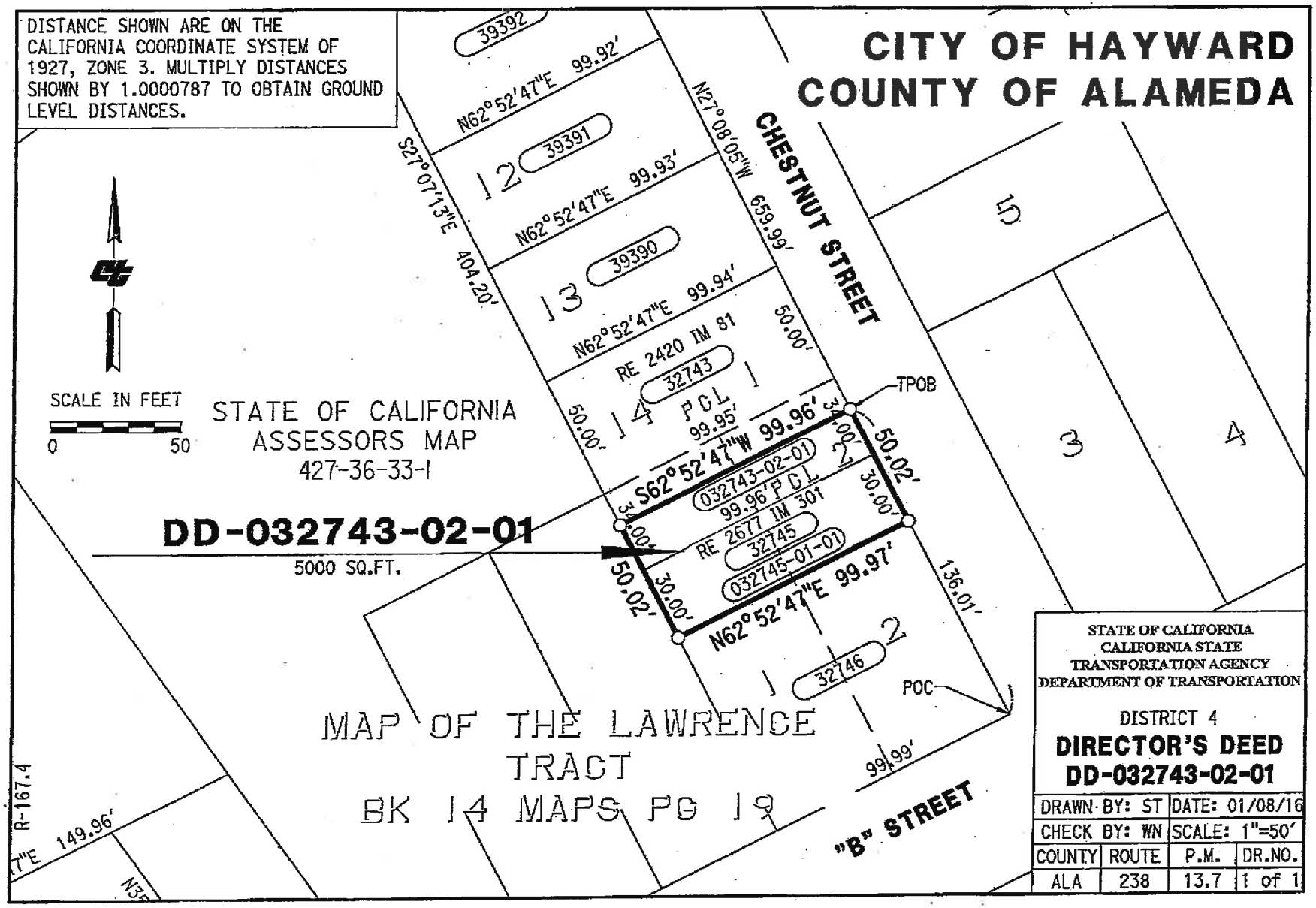
RIGHT OF WAY
DIRECTOR'S DEED
DD-033855-01-01

FEET 0 15 30 60

NOTES:
Bearings and distances are calculated per 18 MAPS 56

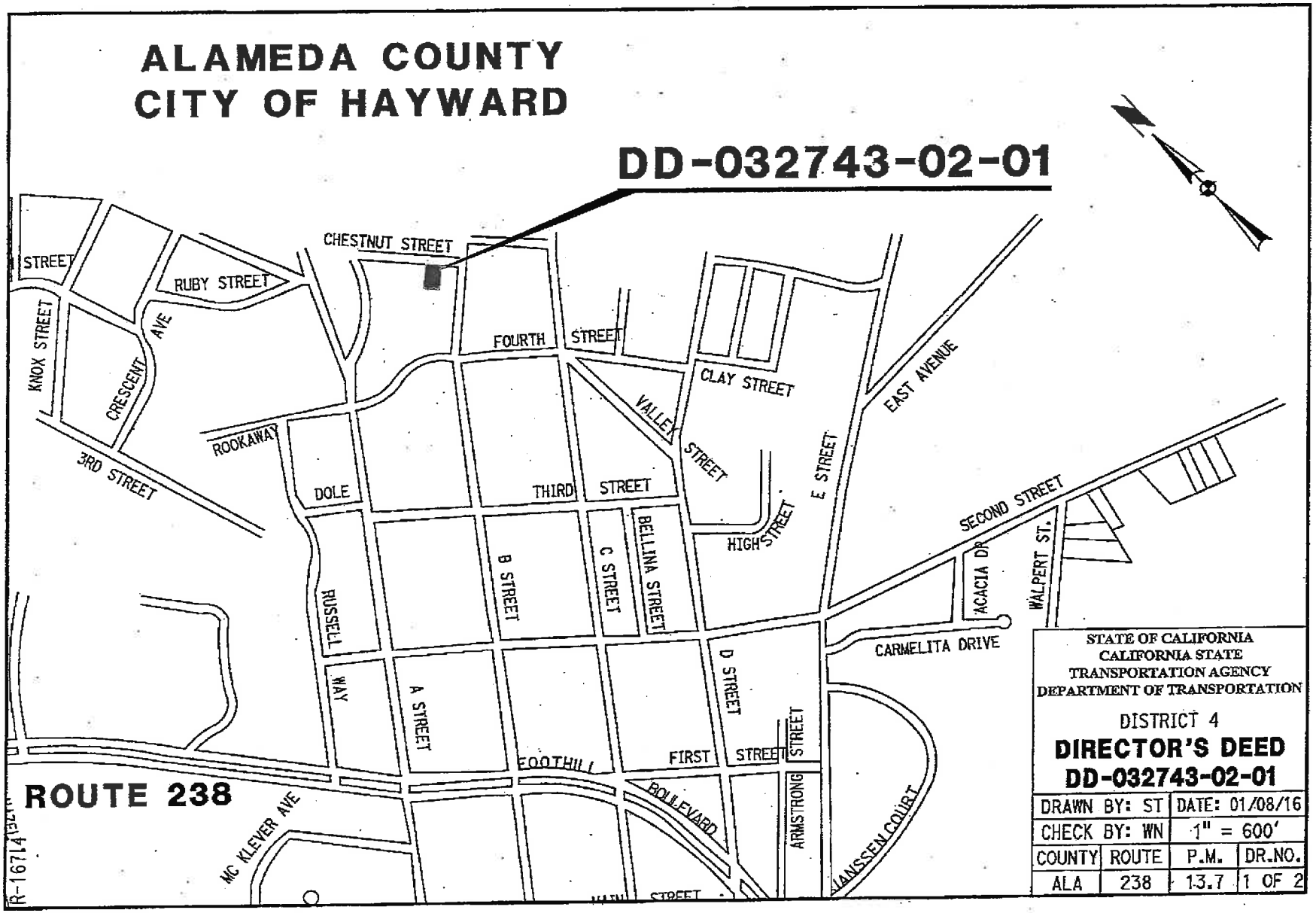
DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CWH	11/06/14	4	ALA	238	8.0X	2	2

R-97A.21


DISTANCE SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.
CITY OF HAYWARD
COUNTY OF ALAMEDA
SCALE IN FEET
0
50
STATE OF CALIFORNIA
ASSESSORS MAP
427-36-33-1
DD-032743-02-01
5000 SQ.FT.
39392
N62°52'47"E 99.92'
39391
N62°52'47"E 99.93'
39390
N62°52'47"E 99.94'
RE 2420 IM 81
32743
PCL
99.95'
S27°07'13"E 404.20'
N27°08'05"W 659.99'
CHESTNUT STREET
50.00'
TPOB
S62°52'47"W 99.96'
34.00'
50.02'
032743-02-01
99.96' PCL
RE 2677 IM 301
32745
032745-01-01
30.00'
N62°52'47"E 99.97'
136.01'
32746
POC
99.99'
"B" STREET
MAP OF THE LAWRENCE TRACT
BK 14 MAPS PG 19
R-167.4
149.96'
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4
DIRECTOR'S DEED
DD-032743-02-01
DRAWN BY: ST
DATE: 01/08/16
CHECK BY: WN
SCALE: 1"=50'
COUNTY
ROUTE
P.M.
DR.NO.
ALA
238
13.7
1 of 1

ALAMEDA COUNTY
CITY OF HAYWARD

DD-032743-02-01



STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

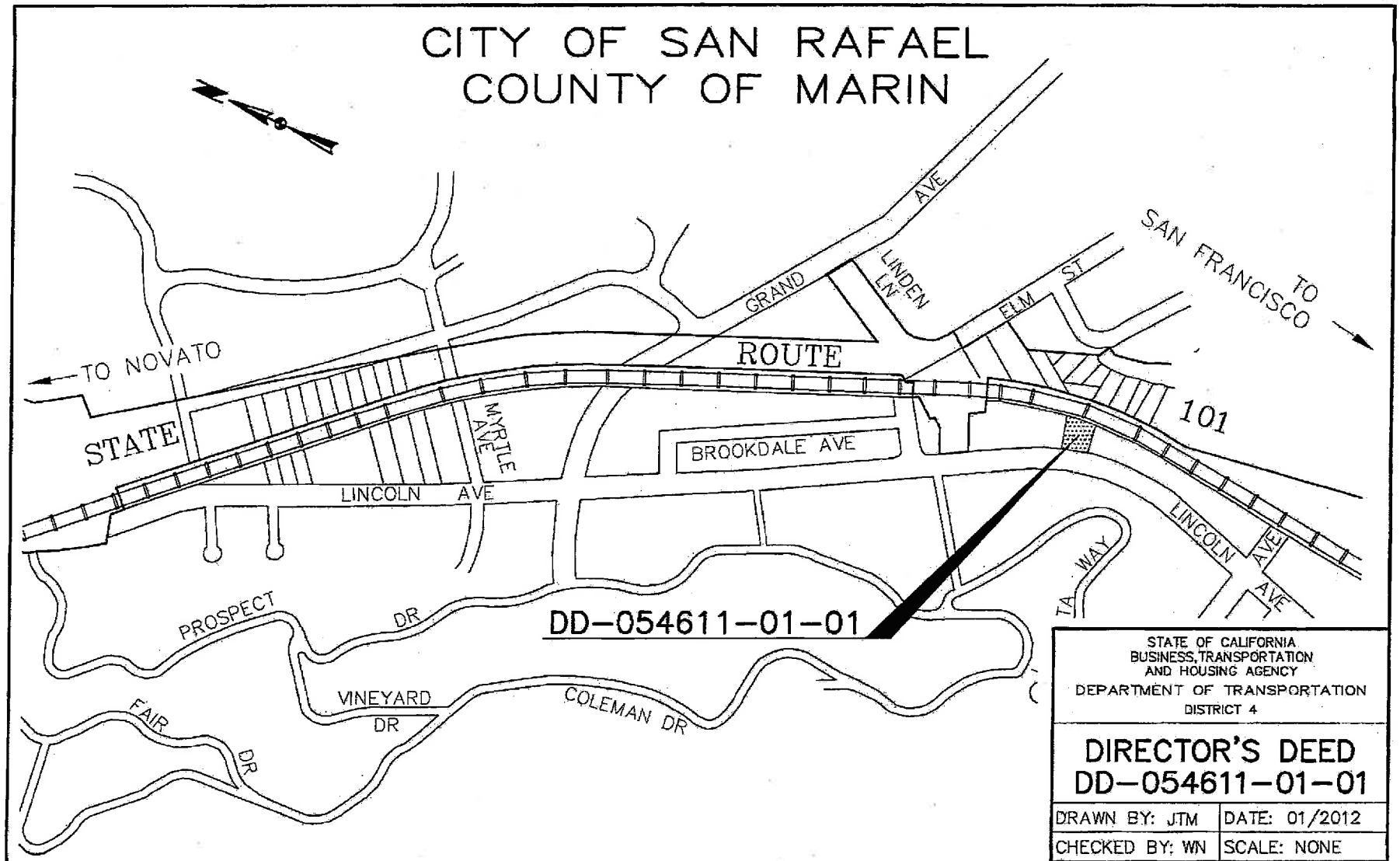
DISTRICT 4

DIRECTOR'S DEED
DD-032743-02-01

DRAWN BY: ST		DATE: 01/08/16	
CHECK BY: WN		1" = 600'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.7	1 OF 2

R-16714

CITY OF SAN RAFAEL
COUNTY OF MARIN



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

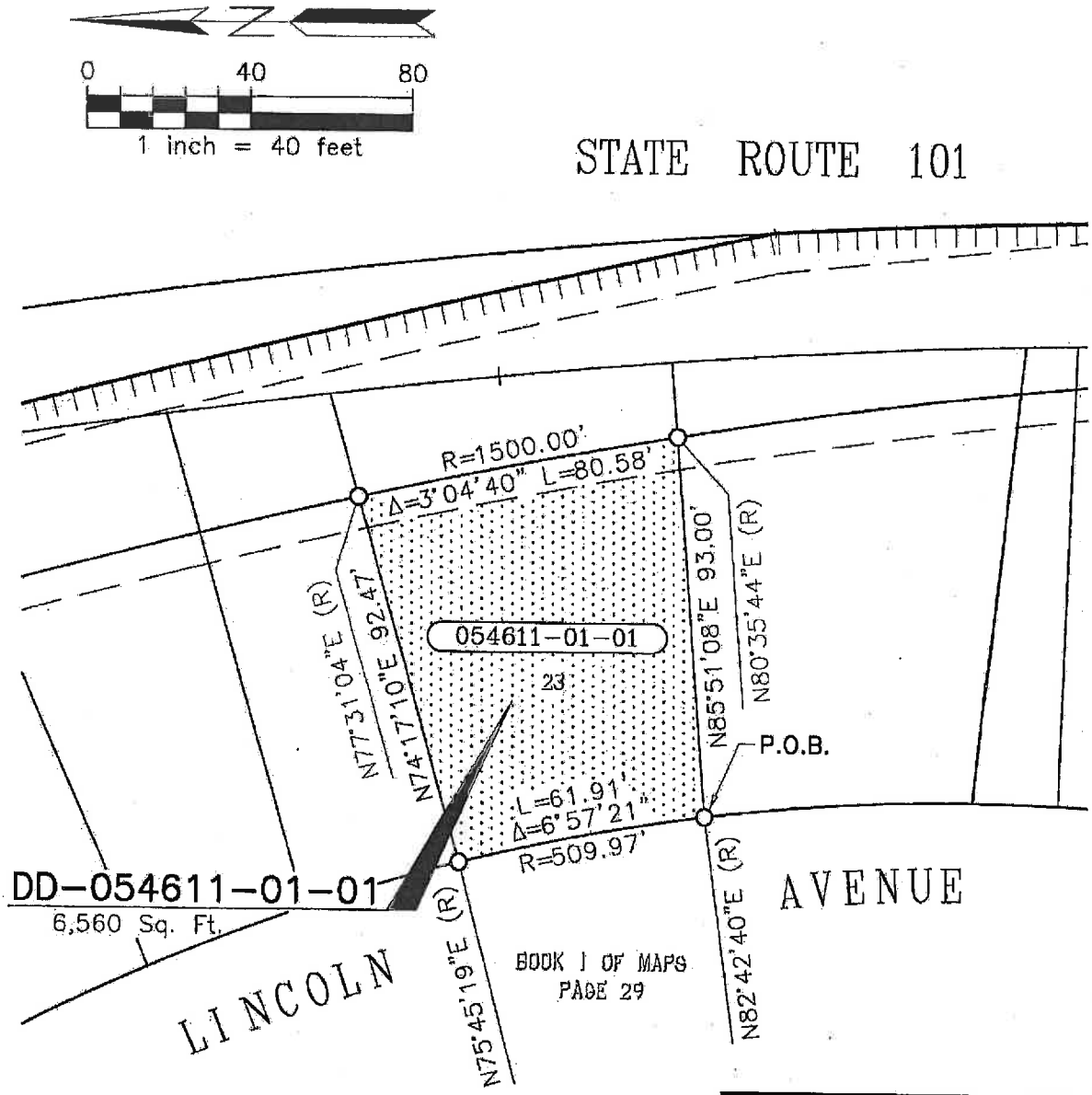
DIRECTOR'S DEED
DD-054611-01-01

DRAWN BY: JTM	DATE: 01/2012
CHECKED BY: WN	SCALE: NONE

CO.	RTE.	P.M.	DR.NO.
MRN	101	11.4	1 OF 2

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 3. MULTIPLY DISTANCES BY 1.0000625 TO OBTAIN GROUND-LEVEL DISTANCES.

CITY OF SAN RAFAEL
COUNTY OF MARIN



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-054611-01-01

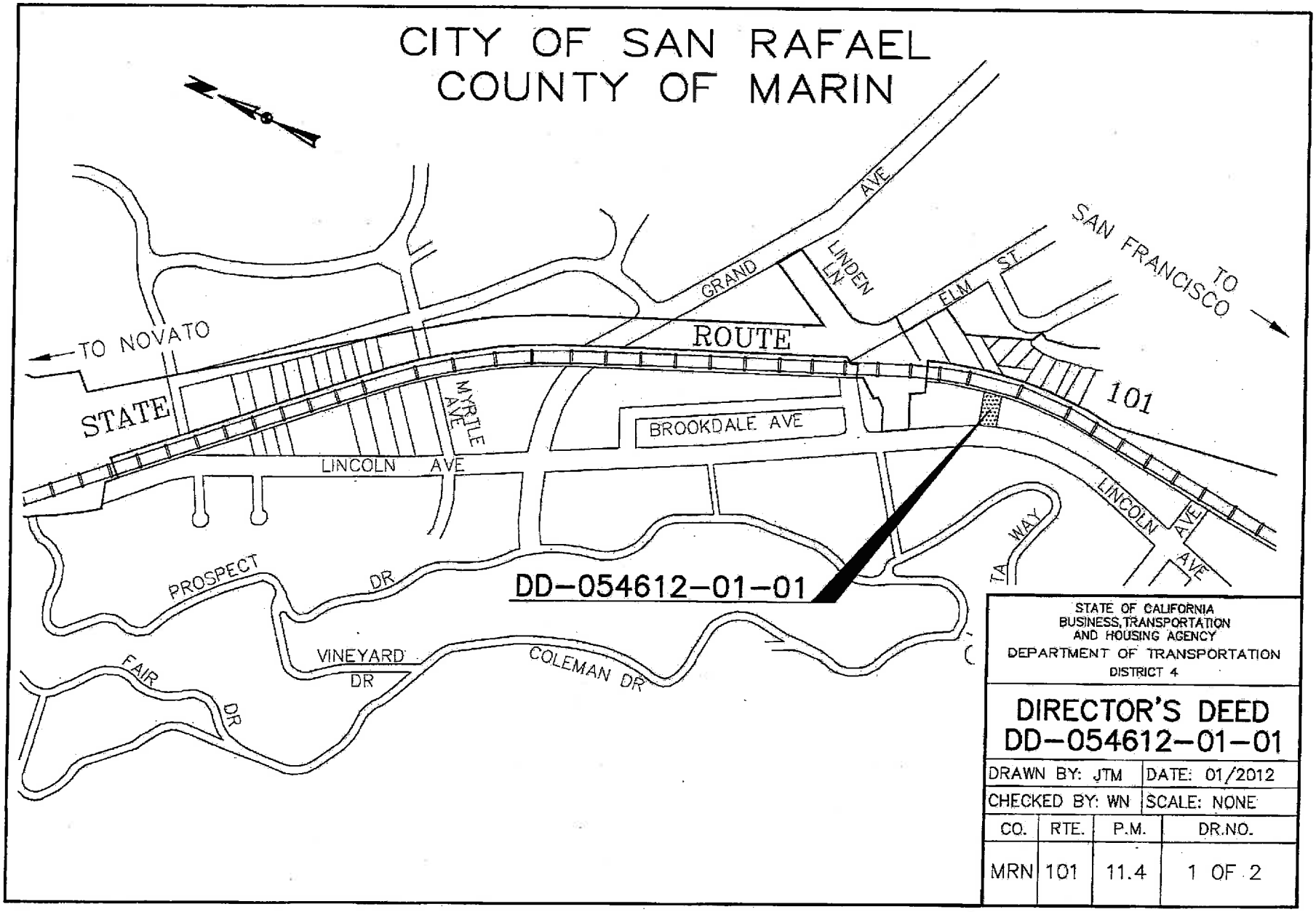
DRAWN BY: JTM	DATE: 01/2012
CHECKED BY: WN	SCALE: 1"=40'

CO.	RTE.	P.M.	DR.NO.
MRN	101	11.4	2 OF 2

LEGEND

(R)	RADIAL BEARING
O	DIMENSION POINT
⊥⊥⊥⊥	ACCESS PROHIBITED
P.O.B.	POINT OF BEGINNING

A-1311.3


CITY OF SAN RAFAEL
COUNTY OF MARIN
TO NOVATO
STATE
ROUTE
101
GRAND AVE
LINDEN LN
FILM ST
TO SAN FRANCISCO
MYRTLE AVE
BROOKDALE AVE
LINCOLN AVE
LINCOLN AVE
PROSPECT DR
DD-054612-01-01
VINEYARD DR
COLEMAN DR
FAIR DR
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4
DIRECTOR'S DEED
DD-054612-01-01
DRAWN BY: JTM
DATE: 01/2012
CHECKED BY: WN
SCALE: NONE
CO.
RTE.
P.M.
DR.NO.
MRN
101
11.4
1 OF 2

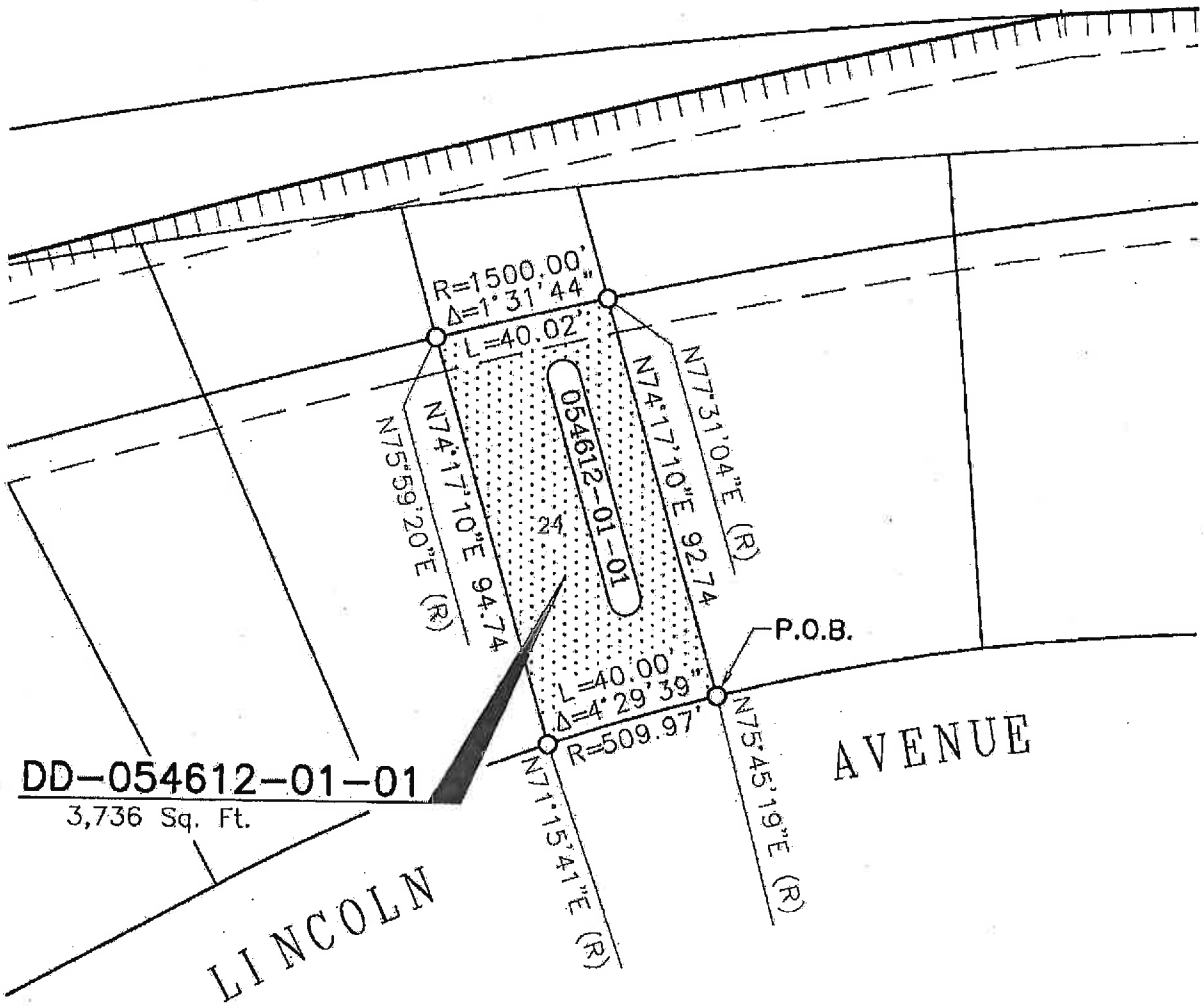
DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 3. MULTIPLY DISTANCES BY 1.0000625 TO OBTAIN GROUND-LEVEL DISTANCES.

CITY OF SAN RAFAEL
COUNTY OF MARIN

STATE ROUTE 101

0 40 80

1 inch = 40 feet



DD-054612-01-01
3,736 Sq. Ft.

BOOK 1 OF MAPS PAGE 29

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-054612-01-01

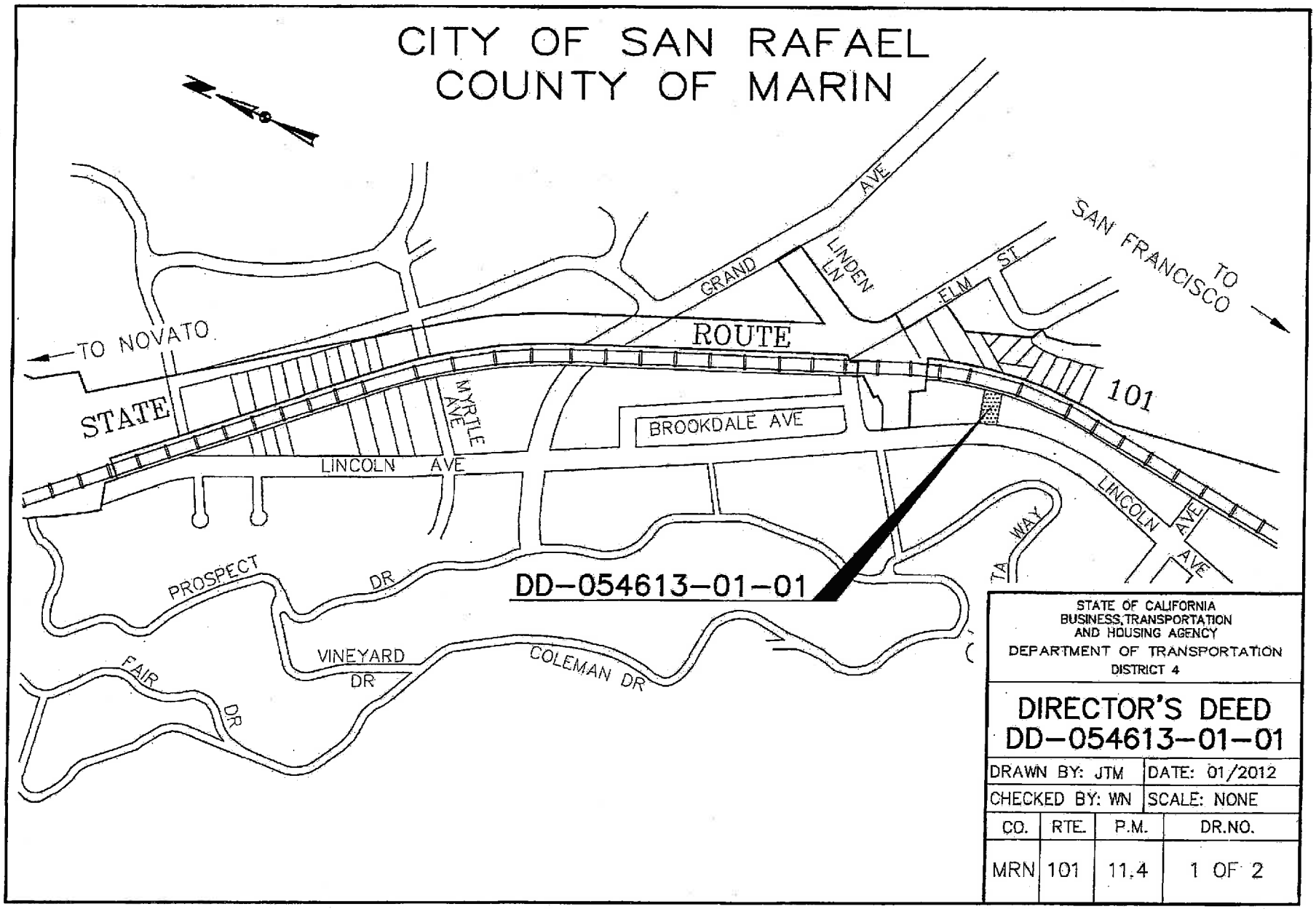
DRAWN BY: JTM	DATE: 01/2012
CHECKED BY: WN	SCALE: 1"=40'

CO.	RTE.	P.M.	DR.NO.
MRN	101	11.4	2 OF 2

LEGEND

(R)	RADIAL BEARING
O	DIMENSION POINT
⊥⊥⊥⊥⊥	ACCESS PROHIBITED
P.O.B.	POINT OF BEGINNING

A-1311.3

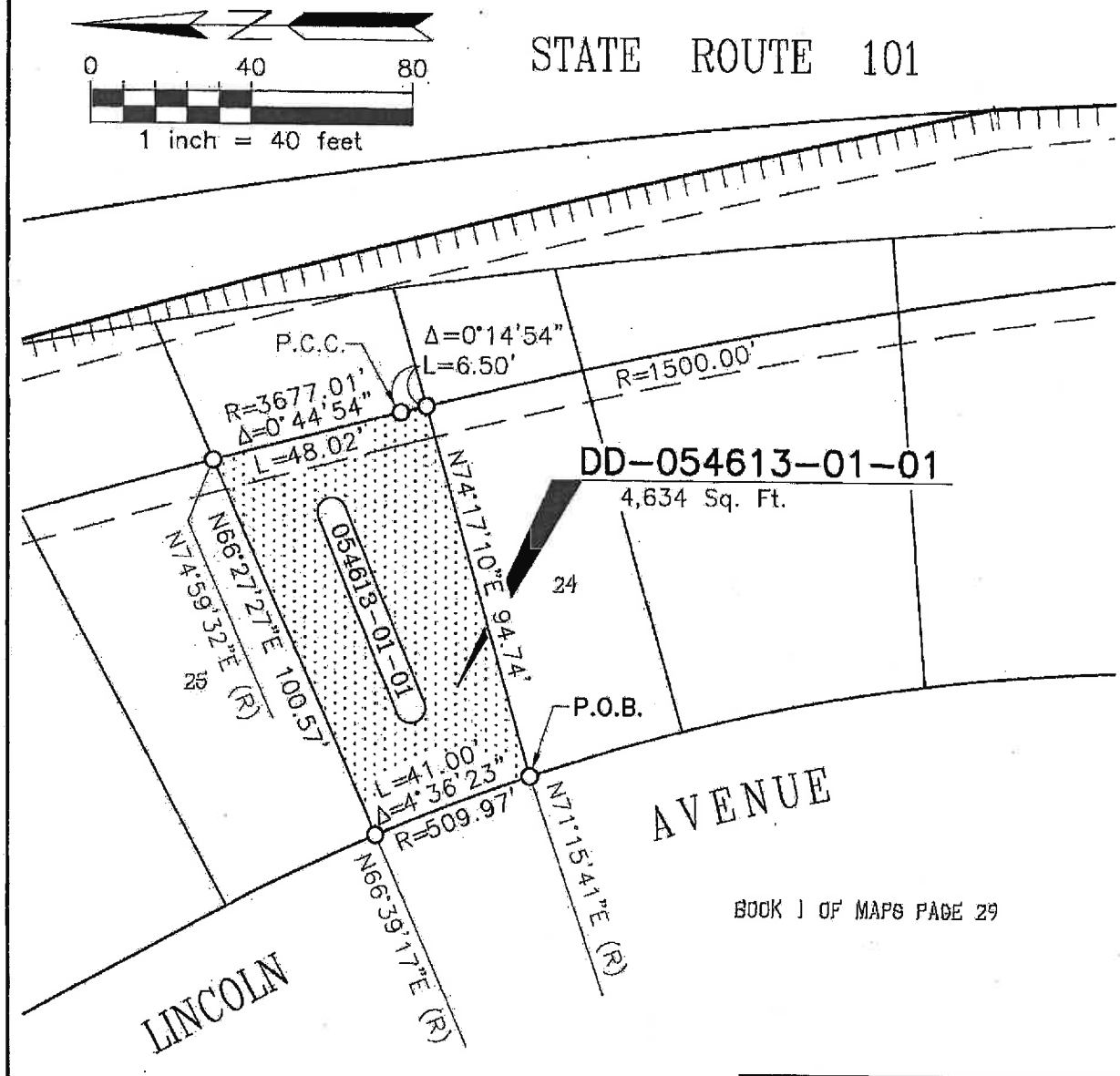

CITY OF SAN RAFAEL
COUNTY OF MARIN
TO NOVATO
STATE
ROUTE
101
GRAND AVE
LINDEN LN
ELM ST
TO SAN FRANCISCO
MYRTLE AVE
BROOKDALE AVE
LINCOLN AVE
LINCOLN AVE
PROSPECT DR
VINEYARD DR
COLEMAN DR
FAIR DR
DD-054613-01-01
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4
DIRECTOR'S DEED
DD-054613-01-01
DRAWN BY: JTM
DATE: 01/2012
CHECKED BY: WN
SCALE: NONE
CO.
RTE.
P.M.
DR.NO.
MRN
101
11.4
1 OF 2

7E

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 3. MULTIPLY DISTANCES BY 1.0000625 TO OBTAIN GROUND-LEVEL DISTANCES.

CITY OF SAN RAFAEL
COUNTY OF MARIN

STATE ROUTE 101



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-054613-01-01

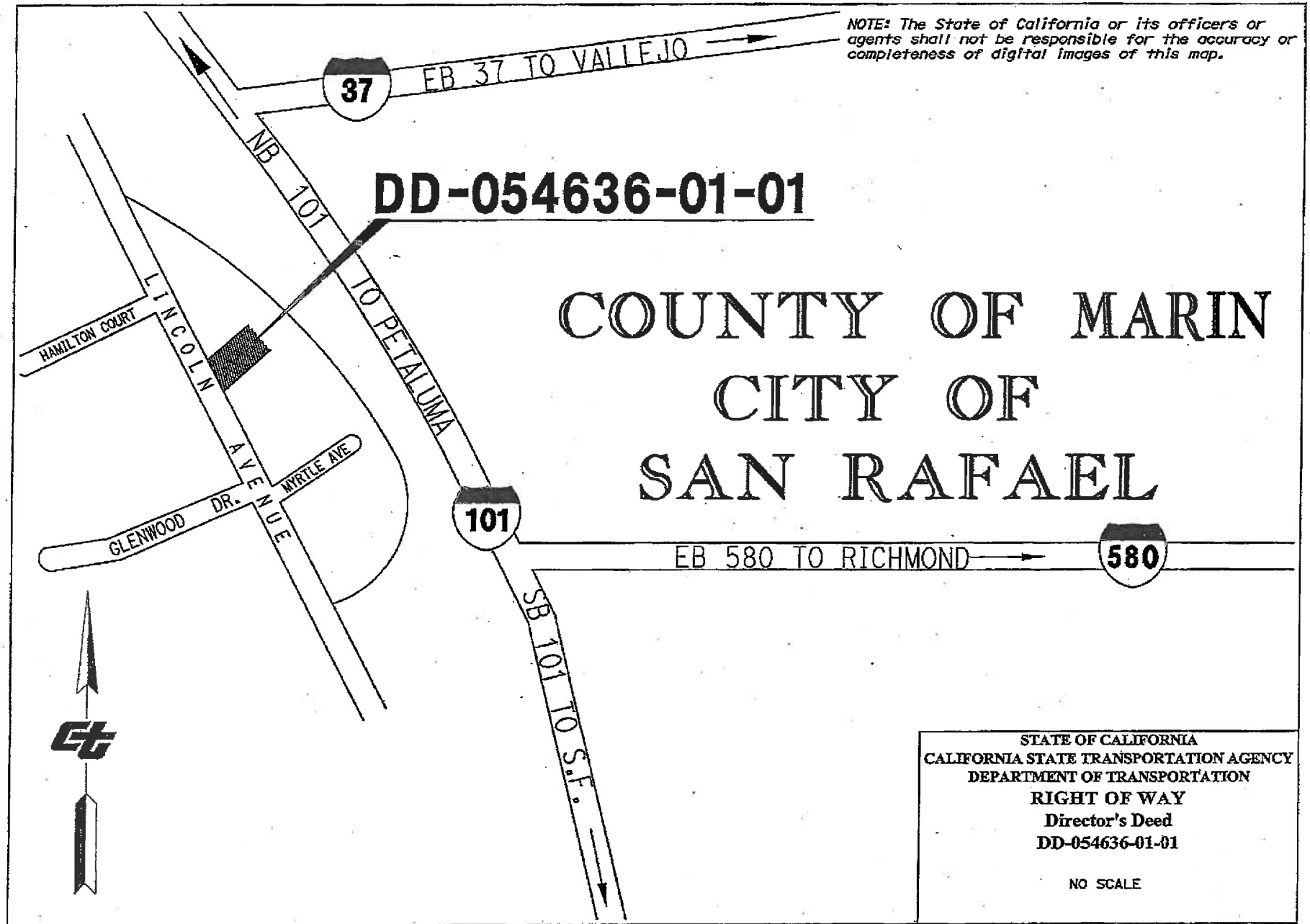
DRAWN BY: JTM	DATE: 01/2012
CHECKED BY: WN	SCALE: 1"=40'

CO.	RTE.	P.M.	DR.NO.
MRN	101	11.4	2 OF 2

LEGEND

(R)	RADIAL BEARING
O	DIMENSION POINT
⊥⊥⊥⊥	ACCESS PROHIBITED
P.O.B.	POINT OF BEGINNING

A-1311.3



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
Director's Deed
DD-054636-01-01

NO SCALE

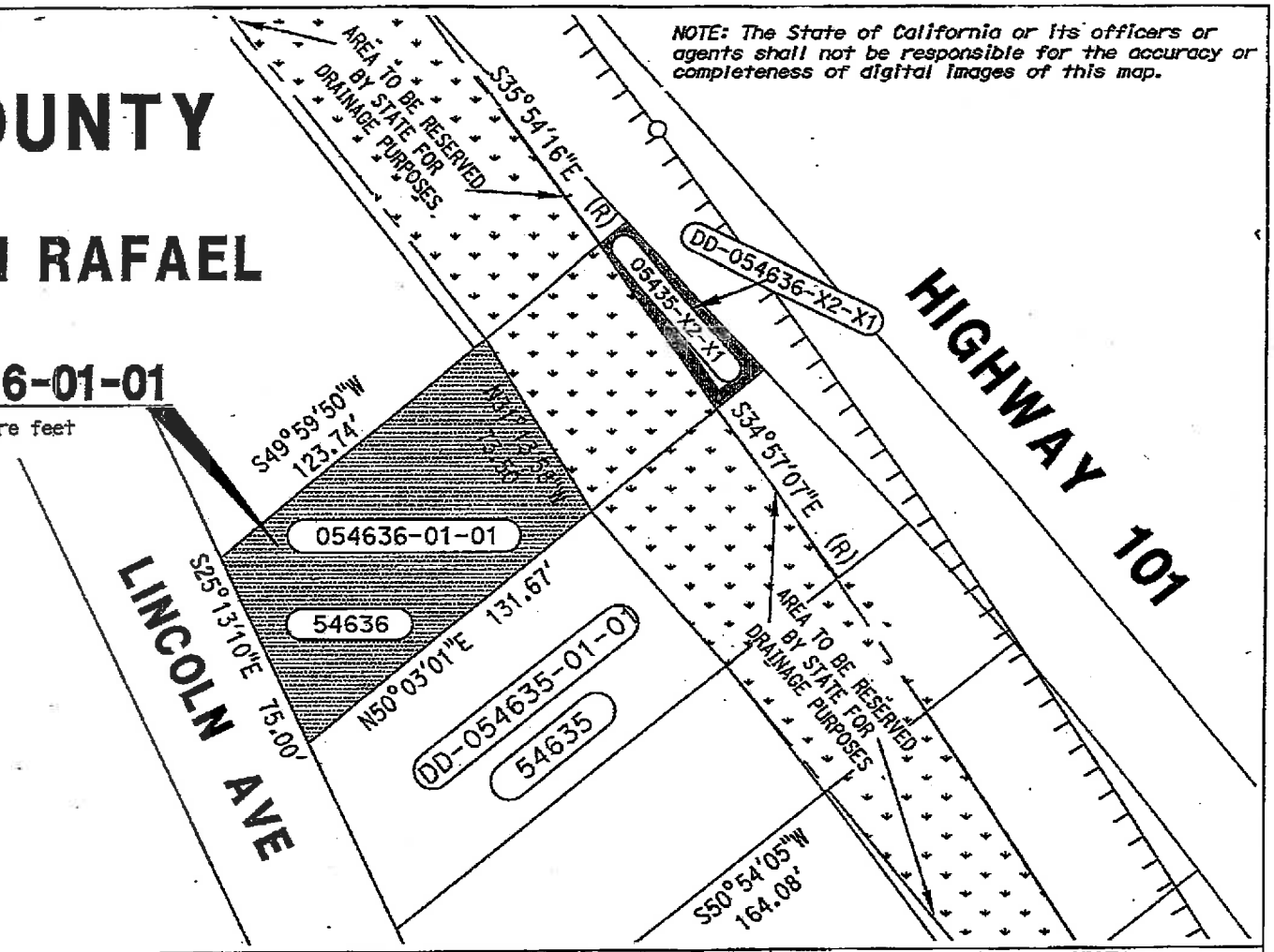
DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
ALE	5-17-2017	04	MRN	101	PM 11.9	1 of 2	2

MARIN COUNTY

CITY OF SAN RAFAEL

DD-054636-01-01

9,270 square feet



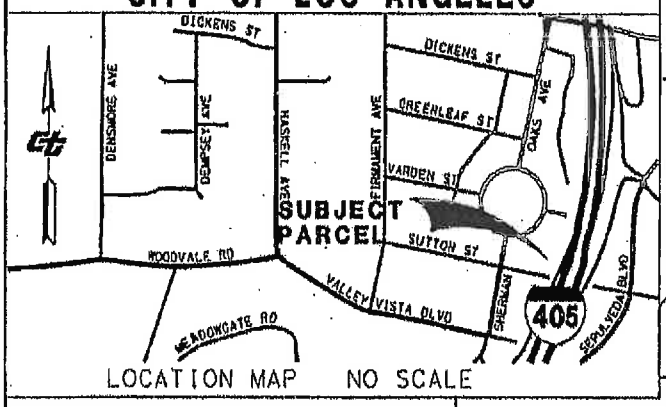
NOTES	LEGEND	STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY Director's Deed DD-054636-01-01
Coordinates and bearings are on CCS 1983 Zone 3, Epoch 1991.35. Distances and stationing are grid distances. Multiply distances by 1.0000625 to obtain ground distances. All distances are in feet unless otherwise noted.	54635: 2003-0092307, O.R. Marin Co., 8-1-2003. DD-054635-01-01: O.R. Marin Co., 2013-0066742, 10-23-2013. 54636: 2001-0057974, O.R., Marin Co., 9-7-2001. DD-054636-X2-X1: O.R. Marin Co., 2017-0016247	SCALE: 1" = 60' FEET 0 30 60 120

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
ALE	5-17-2017	04	MRN	101	PM 11.9	2	2

A-1311.1

CITY OF LOS ANGELES

DIST	COUNTY	ROUTE	POST MILE
07	LA	405	38.8

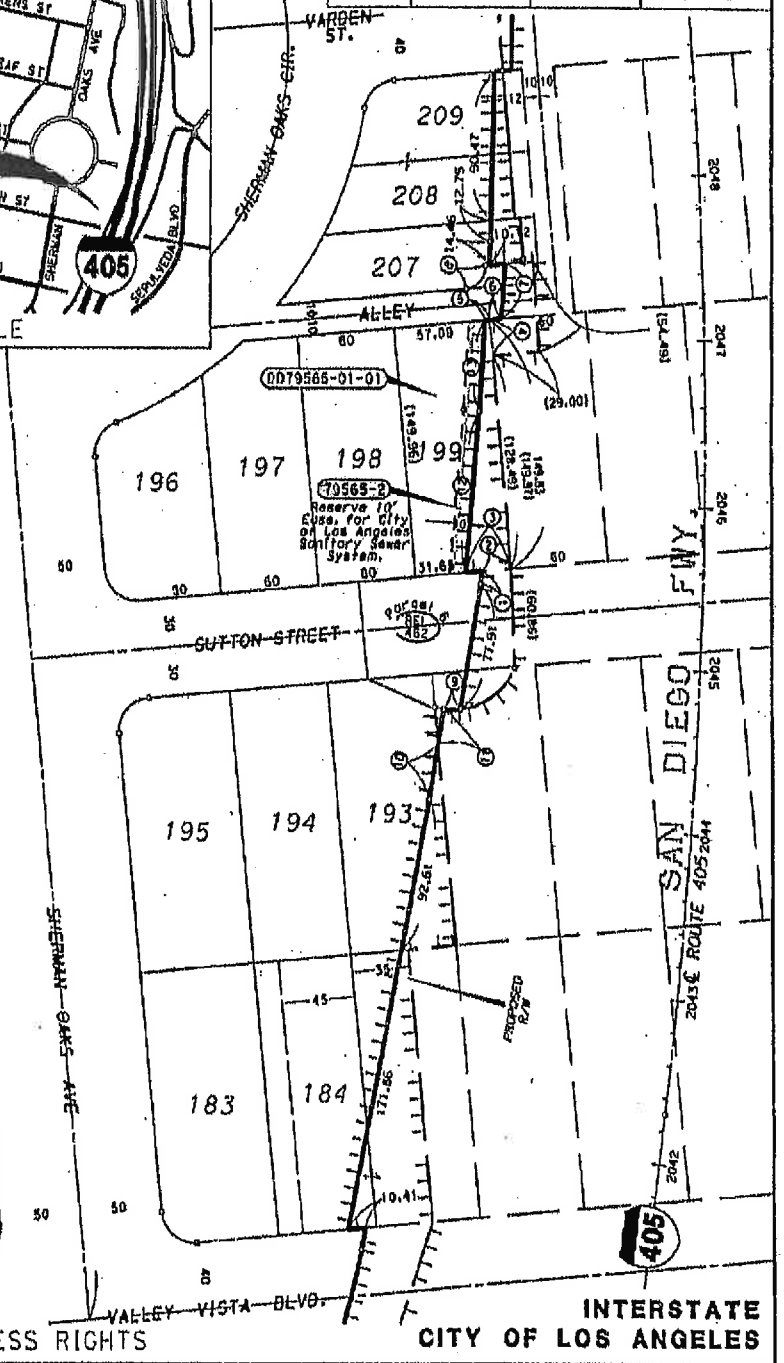


LOCATION MAP NO SCALE

PARCEL NO.	AREA
DD 79565-01-01	6,708 S.F.
79565-2 RESERVE 10' WIDE EASE. FOR CITY OF LOS ANGELES SANITARY SEWER SYSTEM	1,521 S.F.

PORTION OF LOT 199 OF
TRACT NO. 10000
M.B. 146-25/28

DATA TABLE			
NO.	RADIUS	DELTA/BEARING	LEN/DIST
1			0.07
2			18.20
3			20.35
4			(21.48)
5			(2.91)
6			(7.21)
7			33.40
8	13.00		(20.42)
9	42.00		10.15
10			33.99
11			21.50
12			98.19
13			53.93
14			
15			
16			
17			
18			
19			
20			



STATE RETAINS ACCESS RIGHTS

CITY OF LOS ANGELES

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 79565-01-01

REF. MAP: F1937-1A

SCALE: NONE

DRWN:NW CHKD:MD

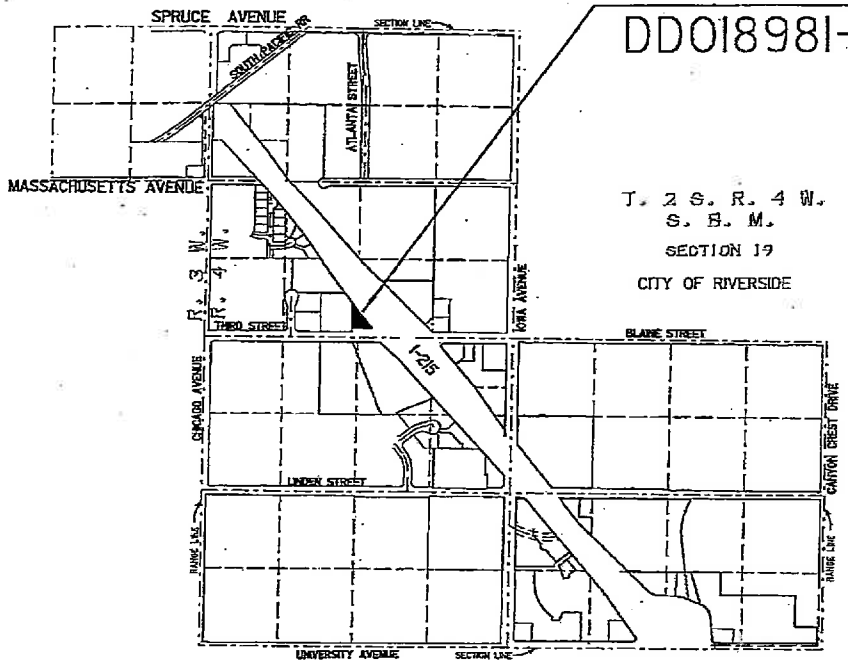
DATE: 8-11-2016

CITY OF RIVERSIDE
COUNTY OF RIVERSIDE

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.

Caltrans Metric

DIRECTOR'S DEED
DD018981-01-01



T. 2 S. R. 4 W.
S. B. M.
SECTION 19
CITY OF RIVERSIDE

NOTES
All distances are in meters unless otherwise noted. To convert meters to U.S. Survey feet, multiply distance by 3937/1200.
LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

VICINITY MAP
DIRECTOR'S DEED
DD 018981-01-01

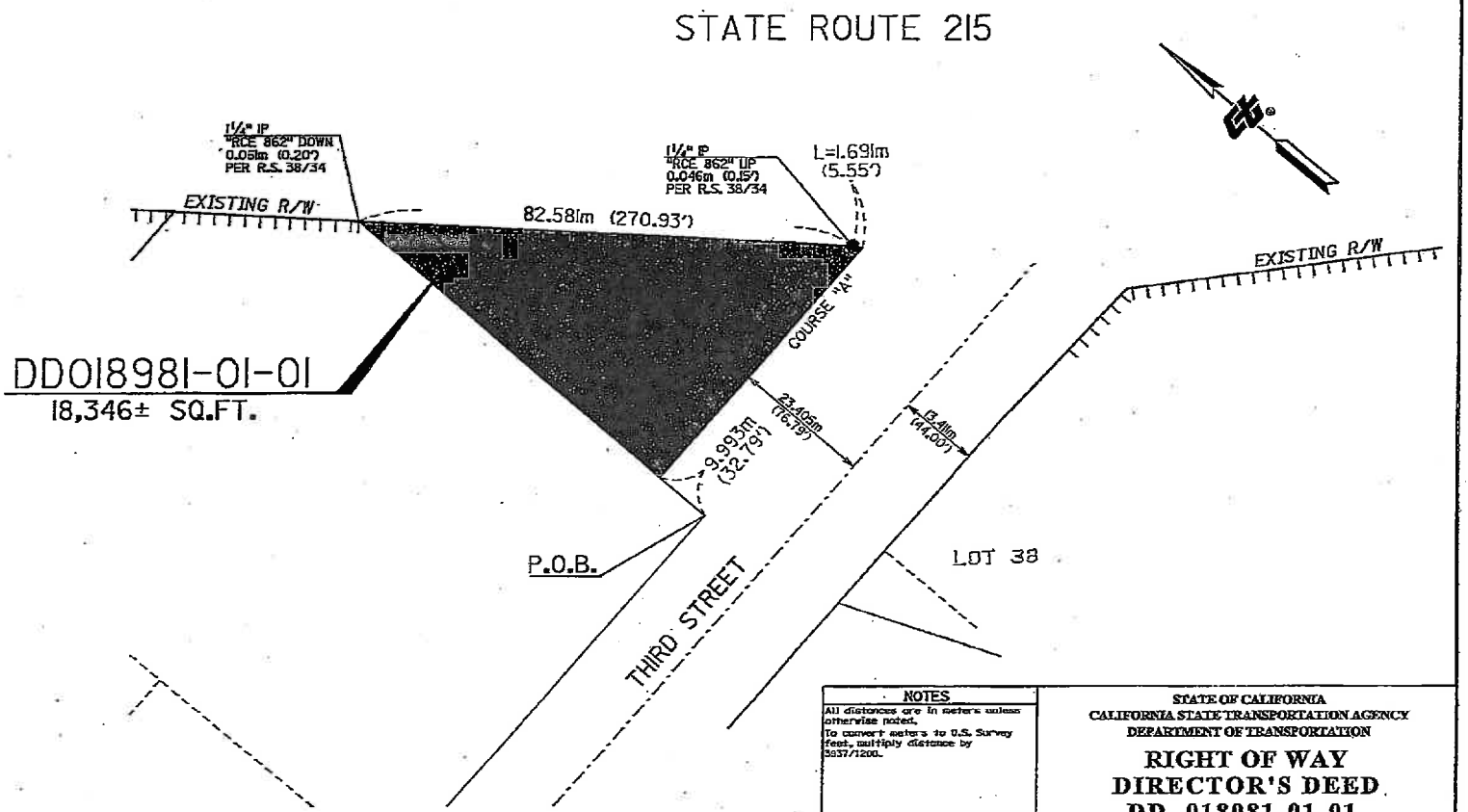
METERS 0 2 5 10
FEET 0 6 12 24 36

DISTRICT	COUNTY	ROUTE	SHEET KP/PM	SHEET NO.	TOTAL SHEETS
08	RIV	215	68.1/42.3	1	2

CITY OF RIVERSIDE
COUNTY OF RIVERSIDE

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.

Caltrans Metric



NOTES
All distances are in meters unless otherwise noted. To convert meters to U.S. Survey feet, multiply distance by 3937/1200.

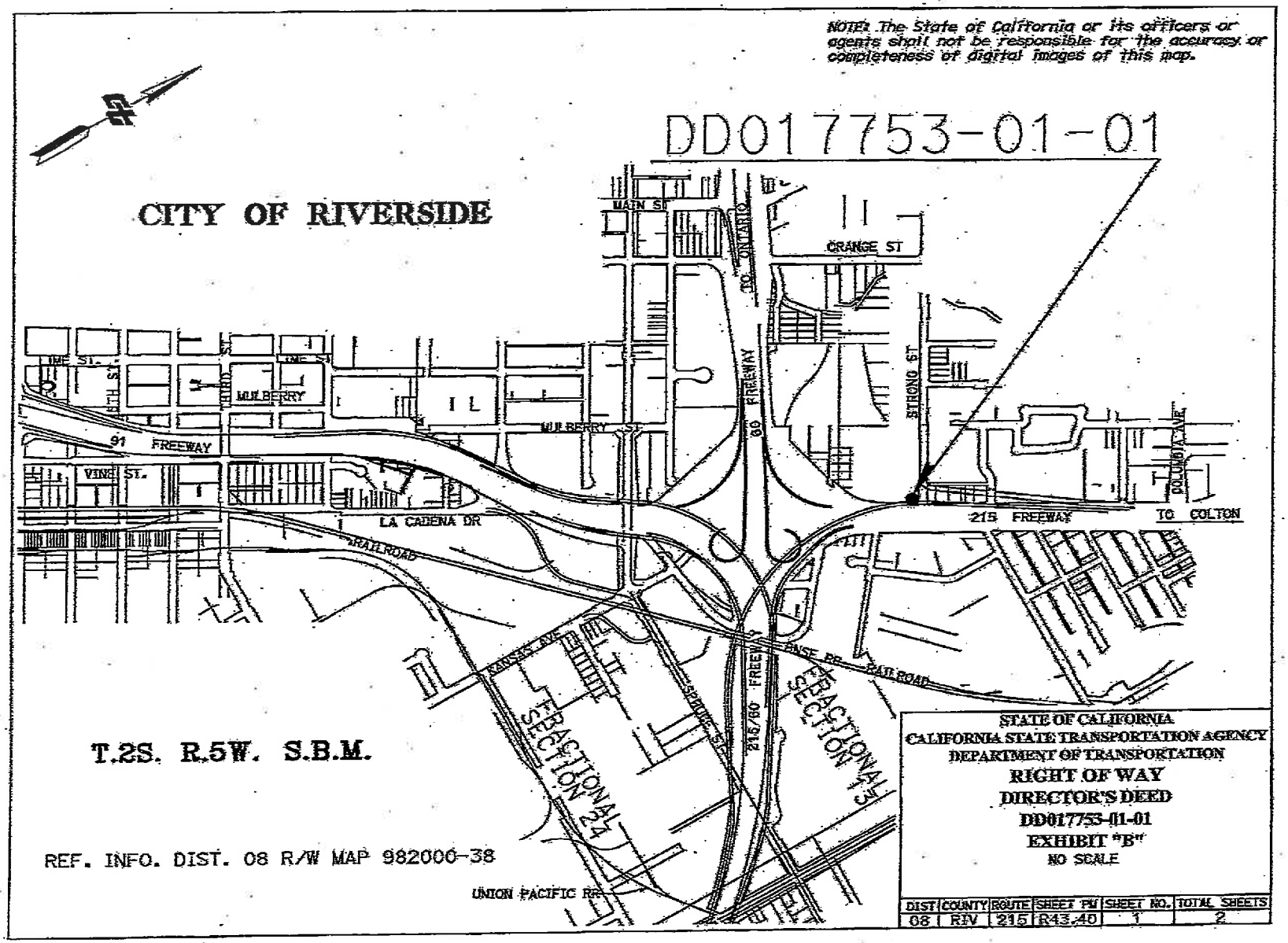
LEGEND

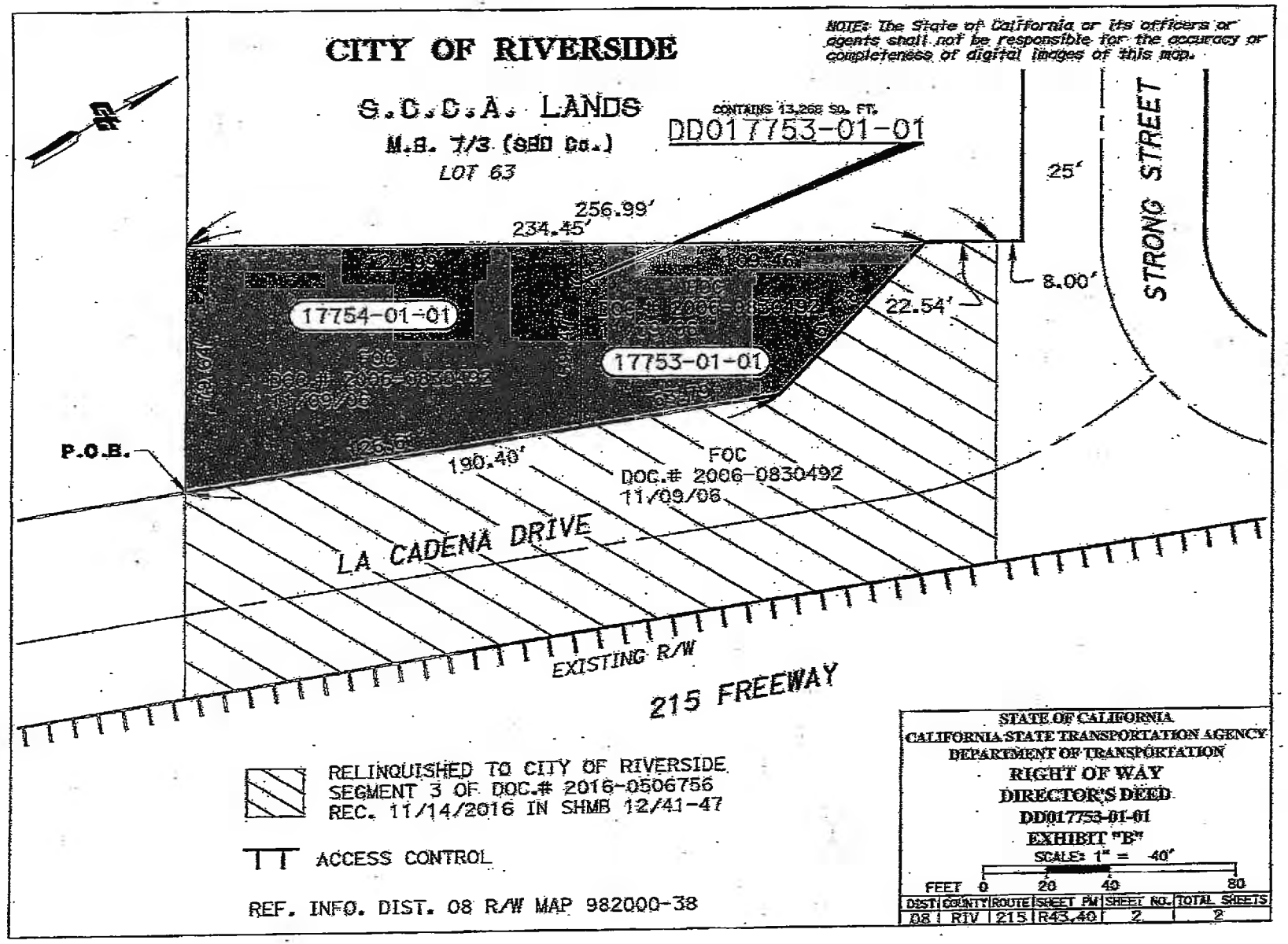
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD 018981-01-01

METERS 0 10 25 50
FEET 0 25 50 100 150

DISTRICT	COUNTY	ROUTE	SHEET KP/PM	SHEET NO.	TOTAL SHEETS
08	RIV	215	68.1/42.3	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.
DD017753-01-01
CITY OF RIVERSIDE
MAIN ST
ORANGE ST
TO ONTARIO
60 FREEWAY
STRONG ST
MULBERRY
MULBERRY ST
91 FREEWAY
VINE ST.
LA CADENA DR
RAILROAD
215 FREEWAY
TO COLTON
COLUMBIA AVE
KANSAS AVE
ATCHISON TOPEKA & SANTA FE RAILROAD
215/60 FREEWAY
FRACTIONAL SECTION 24
FRACTIONAL SECTION 13
T.2S. R.5W. S.B.M.
REF. INFO. DIST. 08 R/W MAP 982000-38
UNION PACIFIC RR
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD017753-01-01
EXHIBIT "B"
NO SCALE
DIST 08 | COUNTY RIV | ROUTE 215 | SHEET PM R43.40 | SHEET NO. 1 | TOTAL SHEETS 2


CITY OF RIVERSIDE
S.C.C.A. LANDS
M.B. 7/3 (SBD Co.)
LOT 63
CONTAINS 13,268 SQ. FT.
DD017753-01-01
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.
256.99'
234.45'
25'
8.00'
22.54'
STRONG STREET
17754-01-01
17753-01-01
FOC
DOC.# 2006-0830492
11/09/06
P.O.B.
190.40'
LA CADENA DRIVE
EXISTING R/W
215 FREEWAY
RELINQUISHED TO CITY OF RIVERSIDE
SEGMENT 3 OF DOC.# 2016-0506756
REC. 11/14/2016 IN SHMB 12/41-47
ACCESS CONTROL
REF. INFO. DIST. 08 R/W MAP 982000-38
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD017753-01-01
EXHIBIT "B"
SCALE: 1" = 40'
FEET 0 20 40 80
DIST COUNTY ROUTE SHEET PM SHEET NO. TOTAL SHEETS
08 RIV 215 R43.40 2 2

DIST.	COUNTY	ROUTE	MILE POST
08	SBd.	210	21.4

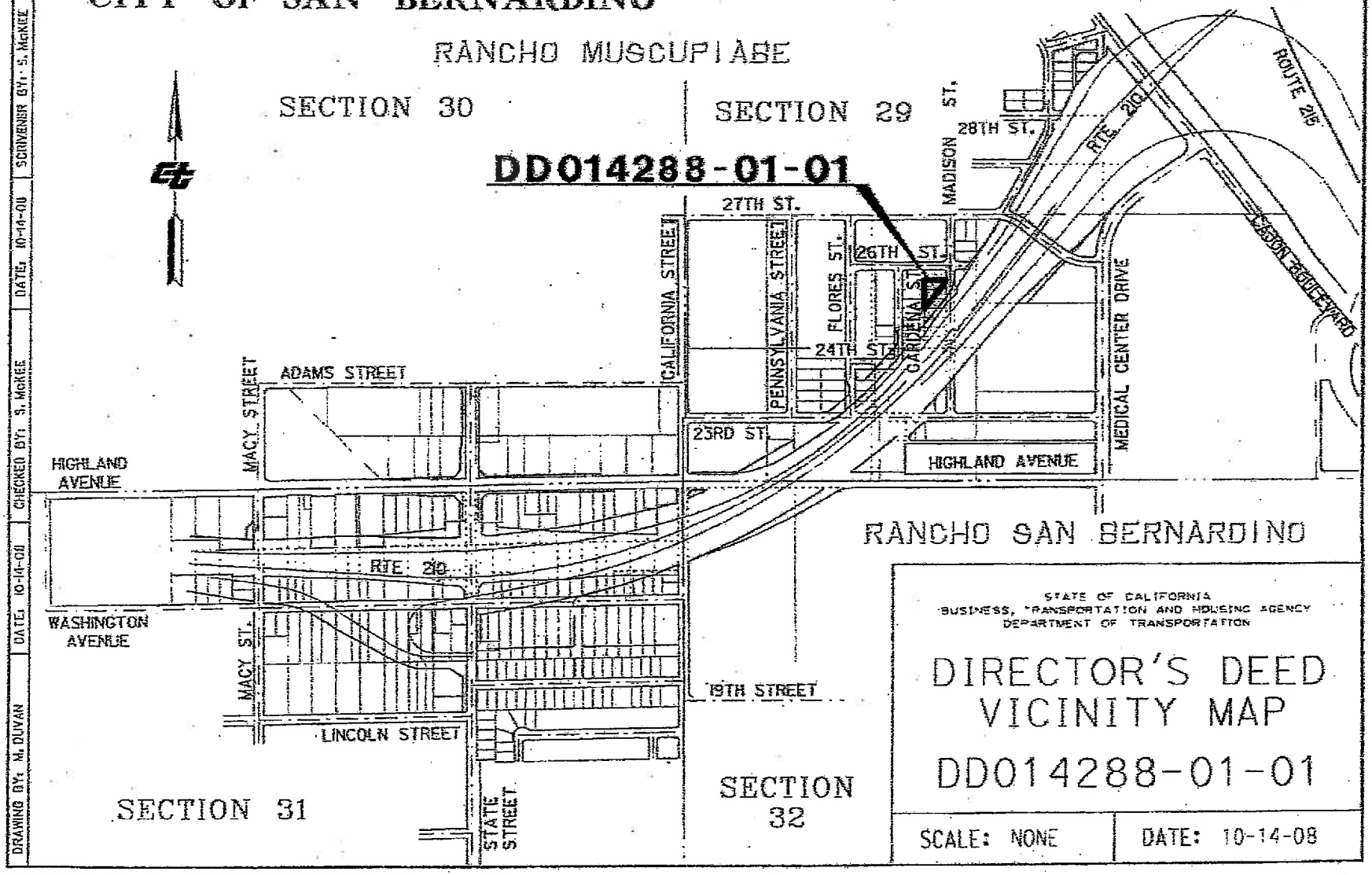
T.1N. R.4W. S.B.M.

COUNTY OF SAN BERNARDINO
CITY OF SAN BERNARDINO

EXHIBIT "B"

SHEET 1 OF 2

NOT TO BE RECORDED



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED VICINITY MAP

DD014288-01-01

SCALE: NONE | DATE: 10-14-08

DRAWING BY: M. DUVAN | DATE: 10-14-08 | CHECKED BY: S. McKEE | DATE: 10-14-08 | SCRIVENER BY: S. McKEE | DATE: 10-14-08

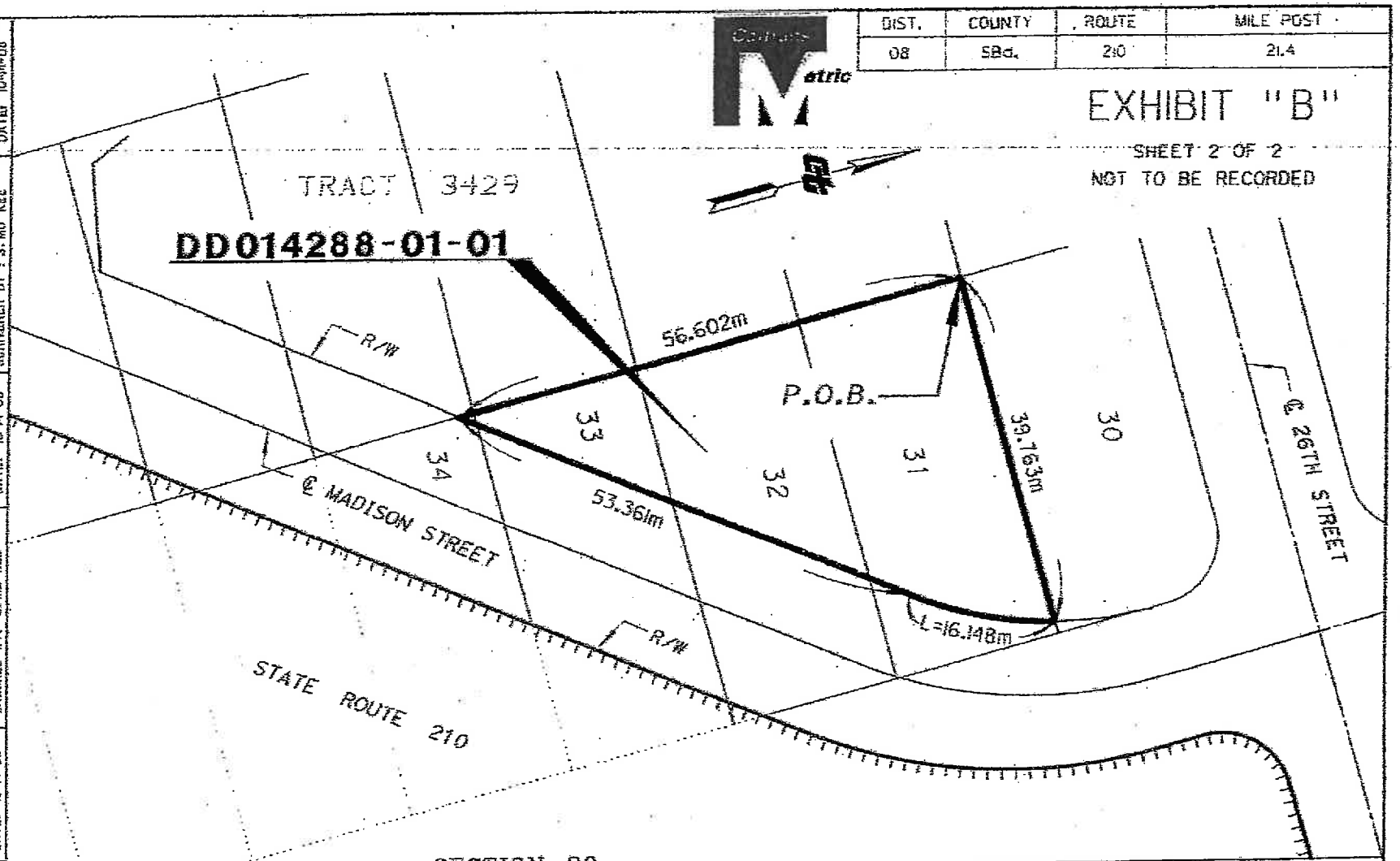
DD014288-01-01a.dgn 10/15/2008 8:26:10 AM

DIST.	COUNTY	ROUTE	MILE POST
08	SBd.	210	21.4

EXHIBIT "B"

SHEET 2 OF 2

NOT TO BE RECORDED



SECTION 30

COUNTY OF SAN BERNARDINO

CITY OF SAN BERNARDINO

T.1N. R.4W. S.B.M.

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED MAP
DD014288-01-01

SCALE = 600 | DATE: 10-14-08

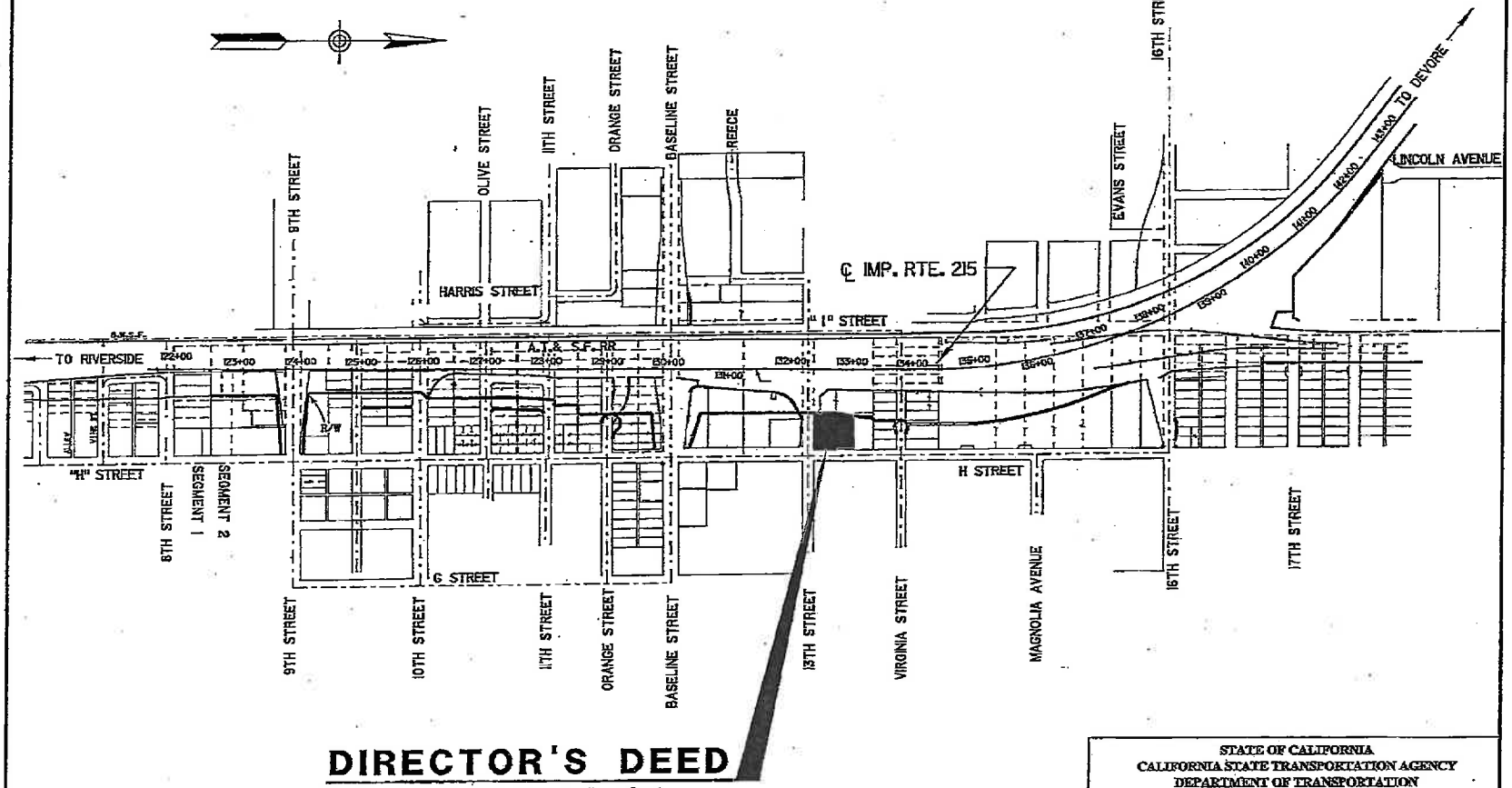
DRAWING BY: M. DUVAN | DATE: 10-14-08 | CHECKED BY: S. MC KEE | DATE: 10-14-08 | SCRIVENER BY: S. MC KEE | DATE: 10-14-08

DD014288-01-01b.dgn 10/15/2008 8:27:37 AM

EXHIBIT "B" (DO NOT RECORD)

VICINITY MAP FOR DEPICTION OF EXHIBIT "A"

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.



DIRECTOR'S DEED
DD0A7851-01-01
SEE SHEET 2 FOR DETAILS

COUNTY OF SAN BERNARDINO
CITY OF SAN BERNARDINO

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

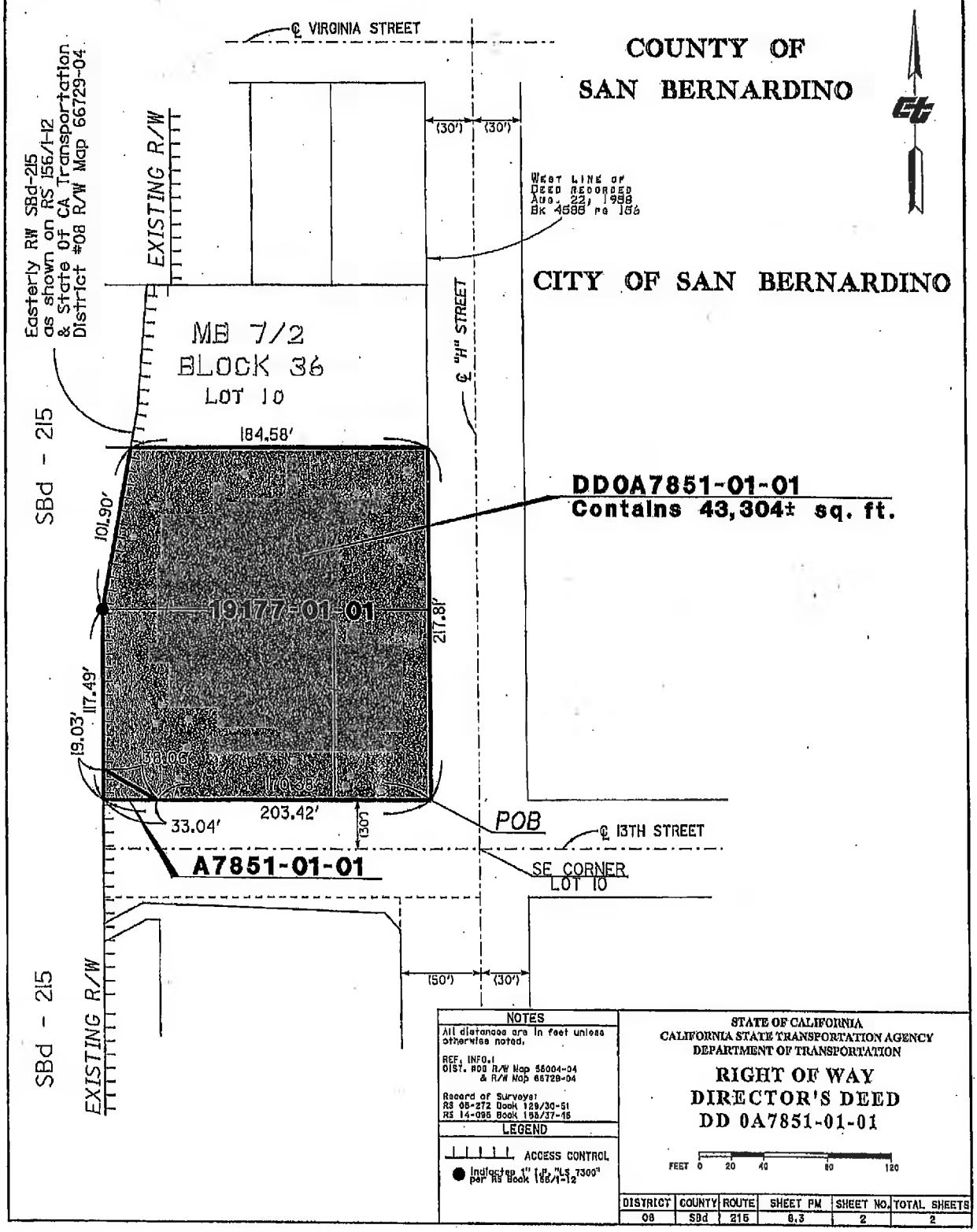
VICINITY MAP
DIRECTOR'S DEED
DD 0A7851-01-01

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
08	SBd	215	8.3	1	2

EXHIBIT "B" (DO NOT RECORD)

DEED PLAT FOR DEPICTION OF EXHIBIT "A"

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.
REF: INFO.1 DIST. #08 R/W Map 56004-04 & R/W Map 66729-04
Record of Surveys: RS 05-272 Book 129/30-51 RS 14-096 Book 158/37-46

LEGEND
ACCESS CONTROL
Indicates 1" I.P. "LS 7300" per RS Book 156/1-12

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

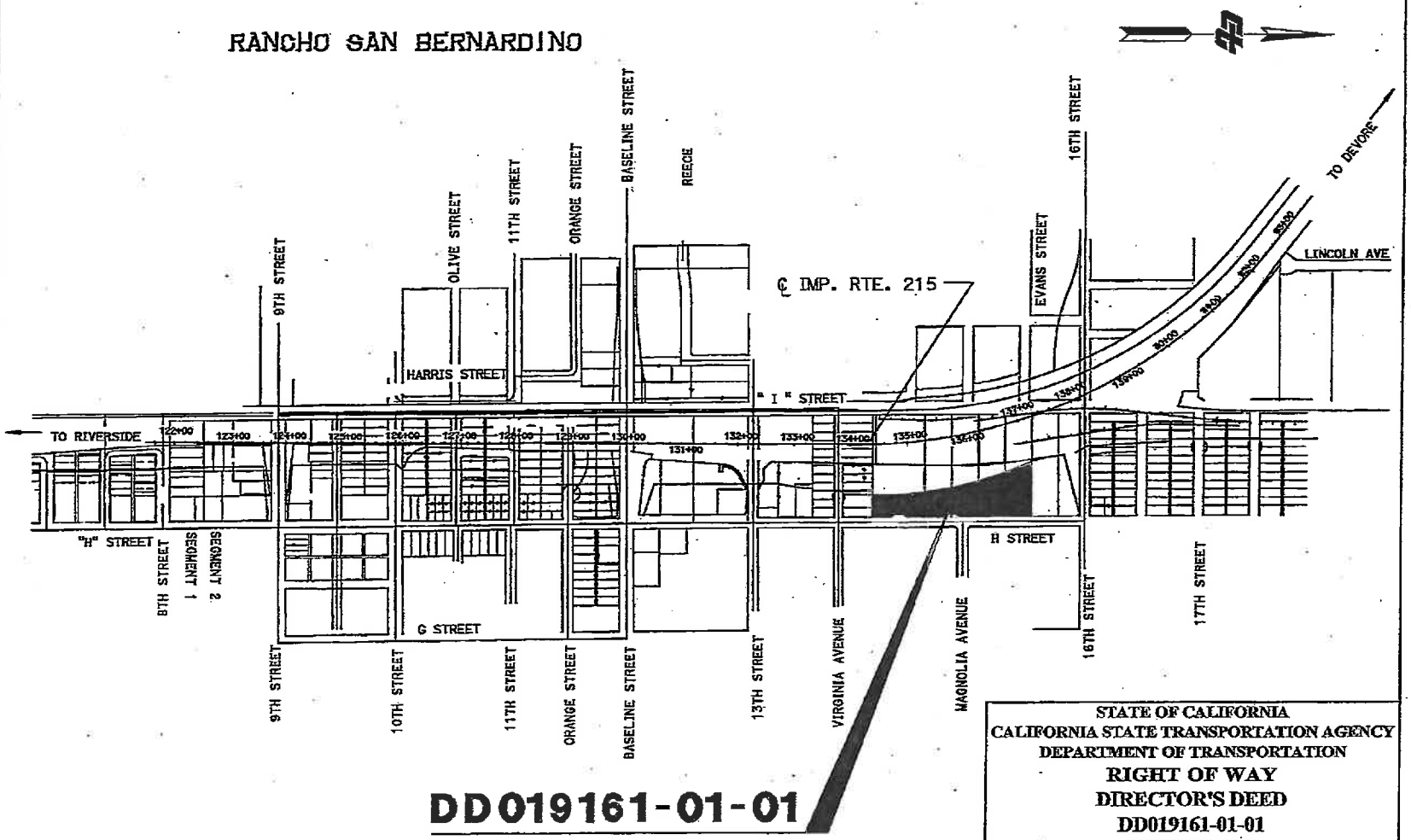
RIGHT OF WAY DIRECTOR'S DEED
DD 0A7851-01-01

FEET 0 20 40 80 120

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
08	SBd	215	8.3	2	2

CITY OF SAN BERNARDINO

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.

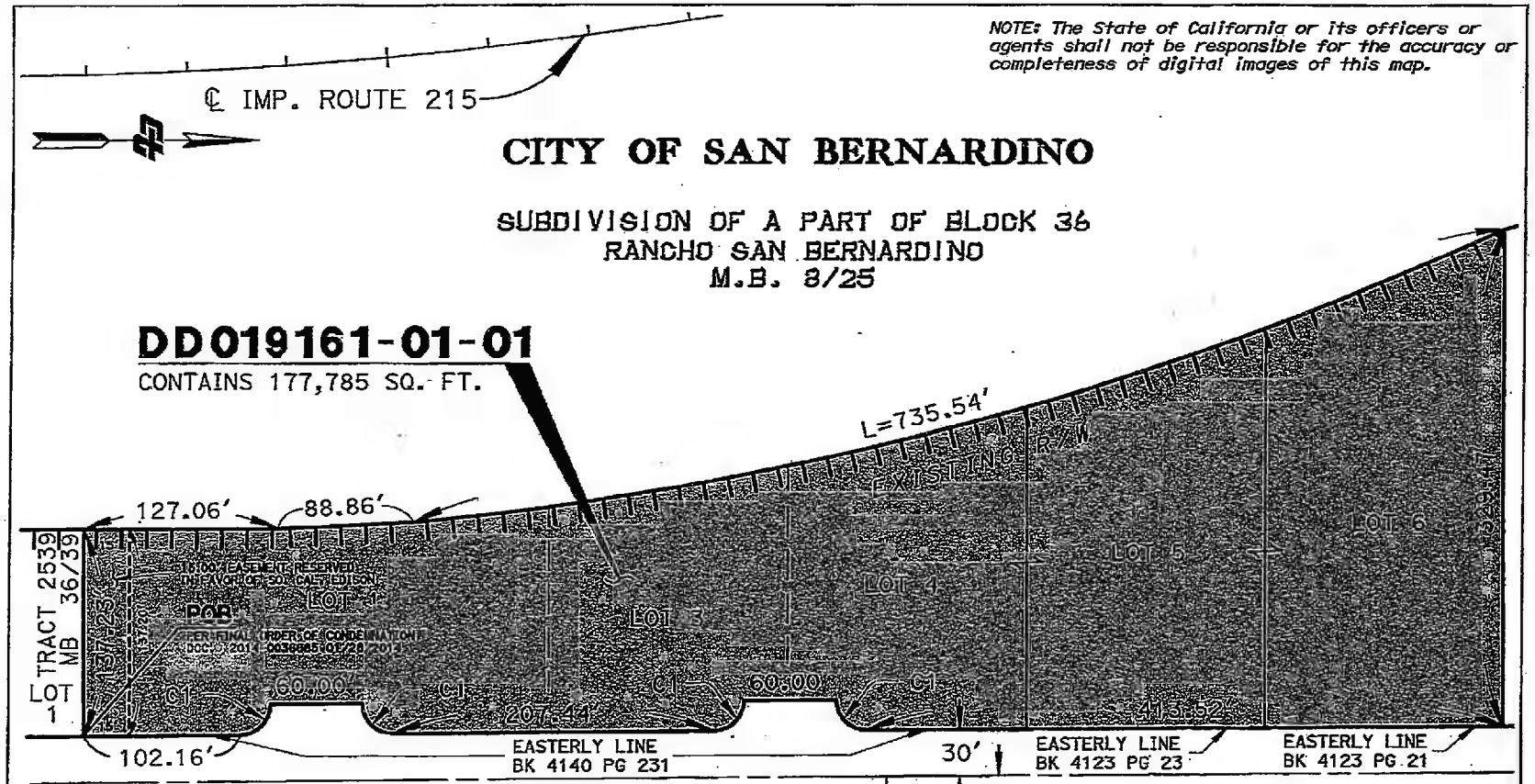


REF. INFO. DIST. 08 R/W MAP 403041-12

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD019161-01-01
EXHIBIT "B"
NO SCALE

DIST.	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
08	SBd	215	8.49	1	2

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



CURVE DATA TABLE	
NO.	LENGTH
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REF. INFO. DIST. 08 R/W MAP 403041-12

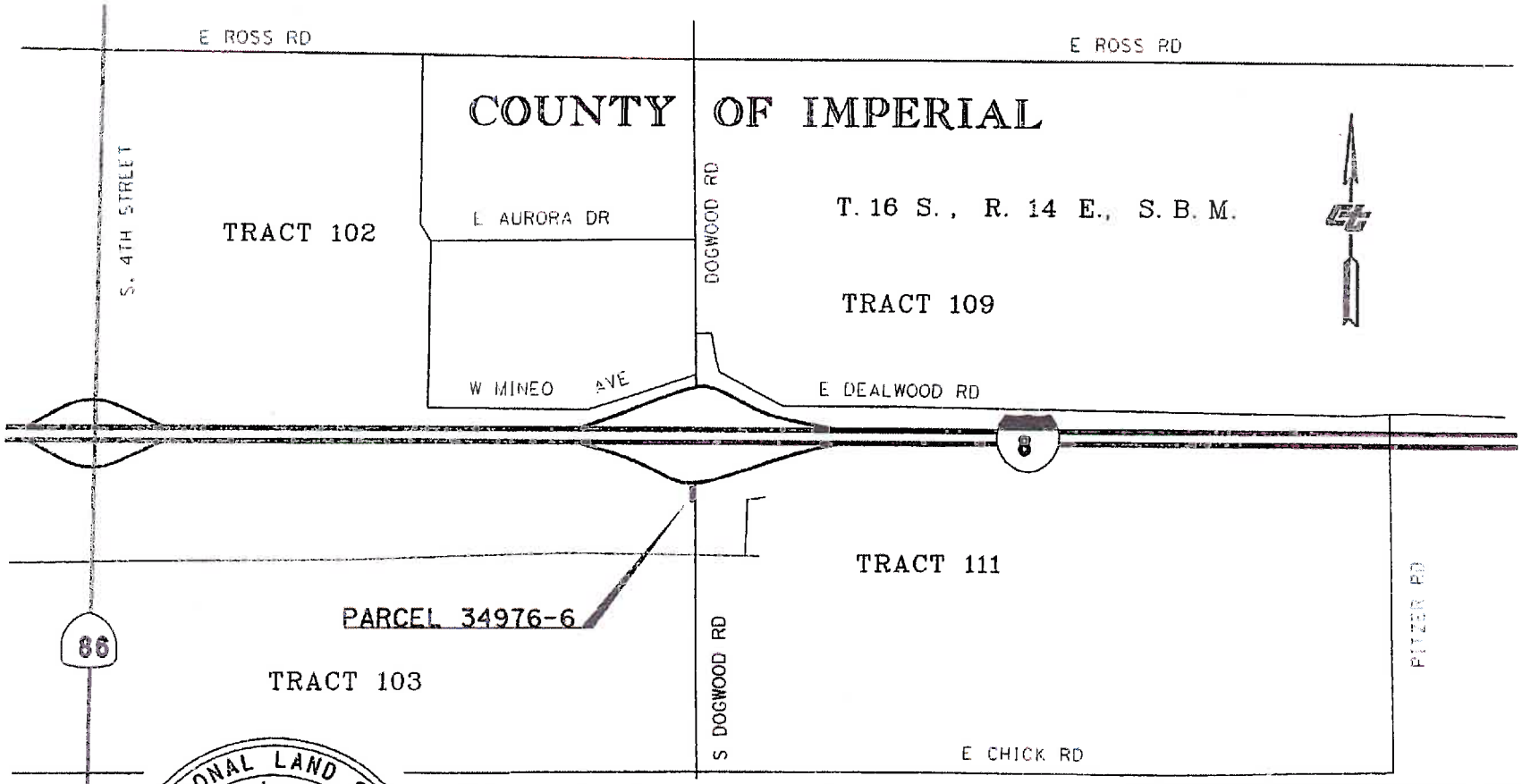
ACCESS CONTROL

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD019161-01-01
EXHIBIT "B"
NO SCALE

DIST.	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
08	SBd	215	8.49	2	2

EXHIBIT "B"

CITY OF EL CENTRO



PROFESSIONAL LAND SURVEYOR
ROBERT L. HAGLER
L.S. 8255
Exp. 12/31/2017
STATE OF CALIFORNIA

This map has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature Robert L. Hagler

Date 12-22-2016

E.A. 263302

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

DIRECTOR'S EASEMENT
MAP 34976-6

RIGHT OF WAY MAP NO.		Por. 71592.2	
COUNTY	ROUTE	POST MILE	SCALE
IMP	8	38.9	NONE
			SHEET 1 OF 2

EXHIBIT "B"

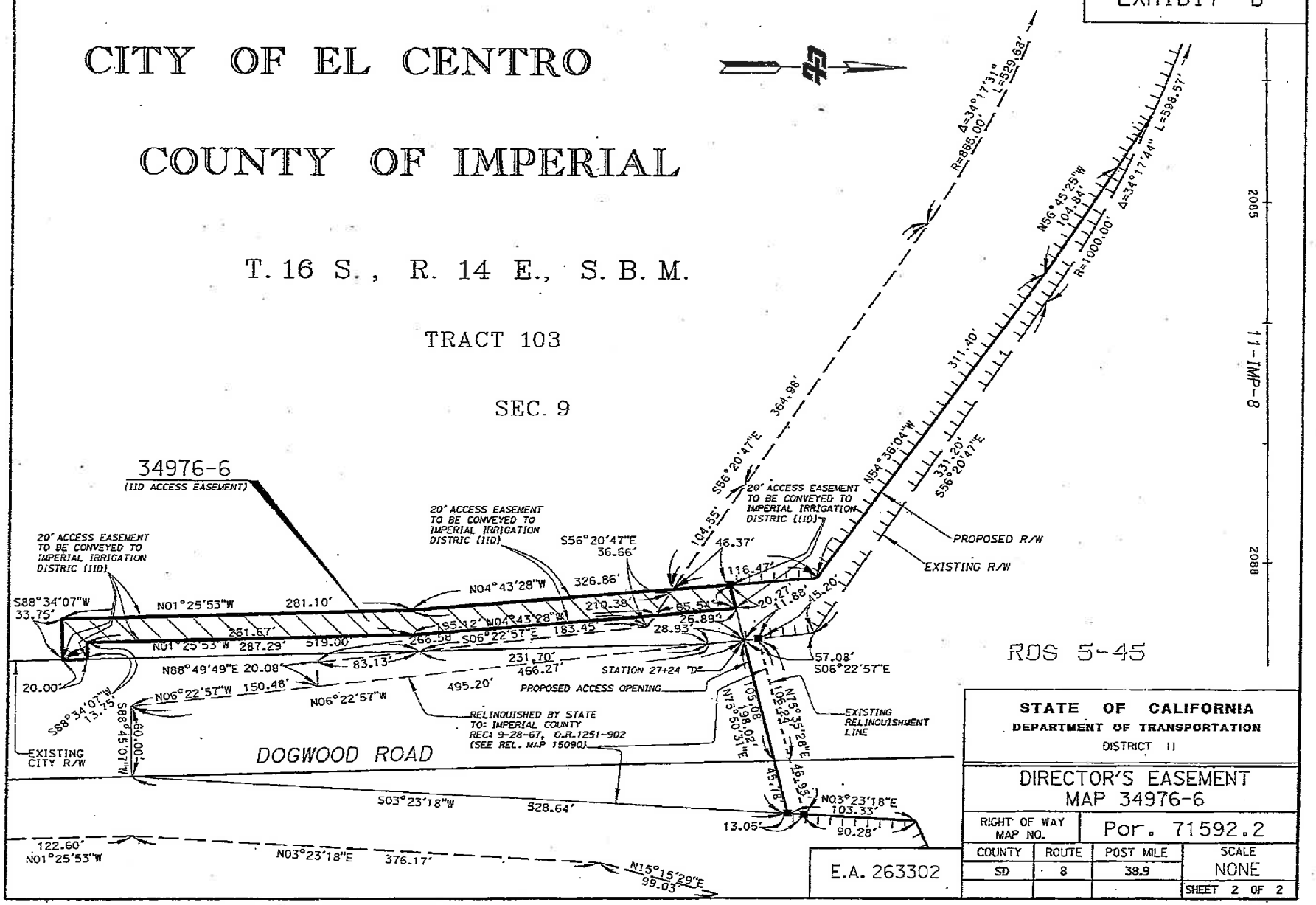
CITY OF EL CENTRO

COUNTY OF IMPERIAL

T. 16 S., R. 14 E., S. B. M.

TRACT 103

SEC. 9



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

DIRECTOR'S EASEMENT
MAP 34976-6

RIGHT OF WAY MAP NO.		Por. 71592.2	
COUNTY	ROUTE	POST MILE	SCALE
SD	8	38.9	NONE
			SHEET 2 OF 2

E.A. 263302

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 41

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.6a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kyle Gradinger, Chief (Acting)
Division of Rail and Mass Transportation

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY ADMINISTERED STATE TRANSPORTATION IMPROVEMENT PROGRAM TRANSIT PROJECTS RESOLUTION MFP-17-01, AMENDING RESOLUTION MFP-12-09**

ISSUE:

Should the California Transportation Commission (Commission) amend Resolution MFP-12-09 to revise the Budget Year Authority for the Transportation Agency for Monterey County (TAMC) Coast Daylight/Caltrain Track Improvements project (PPNO 1971) in Monterey County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve a financial allocation amendment to Resolution MFP-12-09, in order to transfer remaining not yet reimbursed balance to a current fiscal year and allow for additional time for the TAMC to submit a final invoice to the Department for eligible incurred expenditures.

BACKGROUND:

At its June 2013 meeting, the Commission approved Resolution MFP-12-09 providing $200,000 for the Project Approval and Environmental Documentation (PA&ED) phase for the TAMC Coast Daylight/Caltrain Track Improvements project under Budget Act of 2011-12. In March 2015, the TAMC received a 20-month time extension for the period of project expenditure development due to delays experienced in PA&ED activities. Initially, the TAMC planned to complete the environmental review for both the Salinas-San Luis Obispo Corridor and the Salinas-San Jose corridor segments simultaneously. However, under the direction of the Federal Railroad Administration (FRA), the environmental review for the Salinas-San Jose segment could not commence until the environmental document for the Salinas-San Luis Obispo was completed first.

The TAMC has supplied invoicing to liquidate the remaining portion of the $200,000 allocation. However, since funds allocated were from the Budget Act of 2011-12, the state budget authority lapsed on June 30, 2016. The TAMC anticipates submitting final invoicing and liquidating the remaining $27,039 by December 2017.

FINANCIAL RESOLUTION:

Be it Resolved, that the remaining allocation of $27,039 for the Coast Daylight/Caltrain Track Improvements project (PPNO 1971), originally approved under Resolution MFP-12-09, under Budget Act Item 2660-101-0046 is hereby amended to show the total amount of $172,961 under Budget Act of 2011-12 and $27,039 under Budget Act of 2016-17 in accordance with the attached revised vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6a. Financial Allocation Amendments - Locally Administered STIP Transit Projects			**Resolution MFP-17-01** Amending Resolution MFP-12-09	
1 $200,000 Transportation Agency for Monterey County TAMC 05-Monterey	**Coast Daylight/Caltrain Track Improvements.** Complete feasibility analysis of implementing rail service north of Salinas and identify needed track improvements. Outcome/Output: Complete environmental document and produce a list of track improvements on the Pacific Coast Rail Line. **Amend Resolution MFP-12-09 to split the original allocation of $200,000 as $172,961 in FY 2011-12 and $27,039 in FY 2016-17.**	05-1971 RIP/12-13 PA&ED $200,000 0513000148 S R328TA	2011-12 101-0046 PTA 30.10.070.625 **2016-17** **101-0046** **PTA** **30.10.070.625**	~~$200,000~~ **$172,961** **$27,039**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 42

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16–17, 2017

Reference No.: 2.7c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR FISCAL YEAR 2017–18 AERONAUTICS LUMP SUM TO MATCH FEDERAL AIRPORT IMPROVEMENT PROGRAM GRANTS RESOLUTION FDOA-2018-01, AMENDING RESOLUTION FDOA-2015-11**

ISSUE:

Should the California Transportation Commission (Commission) approve Resolution FDOA-2018-01, deallocating $565,000 from the California Department of Transportation's (Department) Division of Aeronautics' (Aeronautics) fiscal year (FY) 2016-17 Airport Improvement Program (AIP) lump sum used for the set-aside to match federal AIP grants?

RECOMMENDATION:

The Department recommends the Commission approve Resolution FDOA-2018-01, which deallocates $565,000 from the Aeronautics' FY 2016-17 AIP lump sum used for the set-aside to match federal AIP grants.

BACKGROUND:

Each year the Commission approves a lump sum for the set-aside to match federal AIP grants. This allocation provides the authority for the Department to subvent matching funds to individual projects as requested by airport sponsors.

The FY 2016-17 AIP was based on the Federal Aviation Administration's (FAA) list of projects in its FY 2016-17 AIP. Aeronautics estimated it would need $2,000,000 to fully fund the FY 2016-17 matching AIP grants. Aeronautics' AIP allocates 5 percent matching funds for FAA grants. However, not all projects included in the federal AIP sought state matching grants. The balance remaining of $565,000 is being deallocated and redirected to the FY 2017-18 AIP, under Resolution FDOA-2018-02; which is a concurrent item also on this month's Commission agenda.

FINANCIAL RESOLUTION:

Be it Resolved, that resolution FDOA-2018-01 is approved, authorizing a deallocation of $565,000, the unallocated balance of the FY 2016-17 AIP used to match federal AIP grants.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 43

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.8c.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: John Hoole, Chief (Acting)
Division of Local Assistance

Subject: **REQUEST TO CORRECT THE PERIOD OF PROJECT COMPLETION APPROVED FOR A LOCALLY-ADMINISTERED STIP/LBSR PROJECT, PER STIP AND PROPOSITION 1B LBSRA GUIDELINES**
WAIVER 17-38, AMENDING WAIVER 15-35

ISSUE:

Should the California Transportation Commission (Commission) approve a request by the California Department of Transportation (Department) to correct Waiver 15-35, to include Proposition 1B Local Bridge Seismic Retrofit Account (LBSRA) funds as part of the time extension request, for the period of completion for the Bowman Road Bridge No. 08C-0009 (PPNO 2148) in Tehama County?

RECOMMENDATION:

The Department recommends the Commission approve the correction to Waiver 15-35 to include LBSRA funds to the time extension request to the period of project completion deadline for Bowman Road Bridge No.08C-0009 project (PPNO 2148) in Tehama County, in the attached document.

ISSUE:

The Commission approved funding for the construction of one locally-administered State Transportation Improvement Program (STIP)/Proposition 1B LBSRA project identified on the attachment; funding for the projects was approved as $352,000 in STIP and $811,900 in LBSRA. The responsible agency has been unable to complete the project by the July 31, 2015 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.

BACKGROUND:

Current STIP and LBSRA Guidelines stipulate that a local agency has up to 36 months from the time of contract award to accept the contract. The local agency has 180 days after the contract acceptance to prepare and submit the final invoices and reports to the Department. The Guidelines further stipulate that the Commission may approve a waiver to the project completion deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Completion Deadline
Local Streets and Roads Projects
Waiver 17-38, Amending Waiver 15-35

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount *Construction Only*	Award Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	Tehama County Tehama County PPNO: 02-2148 Bowman Road Bridge (#08C-0009)	$352,000	07/24/2012 FP-11-28 20 Months 03/31/2017 Support

Tehama County (County) is requesting a 20-month extension to the mitigation period of the construction completion phase of the Bowman Road Bridge (08C-0009) project. The County has experienced an unforeseen delay during the construction phase.

The County awarded the contract on July 2012 and completed construction on September 2014. However, the County was unaware of the United States Army Corps of Engineers Long Term Environmental Commitment (LTEC) planting, sustaining and monitoring mitigation requirement. The LTEC period is for ten years, and the County anticipates performing the majority of the mitigation within the next two years. The remaining eight-year period of habitat mitigation and monitoring will be paid with local funds. Therefore, the County is requesting a 20-month extension from July 31, 2015 to March 31, 2017.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 44

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.9a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: John Hoole, Chief (Acting)
Division of Local Assistance

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTIONS: RESOLUTION TFP-16-18 AND RESOLUTION TFP-16-19**

ISSUE:

Should the California Transportation Commission (Commission) approve a technical correction to revise the program code for Traffic Congestion Relief Program (TCRP) Project 98 – Peach Avenue Widening (PPNO 6868) in Fresno County, and for TCRP Project 112 – Kings County Roadway Overlay and Restriping (PPNO 6869) in Kings County, both projects were approved by the Commission on May 17, 2017?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve a technical correction to revise the program code for TCRP Project 98 – Peach Avenue Widening (PPNO 6868) in Fresno County approved under Resolution TFP-16-18, and for TCRP Project 112 – Kings County Roadway Overlay and Restriping (PPNO 6869) in Kings County, approved under Resolution TFP-16-19.

ISSUE:

At its May 2017 meeting, the Commission approved Resolutions TFP-16-18 and TFP-16-19, for funding for two TCRP projects – Project 98 in Fresno County and Project 112 in Kings County.

However, at the time the projects were approved, the program code was listed incorrectly in the vote box of the Book Item Attachments for each project; the vote boxes showed the program code as 20.30.710.000 and it should have been 20.30.710.876.

The required change, listed above, is reflected in strike through and bold in the vote boxes on attachment.

There are no changes to the Book Item Memorandum.

Attachment

2.5 Highway Financial Matters ***(TECHNICALLY CORRECTED 08/16/2017)***

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5t.(1)	**Locally Administered TCRP Projects Off the State Highway System**			**Resolution TFP-16-18**
1 $1,400,000 City of Fresno FCOG 06-Fresno	Peach Avenue Widening. Widen Peach Avenue to four-lane arterial and add pedestrian over-crossings for three schools between Butler Avenue and Belmont Avenue. (TCRP# 98.) **This is a Tier 1 project - Reimbursement.** (CEQA - MND, 12/29/2008.) Future Consideration of Funding approved under Resolution E-09-08; February 2009. **Change to the program code from "20.30.710.000" to "20.30.710.876" was made via a technical correction at the August 2016 CTC Meeting.** Outcome/Output: Improve the linkage between SR99 and the Fresno-Yosemite International Airport, improve passenger and freight services, and provide safer access for students.	06-6868 TCRP/16-17 R/W $1,400,000 0600000510 S	601-3007 TCRF ~~20.30.710.000~~ **20.30.710.876**	$1,400,000

2.5 Highway Financial Matters ***(TECHNICALLY CORRECTED 08/16/2017)***

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5t.(2b)	**Locally Administered TCRP Projects Off the State Highway System**			**Resolution TFP-16-19**
1 $1,500,000 Kings County KCAG 06-Kings	Kings County General Roadway Overlay and Restriping. Road Improvements on Jersey Avenue and 18th Avenue. (TCRP# 112.) **This is a Tier 2 project - Allocation.** (CEQA - CE, 2/24/2017.) Right of Way Certification: 3/16/17 **Change to the program code from "20.30.710.000" to "20.30.710.876" made via technical correction at the August 2017 CTC meeting.** Outcome/Output: Relief of traffic congestion near Santa Rosa Rancheria.	06-6869 TCRP/16-17 CONST $1,500,000 0617000184 S	601-3007 TCRF ~~20.30.710.000~~ **20.30.710.876**	$1,500,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 45

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.9b.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve the following technical correction to correct the resolution number for the Traffic Congestion Relief Program (TCRP) Project Amendment approved on January 18-19, 2017.

ISSUE:

At the January 2017 meeting, the Commission approved project amendment Resolution TFP-16-12 for TCRP Project 106 in Merced County.

However, the resolution numbers listed incorrectly on the book item were approved as "Resolution TFP-16-12, Amending Resolution TFP-09-03" and should be "Resolution TAA-16-14, Amending Resolution TAA-09-03". Therefore, the resolution numbers need to be updated throughout the Book Item Memorandum where applicable.

The required changes, listed above, are reflected in strike through and bold in the following revised Book Item Memorandum.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 18-19, 2017

Reference No.: 2.1a.(4)
Action Item
Technically Corrected June 28-29, 2017

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **TRAFFIC CONGESTION RELIEF PROGRAM PROJECT AMENDMENT**
~~RESOLUTION TFP-16-12, AMENDING RESOLUTION TFP-09-03~~
RESOLUTION TAA-16-14, AMENDING RESOLUTION TAA-09-03

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve a project amendment for Traffic Congestion Relief Program (TCRP) Project 106 in Merced County, as described below.

ISSUE:

The Merced County Department of Public Works is requesting to amend TCRP Project 106 – Campus Parkway; from State Route (SR) 99 to Yosemite Avenue (PPNO 5951), as follows:

- Transfer $200,000 from Construction to Plans, Specifications and Estimates (PS&E).
- Split Segment 2 into Segment 2A and Segment 2B.

BACKGROUND:

The overall project will construct a new four-lane, limited access expressway on the east side of the City of Merced from SR 99 to Yosemite Avenue. The work was previously divided into three segments:

- Segment 1 – SR 99 to Childs Avenue
- Segment 2 – Childs Avenue to 0.25 mile north of Route 140
- Segment 3 – From 0.25 mile north of Route 140 to Yosemite Avenue

Merced County has been working on the Campus Parkway project since 1998. The original project limits for Campus Parkway extended from SR 99 to Bellevue Road. However, during the environmental phase, the project limits were modified due to the number of vernal pools impacted by the proposed project. As a result, the project limits were reduced to end at Yosemite Avenue for logical termini. The TCRP Project Application approved by the Department and Commission staff

on February 13, 2002 reflected the revised project limits from SR 99 to Yosemite Avenue. The environmental analysis and Right-of-Way acquisition have been completed for the entire project and construction for Segment 1 - SR 99 to Childs Avenue is complete and operational.

A total of $23,000,000 of TCRP funds were committed for this project. To date, the Commission has approved $17,526,000 in allocations. Right of way allocations were made in 2006, 2007, and 2009 for a total of $7,730,000 for the whole project. PS&E allocations total $2,295,000 which includes $400,000 in 2006 for Segment 1 and $1,895,000 in 2009 for Segment 2. In 2008, the Commission approved a construction allocation for Segment 1 for $12,000,000; bids came in low and final construction cost was adjusted to $7,501,000. In 2009, the resulting construction savings of $4,499,000 were redistributed to Segment 2 for construction, PS&E, and Right-of-Way. The PS&E for Segment 2 was completed several years ago with TCRP, Demonstration funds, and local funds, and was put on the shelf due to the lack of construction funding. The remaining TCRP funding available to the project is $5,474,000.

In order to proceed with the project and stay within the limited funding available, it is proposed to divide Segment 2 into Segment 2A and Segment 2B. Segment 2A will include construction of Campus Parkway from Childs Avenue to SR 140, the widening and channelization of SR 140 and the construction of a portion of the connector road from SR 140. Segment 2B will include the construction of Campus Parkway from Childs Avenue over SR 140 and to the connector roadway constructed in Segment 2A.

Construction contract plans will be updated and broken into the two segments. The cost to update and separate the plans is estimated to be $200,000. (There is a concurrent action on this month's Commission agenda requesting the additional PS&E allocation to update the PS&E package for the two proposed Segments). The construction estimate for Segment 2A is $5.2 million. Segment 2A will be funded totally by the available TCRP funds and delivered in Fiscal Year 2017-18. The construction estimate for Segment 2B is $25 million and is currently unfunded.

	Segment 2 - Childs Avenue to 0.25 mile north of Route 140	Split Segment 2A – Childs Avenue to SR 140, the widening and channelization of SR 140 and the construction of a portion of the connector road from SR 140	Split Segment 2B - Construction of Campus Parkway from Childs Avenue over SR 140 and to the connector roadway constructed in Segment 2A.
	PS&E	CON	CON
Previous TCRP	$1,895,000	$0	$0
Remaining TCRP	$200,000	$5,274,000	$0
Other funds	$0	$0	$0
Unfunded Need	$0	$0	$25,000,000
Total	$2,095,000	$5,274,000	$25,000,000

~~RESOLUTION TFP-16-12:~~
RESOLUTION TAA-16-14:

Resolved, with all conditions stipulated still in effect, the California Transportation Commission hereby revises TCRP Project 106 to reflect the changes described above and as illustrated in the following table; and

Be it Further Resolved, that the project(s), as component phases or in their entirety, appear under Government Code Section 14556.40(a) and are entitled to participate in this allocation; and

Be it Further Resolved, that reimbursement of eligible costs is subject to the policies, restrictions and assurances as set forth in the Commission's policy for allocating, monitoring, and auditing TCRP projects, and is governed by the terms and conditions of the Fund Transfer Agreement, Program Supplement or Cooperative Agreement, and subsequent amendments to the same if required, as executed between the Implementing Agency and the Department.

REVISES: TCRP Project 106 – Campus Parkway; build new arterial in Merced County from State Route 99 to Yosemite Avenue (PPNO 5951)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Merced	10	5951	4A0700	LA				

Implementing Agency: (by component)	**PA&ED**	Merced County	**PS&E**	Merced County	
	R/W	Merced County	**CON**	Merced County	

RTPA/CTC:	Merced County Association of Governments
Project Title:	Campus Parkway
Location	In and near the city of Merced.
Description:	Construct a new arterial from Route 99 to Yosemite Avenue.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	16/17	17/18	18/19	19/20	20/21	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	500	500								500			
Change	0	0								0			
Proposed	500	500								500			
TCRP (Committed)													
Existing	23,000	23,000	0	0				7,730	12,975		2,295		
Change	0	(5,474)	200	5,274					(200)		200		
Proposed	23,000	17,526	200	5,274				7,730	12,775		2,495		
Demo													
Existing	10,320	10,320						4,993		2,312	3,015		
Change	0	0						0		0	0		
Proposed	10,320	10,320						4,993		2,312	3,015		
Local Funds													
Existing	6,650	6,650							6,224	125	301		
Change	0	0							0	0	0		
Proposed	6,650	6,650							6,224	125	301		
Demo													
Existing	360	360						360					
Change	0	0						0					
Proposed	360	360						360					
Demo													
Existing	1,800	1,800						1,800					
Change	0	0						0					
Proposed	1,800	1,800						1,800					
Local Funds													
Existing	10,523	10,523							10,523				
Change	0	0							0				
Proposed	10,523	10,523							10,523				
Local Funds													
Existing	48,000	48,000							48,000				
Change	0	0							0				
Proposed	48,000	48,000							48,000				
Future Need													
Existing	27,493	27,493							27,493				
Change	0	0							0				
Proposed	27,493	27,493							27,493				
Total													
Existing	128,646	128,646	0	0				14,883	105,215	2,937	5,611		
Change	0	(5,474)	200	5,274				0	(200)	0	200		
Proposed	128,646	123,172	200	5,274				14,883	105,015	2,937	5,811		

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 46

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.9c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kyle Gradinger, Chief (Acting)
Division of Rail and Mass Transportation

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTIONS: RESOLUTION TFP-16-29 AND RESOLUTION TFP-16-23**

ISSUE:

Should the California Transportation Commission (Commission) approve a technical correction to revise the Expenditure Authorization (EA) Code under Resolutions TFP-16-29 and TFP-16-23, and revise the Project ID under Resolution TFP-16-29, all originally approved at the June 2017 meeting, for Traffic Congestion Relief Program (TCRP) Project 116 – Northeast Corridor Enhancements (PPNO 3148), in Sacramento County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve a technical correction to revise the EA Code under Resolutions TFP-16-29 and TFP-16-23, and revise the Project ID under Resolution TFP-16-29, for TCRP Project 116 – Northeast Corridor Enhancements (PPNO 3148).

ISSUE:

At its June 2017 meeting, the Commission approved Resolution TFP-16-23, for $5,100,000 in Tier 2 TCRP funding to construction, and Resolution TFP-16-29, redistributing $26,000 in previously allocated TCRP Tier 1 funds from Right of Way to construction, for TCRP Project 116 – Northeast Corridor Enhancements (PPNO 3148).

However, at the time the project was approved, the EA Code was listed incorrectly in the vote boxes on the Book Item Attachments; the vote boxes show the EA Code as R9297H for both resolutions. The correct EA Codes should be R9307E and R9307F respectively. In addition, the vote box for Resolution TFP-16-29 lists the Project ID as 0317000309 and it should be 0318000024 instead.

The required changes, listed above, are reflected in strike through and bold in the revised vote boxes on attachment.

There are no changes to the Book Item Memorandum.

Attachment

Project # / Allocation Amount / Recipient / RTPA/CTC / District-County	Project Title / Project Description	Dist-PPNO / Program / Year / Programmed: Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # / Fund Type / Program Code	Amount by Fund Type
2.5t.(2i)	**Financial Allocation Amendment- Locally Administered TCRP Tier 1 Transit Projects**			**Resolution TFP-16-29** Amending Resolution TFP-10-07
1 $0 Sacramento Regional Transit District SACOG 03 - Sacramento	**Project 116 - Northeast Corridor Enhancements.** In Sacramento County, double tracking, station improvements, traction power upgrades and facility improvements on the I-80 Corridor from downtown Sacramento to the Watt I-80 station.	03-3148 TCRP/2016-17 CONST $26,000 ~~0317000309~~ **0318000024** S ~~R9297H~~ **R9307E**	601-3007 TCRF 30.10.710.010	$0

Phase	Original Amount	Amended Amount	Revised Amount
Right of Way	$423,000	-$26,000	$397,000
Construction	$8,106,000	$26,000	$8,132,000
Totals	**$8,529,000**	**$0**	**$8,529,000**

(Future Consideration of Funding approved under Resolution E-05-23; November 2005.)

Concurrent TCRP programming amendment under Resolution TAA-16-01; June 2017. Reference 2.1a.(3a).

Change to the EA code from R9297H to R9307E was made via technical correction at the August 2017 CTC Meeting.

Outcome/Output: Installation of a traction power substation.

Amend Resolution TFP-10-07 to redistribute $26,000 in previously allocated funds from R/W to Construction.

2.5 Highway Financial Matters

(TECHNICALLY CORRECTED 08/16/2017)
(Project 1 only)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5t.(2c)	**Locally Administered TCRP Transit Projects**			**Resolution TFP-16-23**
1 $5,100,000 Sacramento Regional Transit District SACOG 03-Sacramento	**Project 116 - Northeast Corridor Enhancements.** In Sacramento County on the I-80 Corridor from downtown Sacramento to the Watt/I-80 station. Double tracking, station improvements, traction power upgrades, and facility enhancements (Future consideration of funding approved under Resolution E-05-23; November 2005.) **(This is a Tier 2 project-allocation consistent with the Commission's TCRP close-out policy established May 2017.)** Concurrent TCRP programming amendment under Resolution TAA-16-06; June 2017. **Change to the EA from "R9297H" to "R9307F" was made via a technical correction at the August 2017 CTC Meeting.** Outcome/Output: Installation of a traction power substation.	03-3148 TCRP/16-17 CONST $5,100,000 0317000309 S ~~R9297H~~ **R9307F**	601-3007 TCRF 30.10.710.010	$5,100,000
2 $7,900,000 Sacramento Regional Transit District SACOG 03-Sacramento	**Project 115 - South LRT ext, Meadowview-Calvine.** In Sacramento County, South Line from Meadowview Road to Calvine/Auberry. Extend light rail line. Concurrent TCRP programming amendment under Resolution TAA-16-06; June 2017. **(This is a Tier 2 project allocation consistent with the Commission's TCRP close-out policy established May 2017.** (Future consideration of funding approved under Resolution E-09-27; April 2009.) Outcome/Output: Improve public transit service on the south line corridor between Meadowview and Calvine.	03-3L05 TCRP/16-17 CONST $7,900,000 0317000308 S R9297E	601-3007 TCRF 30.10.710.010	$7,900,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5t.(2c)	**Locally Administered TCRP Transit Projects**			**Resolution TFP-16-23**
3 $812,000 Southern California Regional Rail Authority SCRRA 08-San Bernardino	**Project 56.1 - San Bernardino Line - Construction of Turnouts at Control Point Beech.** In San Bernardino County, replace turnouts at Control Point (CP) Beech; turnouts that move trains from one tack to another at the control point that transitions trains from double-track to the west of CP Beech to single-track on the east. (CEQA - CE;9/21/1991.) **This is a Tier 2 project allocation consistent with the Commission's TCRP Close-out policy established May 2017.** Concurrent TCRP programming amendment under Resolution TAA-16-11; June 2017. Outcome/Output: Turnouts now at end of useful life and replacement will preserve safety and reliability of the line.	08-T0561 TCRP/16-17 CONST $812,000 0817000212 S R3677A	601-3007 TCRF 30.10.710.010	$812,000

M e m o r a n d u m Tab 47

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 4.16 -*Revised*
Action

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Reza Afhami, P.E.
Acting Assistant Deputy Director

Subject: **APPROVAL OF THE SEMI ANNUAL PROPOSITION 1B STATUS REPORT**

ISSUE:

Should the California Transportation Commission (Commission) approve the attached Proposition 1B Semi-Annual Status Report for submittal to the Department of Finance?

RECOMMENDATION:

Commission staff recommend the Commission approve the attached Proposition 1B Semi-Annual Status Report for submittal to the Department of Finance.

BACKGROUND:

Senate Bill 88 designates the Commission as the administrative agency for the Proposition 1B funded Corridor Mobility Improvement Account, State Route 99 Corridor Account, Trade Corridor Improvement Fund, State & Local Partnership Program, Local Bridge Seismic Retrofit Account, Highway Railroad Crossing Safety Account, and Traffic Light Synchronization Program (collectively Proposition 1B Programs). As the administrative agency, the Commission is required to report on a semi-annual basis to the Department of Finance on the progress of the projects in these Proposition 1B Programs. The purpose of the report is to ensure that the projects are being executed in a timely manner and within the approved scope and budget.

The Proposition 1B Semi-Annual Status Report (Attachment A) and the Commission's Annual Report, issued in December, provide the reports mandated by Senate Bill 88.

Attached is the proposed Proposition 1B Semi-Annual Status Report. Upon Commission approval, the Proposition 1B Semi-Annual Status Report (Attachment A), current Proposition 1B Quarterly Report presented at the June 2017 Commission meeting (Attachment B) and transmittal letter (Attachment C) will be submitted to the Department of Finance.

Attachments:

- Attachment A: Proposition 1B Semi-Annual Report
- Attachment B: Proposition 1B Quarterly Report
- Attachment C: Commission Transmittal Letter of Proposition 1B Semi-Annual Report to Department of Finance (Draft)

CALIFORNIA TRANSPORTATION COMMISSION

Proposition lB Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006

Semi-Annual Status Report
July 2017

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DRAFT

CALIFORNIA TRANSPORTATION COMMISSION

Proposition lB Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006

Semi-Annual Status Report
July 2017

BACKGROUND

Proposition 1B, approved by the voters in November 2006, authorized the issuance of $19.925 billion in state general obligation bonds with $12.025 billion to be programmed and allocated by the California Transportation Commission (Commission) for specific transportation programs intended to relieve congestion, facilitate goods movement, improve air quality, and enhance the safety of the state's transportation system. These transportation programs include the Corridor Mobility Improvement Account; State Route 99 Corridor Account; Trade Corridors Improvement Fund; State-Local Partnership Program; Local Bridge Seismic Retrofit Account; Highway-Railroad Crossing Safety Account; Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA); Traffic Light Synchronization Program; and the augmentation of the existing State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP) (collectively Proposition 1B Programs). Consistent with the requirements of Proposition 1B, with the exception of the PTMISEA, the Commission programs and allocates bond funds in each of the above-mentioned programs.

At its August 2015 meeting, the Commission approved a report titled "Promises Made, Promises Kept[1]" which highlights the management and outcomes of the Proposition 1B programs. The report provides an overview of the projects delivered through the Proposition 1B programs administered by the Commission and highlighted the efficient management and effective partnerships developed between the regional transportation planning agencies, Caltrans and the Commission to leverage additional dollars and deliver even more projects than originally promised. The Commission believes that the successful management of Proposition 1B programs provides a strong track record of past success that demonstrates a clear path forward for future transportation investment.

CLOSE-OUT PHASE

With almost all Proposition 1B funds allocated and most of the allocated projects either constructed or finishing construction, the Commission continues to monitor progress of the projects through the close-out phase of the program. As projects are completed, the Commission is working with Caltrans and project sponsors to determine the degree to which benefits identified

[1] For more information on the success of the program, see the Commission's report, "Proposition 1B: Promises Made, Promises Kept"; http://www.catc.ca.gov/1baccount/Proposition_1B_Report_9-2-15.pdf.

at the time of programming have been achieved. Although, for many of the projects, the benefits will not be immediately identifiable, the Commission will continue to monitor and require that project sponsors report the benefits achieved over time. In addition, the Commission continues to consult with Caltrans, to ensure that the annual Caltrans audit plan encompasses bond funded projects. Status reports for Proposition 1B programs and projects can be found at http://www.bondaccountability.dot.ca.gov/bondacc/.

~~The fourth quarter FY 2016-17 Proposition 1B programmed funds and allocations will be provided in an updated report soon.~~

As of June 30, 2017, the Commission allocated $11.627 billion of the $12.025 billion in Proposition funds programmed under its purview.

PROGRAM SPECIFIC UPDATES

Corridor Mobility Improvement Account

Proposition 1B authorized $4.5 billion in general obligation bond proceeds to be deposited in the Corridor Mobility Improvement Account (CMIA). Funds in the CMIA are available for performance improvements on the state highway system, or major local access routes to the state highway system, that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within high-congestion travel corridors.

When the CMIA program was adopted in February 2007, the Commission programmed the entire $4.5 billion in available bond funds for 54 projects and leveraged another $4.6 billion in federal, state and local funds to achieve a $9.1 billion program. The Commission and its partners were successful in allocating the CMIA program funds within the statutory deadline of December 31, 2012. Capitalizing on cost savings realized at construction contract award, the Commission grew the CMIA program from 54 corridor projects valued at $9.1 billion to 90 projects valued at ~~$12.3~~ $12.4 billion. Due to complexity, timing and construction phasing, some corridor projects were constructed in stages, resulting in 129 individual construction contracts.

Consistent with the Proposition 1B savings policy approved in January 2014, the Commission transferred approximately $72 million in CMIA project close-out and administrative savings to replace an equal amount of STIP funds on six projects that were eligible to receive CMIA program funds. The State Highway Account capacity gained was then transferred to fund additional SHOPP projects. In FY 2016-17, $14.26~~0~~ million was generated in savings and transferred to STIP. As CMIA projects are completed and final close-out reports are received, Caltrans will continue to apply CMIA fund savings to eligible STIP projects and transfer the STIP State Highway Account Capacity savings to the SHOPP.

~~*A table showing the latest CMIA program projects transactions will be included in an updated report and provided soon.*~~

As of June 30, 2017, 114 of the 129 construction contracts totaling $3.09 billion have been completed and 15 contracts totaling $1.39 billion are under construction. In FY 2016-17, 11 construction contracts totaling $526.90 million were completed. The table below provides the summary of the allocated CMIA contracts, contracts under construction, and contracts completed by fiscal year.

CMIA Program Contracts and Dollars by FY of Allocation (millions)										
	Allocated CMIA Contracts			Contracts Under Construction			Construction Contracts Accepted			
Fiscal Year	#	Total Funds	CMIA Funds	#	Total Funds	CMIA Funds	#	Total Funds	CMIA Funds	# FDRs
07-08	11	$1,049.56	$663.90							
08-09	17	$2,615.38	$1,158.02	1	$1,137.70	$730.00				
09-10	18	$960.88	$439.29				4	$205.78	$60.11	4
10-11	14	$928.72	$103.17	2	$273.40	$55.54	8	$373.70	$182.58	8
11-12	63	$4,125.31	$2,021.85	7	$1,235.89	$451.09	8	$437.03	$273.97	8
12-13	6	$2,698.10	$90.56	5	$2,355.60	$151.66	19	$922.66	$409.64	17
13-14							19	$974.66	$386.77	18
14-15							19	$1,577.29	$582.90	14
15-16							26	$1,644.57	$665.63	7
16-17							11	$1,239.57	$526.90	
Total Value	**129**	**$12,377.96**	**$4,476.79**	**15**	**$5,002.59**	**$1,388.29**	**114**	**$7,375.26**	**$3,088.50**	**76**

A total of 90 Corridor projects in CMIA are reflected in 129 construction contracts. Final delivery reports (FDRs) are to be completed within six months after construction contracts are accepted. This report reflects the available data as of June 30, 2017. Figures may not sum up due to rounding.

State Route 99 Corridor Account

Proposition 1B authorized $1 billion in general obligation bond proceeds to be deposited in the State Route 99 (SR-99) Account. Funds in the SR-99 Account may be used for safety, operational enhancement, rehabilitation, or capacity improvement projects on the SR-99 corridor. The corridor traverses approximately 400 miles of the state's central valley. The Commission programmed 23 SR-99 corridor projects. ~~(~~Some of the corridor projects are constructed in stages, thus resulting in 27 construction contracts.~~)~~ Including non-bond fund sources, the SR-99 corridor projects are valued at more than $1.3 billion.

~~In FY 2015-16, a programmatic review of the San Joaquin Valley projects was completed. As a result of that review, adjustments were made to 12 projects and an additional $11 million in savings was realized, thus bringing the uncommitted program balance to $23 million.~~

~~*A table showing the latest SR-99 program projects transactions will be included in an updated report and provided soon.*~~

As of June 30, 2017, 25 of the 27 allocated contracts totaling $792 million have been completed and 2 contracts totaling $165 million are under construction. In FY 2016-17, 3 construction

contracts totaling $93 million were completed. The table below shows the summary of the allocated SR-99 contracts, contracts under construction, and contracts completed by fiscal year.

SR-99 Program Contracts and Dollars by FY of Allocation (millions)										
	Allocated Contracts			Contracts Under Construction			Construction Contracts Accepted			
Fiscal Year	#	Total Funds	SR-99 Funds	#	Total Funds	SR-99 Funds	#	Total Funds	SR-99 Funds	# FDRs
9-10	5	$194.9	$221.2							
10-11	1	$38.3	$29.4							
11-12	15	$813.1	$716.2				1	$22.0	$22.0	1
12-13	4	$87.0	-$42.6				2	$15.0	$11.0	2
13-14	2	$211.4	$32.4				1	$32.0	$19.0	1
14-15							8	$340.0	$259.0	6
15-16							10	$547.0	$388.0	3
16-17				2	$257.0	$165.0	3	$130.0	$93.0	5
Total Value	**27**	**$1,344.7**	**$956.6**	**2**	**$257.0**	**$165.0**	**25**	**$1,086.0**	**$792.0**	**18**

Final delivery reports (FDRs) are to be completed within six months after construction contracts are accepted. This report reflects the available data as of June 30, 2017. Figures may not sum up due to rounding.

Trade Corridors Improvement Fund

Proposition 1B authorized $2 billion in general obligation bond proceeds to be deposited in the Trade Corridors Improvement Fund (TCIF). Funds in the TCIF are available for allocation to California infrastructure improvements along federally designated "Trade Corridors of National Significance" or along other corridors that have a high volume of freight movement. TCIF funds may be used for highway capacity and operational improvements to more efficiently accommodate the movement of freight from seaports, land ports of entry and airports to warehousing and distribution centers; for freight rail improvements to move goods from seaports and land ports of entry to warehousing and distribution centers throughout California; truck corridor improvements, including dedicated truck facilities or truck toll facilities; and border access improvements to enhance goods movement between California and Mexico. Proposition 1B requires that the Commission allocate funds on projects that improve trade corridor mobility while reducing diesel particulate and other pollutant emissions.

Recognizing the critical freight needs in California, the Commission proposed a strategy to increase TCIF funding by moving $500 million from the State Highway Account (via the SHOPP Program) to fund State-level priorities that are critical to goods movement. This strategy was subsequently codified in AB 268 (Committee on Budget, Chapter 756, and Statutes of 2008).

The Commission has approved all necessary baseline agreements and updated the savings policy to extend the savings utilization deadline by three years. Newly programmed projects must be allocated by June 2019 and awarded by December 2019.

~~*A table showing the latest TCIF transactions will be included in an updated report and provided soon.*~~

As of June 30, 2017, 98 projects have been programmed in the TCIF program totaling $2.44 billion and $2.43 billion has been allocated. Due to complexity, timing, and construction phasing, some corridor projects were split into multiple projects resulting in 102 individual construction contracts.

From the 102 allocated construction contracts, 55 contracts totaling $954.43 million have been completed and 47 contracts totaling $1.47 billion are under construction. In FY 2016-17, 13 construction contracts totaling $328.75 million were completed. Currently, the TCIF available capacity is about $14.42 million. The table below provides the summary of the programmed and allocated TCIF contracts, contracts under construction, and contracts completed by fiscal year.

TCIF Program Projects, Contracts, and Dollars by FY of Allocation (1,000's)

	Programmed Projects		Allocated TCIF Contracts			Contracts Under Construction			Contracts Completed			
Fiscal Year	#	TCIF Funds	#	Total Funds	TCIF Funds	#	Total Funds	TCIF Funds	#	Total Funds	TCIF Funds	# FDRs
07-08	54	$1,878,966	1	$33,003	$4,953		$0	$0		$0	$0	
08-09	2	$42,557	4	$237,968	$108,123		$0	$0		$0	$0	
09-10	1	$27,847	2	$88,841	$29,724	2	$499,241	$242,141	2	$33,003	$4,953	1
10-11	2	$33,583	9	$1,741,094	$466,855		$0	$0		$0	$0	
11-12	5	$112,129	22	$1,633,619	$610,709	3	$662,286	$246,613	2	$45,870	$17,037	2
12-13	3	$33,018	29	$2,435,300	$747,034	5	$1,351,061	$306,995	3	$120,553	$60,410	2
13-14	11	$198,014	14	$863,015	$326,443	14	$1,607,336	$405,768	6	$256,178	$121,070	3
14-15	9	$29,999	9	$132,415	$53,732	9	$526,622	$169,430	15	$760,717	$230,115	4
15-16	6	$54,225	9	$337,437	$54,943	5	$273,498	$70,681	14	$550,436	$192,093	6
16-17	5	$31,921	3	$1,689,176	$25,320	9	$1,758,079	$31,784	13	$746,988	$328,747	6
Total Value	**98**	**$2,442,259**	**102**	**$9,191,868**	**$2,427,836**	**47**	**$6,678,123**	**$1,473,412**	**55**	**$2,513,745**	**$954,425**	**24**

Final delivery reports (FDRs) are to be completed within six months after construction contracts are accepted. This report reflects the available data as of June 30, 2017. Figures may not sum up due to rounding. Due to complexity, some programed projects were split into multiple projects and contracts.

Traffic Light Synchronisation Program

Proposition 1B authorized $250 million in general obligation bond proceeds for the Traffic Light Synchronization Program (TLSP). The TLSP is a program for traffic light synchronization or other technology-based improvements to safely operate and effectively manage capacity of local streets and roads.

Government Code Section 8879.64(b), added by SB 88 (Chapter 181, Statutes of 2007), directs that $150 million from the TLSP be allocated to the City of Los Angeles for upgrading and installing traffic signal synchronization within its jurisdiction. SB 88 also designated the Commission as the administrative agency responsible for adopting guidelines and programming funds for the TLSP program.

The Commission programmed 22 traffic light synchronization projects for the City of Los Angeles and 59 traffic light synchronization projects for agencies other than the City of Los Angeles for a total of 81 TLSP projects with a net programmed value of about $243.84 million.

~~*A table showing the latest TLSP transactions will be included in an updated report and provided soon.*~~

Due to complexity, timing and construction phasing, some projects were split into multiple projects, resulting in 85 individual construction contracts.

As of June 30, 2017, 77 of the 85 allocated construction contracts totaling $182.15 million have been completed and 8 contracts totaling $61.70 million are under construction. The table below shows the summary of the programmed and allocated TLSP contracts, contracts under construction, and contracts completed by fiscal year.

TLSP Program Projects, Contracts, and Dollars by FY of Allocation

	Programmed Projects		Allocated TLSP Contracts			Contracts Under Construction			Contracts Completed			
Fiscal Year	#	TLSP Funds	#	Total Funds	TLSP Funds	#	Total Funds	TLSP Funds	#	Total Funds	TLSP Funds	# FDRs
08-09			38	$69,469,506	$61,337,300				4	$1,331,196	$660,756	3
09-10	84	$245,000,000	17	$65,114,939	$42,717,000	1	$35,349,000	$17,500,000	14	$7,255,481	$4,960,827	11
10-11			7	$65,817,210	$61,940,500	1	$25,618,405	$18,718,405	16	$15,063,859	$11,204,170	14
11-12	-3	($1,154,067)	15	$49,948,000	$38,628,354				7	$30,158,838	$19,390,341	7
12-13			1	$35,349,000	$6,799,579				19	$67,773,976	$50,977,334	11
13-14			3	$13,711,100	$11,819,400	1	$5,597,300	$4,877,900	8	$45,005,800	$34,934,400	5
14-15			3	$24,576,820	$13,540,700	2	$20,214,920	$15,779,300	8	$58,748,100	$53,502,500	5
15-16			0			1	$4,361,900	$4,076,500	1	$7,507,800	$6,515,500	1
16-17			1	$14,100,000	$7,063,100	2	$14,100,000	$748,000				0
Total Value	**81**	**$243,845,933**	**85**	**$338,086,575**	**$243,845,933**	**8**	**$105,241,525**	**$61,700,105**	**77**	**$232,845,050**	**$182,145,828**	**57**

In 11-12, three projects were removed from the program. Final delivery reports (FDRs) are to be completed within six months after construction contracts are accepted. This report reflects the available data as of June 30, 2017. Figures may not sum up due to rounding. Due to complexity, some programed projects were split into multiple projects and contracts.

Highway-Railroad Crossing Safety Account

Proposition 1B authorized $250 million in general obligation bond proceeds for the Highway-Railroad Crossing Safety Account (HRCSA) program to fund the completion of high-priority grade separation and railroad crossing safety improvements.

The HRCSA program is subject to the provisions of Government Code Section 8879.23 (j) where the HRCSA program funding is split into two parts as follows:

- Part 1 - $150 million for projects on the Public Utilities Commission (PUC) project list pursuant to the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code.

- Part 2 - $100 million for high-priority railroad crossing improvements that are not part of the PUC priority list process.

Since 2008 the HRCSA program has gone through five two-year programming cycles. As projects are completed and final expenditures are recorded, program savings are recycled. ~~At this time approximately $2.5 million in accrued savings could be available for a 2018 HRCSA programming cycle.~~

~~*A table showing the latest TCIF transactions will be included in an updated report and provided soon.*~~

As of June 30, 2017, 38 projects have been programmed totaling $246.5 million. From the total programmed value of $246.5 million, $243.7 million has been allocated. From the 38 projects, 32 projects totaling $201.6 million have been completed and 6 projects totaling $42.1 million are under construction. Currently, the HRCSA available capacity is about $2.8 million. The table below provides the summary of the programmed and allocated HRCSA projects, projects under construction, and completed projects by fiscal year.

HRCSA Program Projects and Dollars by FY of Allocation (millions)

2-Year Program Cycle	Programmed Projects		Allocated Projects			Projects Under Construction			Completed Projects			
	#	HRCSA Funds	#	Total Funds	HRCSA Funds	#	Total Funds	HRCSA Funds	#	Total Funds	HRCSA Funds	# FDRs
06-08	16	$116.7	16	$520.5	$116.7	1	$60.9	$5.0	15	$459.6	$111.7	15
08-10	8	$66.0	8	$294.9	$66.0	1	$48.8	$5.0	7	$246.1	$61.0	6
10-12	12	$42.8	12	$147.2	$42.7	2	$35.0	$13.8	10	$112.2	$28.9	9
12-14	1	$18.3	1	$153.2	$18.3	1	$153.2	$18.3	0	$0.0	$0.0	0
14-16	1	$2.7	1	$78.4	$0.0	1	$78.4	$0.0	0	$0.0	$0.0	0
Total	**38**	**$246.5**	**38**	**$1,194.2**	**$243.7**	**6**	**$376.3**	**$42.1**	**32**	**$817.9**	**$201.6**	**30**

Final delivery reports (FDRs) are to be completed within six months after construction contracts are accepted. This report reflects the available data as of June 30, 2017. Figures may not sum up due to rounding. In FY 2012, one project was split in two phases.

Public Transportation Modernization, Improvement, and Service Enhancement Account

Proposition 1B authorized $4 billion for the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). Funds in the PTMISEA account are available for intercity rail projects; commuter or urban rail operators; bus operators; waterborne transit operators; and other transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus and rapid transit improvements, and rolling stock procurement, rehabilitation, and/or replacement.

Of the $4 billion authorized for the PTMISEA, $3.6 billion is available for allocation by the State Controller in accordance with the following Public Utilities Code (PUC) distributions:

- 50 percent allocated by formula to local transit operators as specified in PUC Section 99314
- 50 percent allocated by formula to regional entities as specified in PUC Section 99313

The remaining $400 million is available for programming and allocation by the Commission for intercity rail (IR) capital improvements.

~~*A table showing the latest program transactions will be included in an updated report.*~~

As of June 30, 2017, 22 IR projects have been allocated totaling $339.50 million. From the 22 projects, 12 projects totaling $126.13 million in IR funds have been completed and 10 projects totaling $213.37 million are under construction. The table below shows the summary of the allocated IR projects, projects under construction, and completed projects by fiscal year.

IR Program Projects and Dollars by FY of Allocation (millions)										
	Allocated IRI Projects			Projects Under Construction			Completed Projects			
Fiscal Year	#	Total Funds	IR Funds	#	Total Funds	IR Funds	#	Total Funds	IR Funds	# FDRs
07-08	5	85.59	50.38				5	$85.59	$50.38	5
08-09	2	50.49	35.49				2	$50.49	$35.49	2
09-10	1	3.10	3.15				1	$3.10	$3.15	1
10-11	1	3.75	3.75				1	$3.75	$3.75	1
11-12	2	195.71	67.45	2	$195.71	$67.45				
12-13	1	25.75	25.75				1	$25.75	$25.75	1
13-14	3	87.56	11.81	2	$5.31	$5.31	1	$82.25	$6.50	1
14-15	3	141.42	108.22	3	$141.42	$108.22				
15-16	3	32.80	32.50	2	$31.70	$31.40	1	$1.10	$1.10	1
16-17	1	22.73	1.00	1	$22.73	$1.00				
Total Value	**22**	**648.90**	**339.50**	**10**	**$396.86**	**$213.37**	**12**	**$252.04**	**$126.13**	**12**

Final delivery reports (FDRs) are to be completed within six months after construction contracts are accepted. This report reflects the available data as of June 30, 2017. Figures may not sum up due to rounding.

Local Bridge Seismic Retrofit Account

Proposition 1B authorized $125 million for the Local Bridge Seismic Retrofit Account (LBSRA). The LBSRA provides the 11.5% required match for the Federal Highway Bridge Program funds available to the state for seismic retrofit work on local bridges, ramps and overpasses, as identified by Caltrans.

Subsequent to the 1989 Loma Prieta earthquake, Caltrans identified 1,242 local bridges as needing seismic evaluation. In April 2007, Caltrans indicated that the 479 remaining local bridges on the Local Bridge Seismic Retrofit Program (LBSSRP) list are eligible to receive LBSRA funds as required match to their Federal Highway Bridge funds. The LBSSRP list is updated as projects progress through the delivery process.

Progress of LBSRA projects is tracked by Caltrans on the federal fiscal year (FFY) basis since 88.5% of funds used to retrofit local bridges are Federal Highway Bridge Program funds. Commission allocated funds not sub-allocated by Caltrans by the end of the FFY revert back to the LBSRA.

~~*A table showing the latest LBSRA transactions will be included in an updated report and provided soon.*~~

As of June 30, 2017, 238 projects have been programmed totaling $98.4 million and 168 projects totaling $59.9 million have been sub-allocated. From the 168 sub-allocated projects, 155 projects totaling $39.2 million have been completed and 13 projects totaling $19.3 million are under construction. The table below provides the summary of the programmed and sub-allocated LBSRA projects, projects under construction, and completed projects by fiscal year.

LBSRP Program Projects and Dollars by FY of Allocation (millions)

	Programmed Projects		Sub Allocated Projects		Projects Under Construction		Construction Contracts Accepted		
Fiscal Year	#	LBSRP Funds	#	LBSRP Funds	#	LBSRP Funds	#	LBSRP Funds	# FDRs
07-08	48	$13.3	52	$13.3	0	$0.0	51	$13.3	48
08-09	84	$21.0	21	$4.4	0	$0.0	21	$4.4	18
09-10	19	$12.2	14	$12.2	0	$0.0	14	$10.9	14
10-11	13	$4.4	19	$0.0	0	$0.0	19	$0.0	12
11-12	8	$5.2	8	$3.7	0	$0.0	9	$3.7	8
12-13	11	$4.1	34	$4.0	0	$0.0	34	$3.9	16
13-14	22	$11.2	10	$7.1	3	$4.1	7	$3.0	0
14-15	11	$7.0	4	$1.3	4	$1.3			
15-16	14	$10.2	4	$9.0	4	$9.0			
16-17	8	$9.8	2	$4.9	2	$4.9			
Total Value	**238**	**$98.4**	**168**	**$59.9**	**13**	**$19.3**	**155**	**$39.2**	**116**

Final delivery reports (FDRs) are to be completed within six months after construction contracts are accepted. This report reflects the available data as of June 30, 2017. Figures may not sum up due to rounding. The Construction Acceptance includes savings.

State-Local Partnership Program Account

Proposition 1B authorized $1 billion for the State-Local Partnership Program (SLPP) Account for allocation by the Commission over a five-year period to eligible transportation projects nominated by local transportation agencies.

Through the end of the five-year SLPP period that ended June 30, 2013, the Commission allocated $981 million for 279 SLPP projects, with $19 million set aside for administration. By law no further allocations can be made from the SLPP Account. The Commission's role is now limited to project delivery and accountability.

~~*A table showing the latest LBSRA transactions will be included in an updated report and provided soon.*~~

As of June 30, 2017, the number of programmed projects has dropped to 257. From the programmed projects, 229 projects have completed construction, 192 submitted Final Delivery Reports, and 28 projects are in construction.

State Transportation Improvement Program (STIP) Augmentation

Proposition 1B authorized $2 billion in bond proceeds to augment the STIP. Through this augmentation, the Commission convened a special STIP development cycle for the 2006 STIP in advance of the development of the 2008 STIP. The Commission's primary intent for augmenting the 2006 STIP was to advance the programming of funds for STIP projects so that projects were delivered prior to the adoption of the 2008 STIP, freeing up capacity to program additional projects. Thus, the Commission was able to provide an early opportunity for the regions to program new STIP projects with the added capacity created by the bond funds. Projects are tracked as part of the normal STIP process. The Commission allocated approximately $1.96 billion to 87 STIP projects as part of the 2006 STIP Augmentation.

~~*A table showing the latest STIP Augmentation transactions will be included in an updated report and provided soon.*~~

As of June 30, 2017, $1.959 billion has been allocated to 89 STIP projects as part of the 2006 STIP Augmentation and 87 projects are complete.

State Highway Operation and Protection Program (SHOPP) Augmentation

Proposition 1B set aside $500 million to augment the SHOPP. Projects funded with SHOPP funds serve to rehabilitate and improve the operation of state highways. Projects are tracked as part of the normal SHOPP process.

~~*A table showing the latest SHOPP Augmentation transactions will be included in an updated report and provided soon.*~~

As of June 30, 2017, $401.8 million has been allocated to 39 SHOPP projects. The balance of $98.2 million ($500-$401.8) includes savings from 34 original SHOPP projects and $10 million set aside for administration. In FY 2016-17, 3 projects totaling $69.3 million were programmed, resulting in the net available balance of about $18.9 million ($98.2M-$10M-$69.3M=$18.9M).

ACCOUNTABILITY

In clarifying legislation to Proposition 1B, on August 24, 2007, the Governor signed into law Senate Bill 88 (SB 88) which designates the Commission as the administrative agency for the CMIA, SR99, TCIF, STIP Augmentation, SLPP, TLSP, LBSRA, HRCSA, and SHOPP Augmentation funded Proposition 1B programs. SB 88 imposes various requirements for the Commission relative to adopting guidelines, making allocations of bond funds, reporting on projects funded by the bond funds, and ensuring that the required bond project audits of expenditures and outcomes are performed.

In addition, Executive Order S-02-07, issued by Governor Arnold Schwarzenegger on January 24, 2007, significantly increases the Commission's delivery monitoring responsibility for the bond funded projects. Specifically, the Commission is required to develop and implement an accountability plan, with primary focus on the delivery of bond funded projects within their approved scope, cost and schedule.

A key element of the Commission's responsibility for accountability as an administrative agency for specific bond programs is submitting reports to the Department of Finance on a semi-annual basis. The purpose of these reports is to ensure that projects are proceeding on schedule and within their estimated cost. As part of its Accountability Implementation Plan, the Commission requires bond fund recipients to report to the Commission on a quarterly basis. These reports are reviewed by the Commission and posted on the Bond Accountability website. In addition, the Commission prepares the Semi-Annual Proposition 1B Status Report and the Annual Report to the Legislature, which includes the status of the Proposition 1B Programs.

Another key element of bond accountability is the audit of bond project expenditures and outcomes. Specifically, the Commission is required to develop and implement an accountability plan which includes provisions for bond audits. Under the Executive Order, expenditures of bond proceeds shall be subject to audit to determine whether the expenditures made from bond proceeds:

- Were made according to the established front-end criteria and processes.
- Were consistent with all legal requirements.
- Achieved the intended outcomes.

The Commission's Accountability Implementation Plan includes provisions for the audit of bond projects. In order to ensure that the Commission is meeting the auditing requirements as the administrative agency, as mandated by SB 88 and the Governor's Executive Order, the Department is performing the required audits on behalf of the Commission. The Department, in consultation with the Commission, develops the Audit Plan for the Proposition 1B Bond Program annually.

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Memorandum

Tab 47

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 4.16
Action

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Reza Afhami, P.E.
Acting Assistant Deputy Director

Subject: **APPROVAL OF THE SEMI ANNUAL PROPOSITION 1B STATUS REPORT**

ISSUE:

Should the California Transportation Commission (Commission) approve the attached Proposition 1B Semi-Annual Status Report for submittal to the Department of Finance?

RECOMMENDATION:

Commission staff recommend the Commission approve the attached Proposition 1B Semi-Annual Status Report for submittal to the Department of Finance and authorize the Executive Director to update and include the latest delivery numbers in the report prior to delivery if necessary.

BACKGROUND:

Senate Bill 88 designates the Commission as the administrative agency for the Proposition 1B funded Corridor Mobility Improvement Account, State Route 99 Corridor Account, Trade Corridor Improvement Fund, State & Local Partnership Program, Local Bridge Seismic Retrofit Account, Highway Railroad Crossing Safety Account, and Traffic Light Synchronization Program (collectively Proposition 1B Programs). As the administrative agency, the Commission is required to report on a semi-annual basis to the Department of Finance on the progress of the projects in these Proposition 1B Programs. The purpose of the report is to ensure that the projects are being executed in a timely manner and within the approved scope and budget.

The Proposition 1B Semi-Annual Status Report (Attachment A) and the Commission's Annual Report, issued in December, provide the reports mandated by Senate Bill 88.

Attached is the proposed Proposition 1B Semi-Annual Status Report. Upon Commission approval, the Proposition 1B Semi-Annual Status Report (Attachment A), current Proposition 1B Quarterly Report presented at the June 2017 Commission meeting (Attachment B) and transmittal letter (Attachment C) will be submitted to the Department of Finance.

Attachments:

- Attachment A: Proposition 1B Semi-Annual Report
- Attachment B: Proposition 1B Quarterly Report
- Attachment C: Commission Transmittal Letter of Proposition 1B Semi-Annual Report to Department of Finance (Draft)

CALIFORNIA TRANSPORTATION COMMISSION

Proposition lB Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006

Semi-Annual Status Report
July 2017

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ACCOUNTABILITY 8

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CALIFORNIA TRANSPORTATION COMMISSION

Proposition lB Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006

Semi-Annual Status Report
July 2017

BACKGROUND

Proposition 1B, approved by the voters in November 2006, authorized the issuance of $19.925 billion in state general obligation bonds with $12.025 billion to be programmed and allocated by the California Transportation Commission (Commission) for specific transportation programs intended to relieve congestion, facilitate goods movement, improve air quality, and enhance the safety of the state's transportation system. These transportation programs include the Corridor Mobility Improvement Account; State Route 99 Corridor Account; Trade Corridors Improvement Fund; State-Local Partnership Program; Local Bridge Seismic Retrofit Account; Highway-Railroad Crossing Safety Account; Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA); Traffic Light Synchronization Program; and the augmentation of the existing State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP) (collectively Proposition 1B Programs). Consistent with the requirements of Proposition 1B, with the exception of the PTMISEA, the Commission programs and allocates bond funds in each of the above-mentioned programs.

At its August 2015 meeting, the Commission approved a report titled "Promises Made, Promises Kept[1]" which highlights the management and outcomes of the Proposition 1B programs. The report provides an overview of the projects delivered through the Proposition 1B programs administered by the Commission and highlighted the efficient management and effective partnerships developed between the regional transportation planning agencies, Caltrans and the Commission to leverage additional dollars and deliver even more projects than originally promised. The Commission believes that the successful management of Proposition 1B programs provides a strong track record of past success that demonstrates a clear path forward for future transportation investment.

CLOSE-OUT PHASE

With almost all Proposition 1B funds allocated and most of the allocated projects either constructed or finishing construction, the Commission continues to monitor progress of the projects through the close-out phase of the program. As projects are completed, the Commission is working with Caltrans and project sponsors to determine the degree to which benefits identified

[1] For more information on the success of the program, see the Commission's report, "Proposition 1B: Promises Made, Promises Kept"; http://www.catc.ca.gov/1baccount/Proposition_1B_Report_9-2-15.pdf.

at the time of programming have been achieved. Although, for many of the projects, the benefits will not be immediately identifiable, the Commission will continue to monitor and require that project sponsors report the benefits achieved over time. In addition, the Commission continues to consult with Caltrans, to ensure that the annual Caltrans audit plan encompasses bond funded projects. Status reports for Proposition 1B programs and projects can be found at http://www.bondaccountability.dot.ca.gov/bondacc/.

The fourth quarter FY 2016-17 Proposition 1B programmed funds and allocations will be provided in an updated report soon.

PROGRAM SPECIFIC UPDATES

Corridor Mobility Improvement Account

Proposition 1B authorized $4.5 billion in general obligation bond proceeds to be deposited in the Corridor Mobility Improvement Account (CMIA). Funds in the CMIA are available for performance improvements on the state highway system, or major local access routes to the state highway system, that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within high-congestion travel corridors.

When the CMIA program was adopted in February 2007, the Commission programmed the entire $4.5 billion in available bond funds for 54 projects and leveraged another $4.6 billion in federal, state and local funds to achieve a $9.1 billion program. The Commission and its partners were successful in allocating the CMIA program funds within the statutory deadline of December 31, 2012. Capitalizing on cost savings realized at construction contract award, the Commission grew the CMIA program from 54 corridor projects valued at $9.1 billion to 90 projects valued at $12.3 billion. Due to complexity, timing and construction phasing, some corridor projects were constructed in stages, resulting in 129 individual construction contracts.

Consistent with the Proposition 1B savings policy approved in January 2014, the Commission transferred approximately $72 million in CMIA project close-out and administrative savings to replace an equal amount of STIP funds on six projects that were eligible to receive CMIA program funds. The State Highway Account capacity gained was then transferred to fund additional SHOPP projects. In FY 2016-17, $14.260 million was generated in savings and transferred to STIP. As CMIA projects are completed and final close-out reports are received, Caltrans will continue to apply CMIA fund savings to eligible STIP projects and transfer the STIP State Highway Account Capacity savings to the SHOPP.

A table showing the latest CMIA program projects transactions will be included in an updated report and provided soon.

State Route 99 Corridor Account

Proposition 1B authorized $1 billion in general obligation bond proceeds to be deposited in the State Route 99 (SR-99) Account. Funds in the SR-99 Account may be used for safety, operational enhancement, rehabilitation, or capacity improvement projects on the SR-99 corridor. The corridor traverses approximately 400 miles of the state's central valley. The Commission

programmed 23 SR-99 corridor projects (some of the corridor projects are constructed in stages, thus resulting in 27 construction contracts). Including non-bond fund sources, the SR-99 corridor projects are valued at more than $1.3 billion.

In FY 2015-16, a programmatic review of the San Joaquin Valley projects was completed. As a result of that review, adjustments were made to 12 projects and an additional $11 million in savings was realized, thus bringing the uncommitted program balance to $23 million.

A table showing the latest SR-99 program projects transactions will be included in an updated report and provided soon.

Trade Corridors Improvement Fund

Proposition 1B authorized $2 billion in general obligation bond proceeds to be deposited in the Trade Corridors Improvement Fund (TCIF). Funds in the TCIF are available for allocation to California infrastructure improvements along federally designated "Trade Corridors of National Significance" or along other corridors that have a high volume of freight movement. TCIF funds may be used for highway capacity and operational improvements to more efficiently accommodate the movement of freight from seaports, land ports of entry and airports to warehousing and distribution centers; for freight rail improvements to move goods from seaports and land ports of entry to warehousing and distribution centers throughout California; truck corridor improvements, including dedicated truck facilities or truck toll facilities; and border access improvements to enhance goods movement between California and Mexico. Proposition 1B requires that the Commission allocate funds on projects that improve trade corridor mobility while reducing diesel particulate and other pollutant emissions.

Recognizing the critical freight needs in California, the Commission proposed a strategy to increase TCIF funding by moving $500 million from the State Highway Account (via the SHOPP Program) to fund State-level priorities that are critical to goods movement. This strategy was subsequently codified in AB 268 (Committee on Budget, Chapter 756, and Statutes of 2008).

The Commission has approved all necessary baseline agreements and updated the savings policy to extend the savings utilization deadline by three years. Newly programmed projects must be allocated by June 2019 and awarded by December 2019.

A table showing the latest TCIF transactions will be included in an updated report and provided soon.

Traffic Light Synchronization Program

Proposition 1B authorized $250 million in general obligation bond proceeds for the Traffic Light Synchronization Program (TLSP). The TLSP is a program for traffic light synchronization or other technology-based improvements to safely operate and effectively manage capacity of local streets and roads.

Government Code Section 8879.64(b), added by SB 88 (Chapter 181, Statutes of 2007), directs that $150 million from the TLSP be allocated to the City of Los Angeles for upgrading and

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installing traffic signal synchronization within its jurisdiction. SB 88 also designated the Commission as the administrative agency responsible for adopting guidelines and programming funds for the TLSP program.

The Commission programmed 22 traffic light synchronization projects for the City of Los Angeles and 59 traffic light synchronization projects for agencies other than the City of Los Angeles for a total of 81 TLSP projects.

A table showing the latest TLSP transactions will be included in an updated report and provided soon.

Highway-Railroad Crossing Safety Account

Proposition 1B authorized $250 million in general obligation bond proceeds for the Highway-Railroad Crossing Safety Account (HRCSA) program to fund the completion of high-priority grade separation and railroad crossing safety improvements.

The HRCSA program is subject to the provisions of Government Code Section 8879.23 (j) where the HRCSA program funding is split into two parts as follows:

- Part 1 - $150 million for projects on the Public Utilities Commission (PUC) project list pursuant to the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code.

- Part 2 - $100 million for high-priority railroad crossing improvements that are not part of the PUC priority list process.

Since 2008 the HRCSA program has gone through five two-year programming cycles. As projects are completed and final expenditures are recorded, program savings are recycled. At this time approximately $2.5 million in accrued savings could be available for a 2018 HRCSA programming cycle.

A table showing the latest TCIF transactions will be included in an updated report and provided soon.

Public Transportation Modernization, Improvement, and Service Enhancement Account

Proposition 1B authorized $4 billion for the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). Funds in the PTMISEA account are available for intercity rail projects; commuter or urban rail operators; bus operators; waterborne transit operators; and other transit operators in California for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus and rapid transit improvements, and rolling stock procurement, rehabilitation, and/or replacement.

Of the $4 billion authorized for the PTMISEA, $3.6 billion is available for allocation by the State Controller in accordance with the following Public Utilities Code (PUC) distributions:

- 50 percent allocated by formula to local transit operators as specified in PUC Section 99314

- 50 percent allocated by formula to regional entities as specified in PUC Section 99313

The remaining $400 million is available for programming and allocation by the Commission for intercity rail (IR) capital improvements.

A table showing the latest program transactions will be included in an updated report.

Local Bridge Seismic Retrofit Account

Proposition 1B authorized $125 million for the Local Bridge Seismic Retrofit Account (LBSRA). The LBSRA provides the 11.5% required match for the Federal Highway Bridge Program funds available to the state for seismic retrofit work on local bridges, ramps and overpasses, as identified by Caltrans.

Subsequent to the 1989 Loma Prieta earthquake, Caltrans identified 1,242 local bridges as needing seismic evaluation. In April 2007, Caltrans indicated that the 479 remaining local bridges on the Local Bridge Seismic Retrofit Program (LBSSRP) list are eligible to receive LBSRA funds as required match to their Federal Highway Bridge funds. The LBSSRP list is updated as projects progress through the delivery process.

Progress of LBSRA projects is tracked by Caltrans on the federal fiscal year (FFY) basis since 88.5% of funds used to retrofit local bridges are Federal Highway Bridge Program funds. Commission allocated funds not sub-allocated by Caltrans by the end of the FFY revert back to the LBSRA.

A table showing the latest LBSRA transactions will be included in an updated report and provided soon.

State-Local Partnership Program Account

Proposition 1B authorized $1 billion for the State-Local Partnership Program (SLPP) Account for allocation by the Commission over a five-year period to eligible transportation projects nominated by local transportation agencies.

Through the end of the five-year SLPP period that ended June 30, 2013, the Commission allocated $981 million for 279 SLPP projects, with $19 million set aside for administration. No further allocations can be made from the SLPP Account.

A table showing the latest LBSRA transactions will be included in an updated report and provided soon.

State Transportation Improvement Program (STIP) Augmentation

Proposition 1B authorized $2 billion in bond proceeds to augment the STIP. Through this augmentation, the Commission convened a special STIP development cycle for the 2006 STIP in advance of the development of the 2008 STIP. The Commission's primary intent for augmenting the 2006 STIP was to advance the programming of funds for STIP projects so that projects were

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delivered prior to the adoption of the 2008 STIP, freeing up capacity to program additional projects. Thus, the Commission was able to provide an early opportunity for the regions to program new STIP projects with the added capacity created by the bond funds. Projects are tracked as part of the normal STIP process. The Commission allocated approximately $1.96 billion to 87 STIP projects as part of the 2006 STIP Augmentation.

A table showing the latest STIP Augmentation transactions will be included in an updated report and provided soon.

State Highway Operation and Protection Program (SHOPP) Augmentation

Proposition 1B set aside $500 million to augment the SHOPP. Projects funded with SHOPP funds serve to rehabilitate and improve the operation of state highways. Projects are tracked as part of the normal SHOPP process.

A table showing the latest SHOPP Augmentation transactions will be included in an updated report and provided soon.

ACCOUNTABILITY

In clarifying legislation to Proposition 1B, on August 24, 2007, the Governor signed into law Senate Bill 88 (SB 88) which designates the Commission as the administrative agency for the CMIA, SR99, TCIF, STIP Augmentation, SLPP, TLSP, LBSRA, HRCSA, and SHOPP Augmentation funded Proposition 1B programs. SB 88 imposes various requirements for the Commission relative to adopting guidelines, making allocations of bond funds, reporting on projects funded by the bond funds, and ensuring that the required bond project audits of expenditures and outcomes are performed.

In addition, Executive Order S-02-07, issued by Governor Arnold Schwarzenegger on January 24, 2007, significantly increases the Commission's delivery monitoring responsibility for the bond funded projects. Specifically, the Commission is required to develop and implement an accountability plan, with primary focus on the delivery of bond funded projects within their approved scope, cost and schedule.

A key element of the Commission's responsibility for accountability as an administrative agency for specific bond programs is submitting reports to the Department of Finance on a semi-annual basis. The purpose of these reports is to ensure that projects are proceeding on schedule and within their estimated cost. As part of its Accountability Implementation Plan, the Commission requires bond fund recipients to report to the Commission on a quarterly basis. These reports are reviewed by the Commission and posted on the Bond Accountability website. In addition, the Commission prepares the Semi-Annual Proposition 1B Status Report and the Annual Report to the Legislature, which includes the status of the Proposition 1B Programs.

Another key element of bond accountability is the audit of bond project expenditures and outcomes. Specifically, the Commission is required to develop and implement an accountability plan which includes provisions for bond audits. Under the Executive Order, expenditures of bond

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proceeds shall be subject to audit to determine whether the expenditures made from bond proceeds:

- Were made according to the established front-end criteria and processes.
- Were consistent with all legal requirements.
- Achieved the intended outcomes.

The Commission's Accountability Implementation Plan includes provisions for the audit of bond projects. In order to ensure that the Commission is meeting the auditing requirements as the administrative agency, as mandated by SB 88 and the Governor's Executive Order, the Department is performing the required audits on behalf of the Commission. The Department, in consultation with the Commission, develops the Audit Plan for the Proposition 1B Bond Program annually.

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State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 36

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 28-29, 2017

Reference No.: 3.9
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Subject: **PROPOSITION 1B FISCAL YEAR 2016-17 THIRD QUARTER REPORTS**

SUMMARY:

The attached package includes the California Department of Transportation's quarterly reports for the Proposition 1B Bond Program. These reports have been discussed with the California Transportation Commission's (Commission) staff, and will be presented as in informational item at the June 28-29, 2017 Commission meeting.

The Proposition 1B Fiscal Year 2016-17 Third Quarter Reports are in the following order:

- Corridor Mobility Improvement Account
- State Route 99 Corridor Program
- Local Bridge Seismic Retrofit Program
- State-Local Partnership Program
- Traffic Light Synchronization Program
- Highway Railroad Crossing Safety Account
- Intercity Rail Improvement Program
- Trade Corridors Improvement Fund

BACKGROUND:

As approved by the voters in the November 2006 general elections, Proposition 1B enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize $19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, school bus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety. The attached reports are submitted in compliance of the bond accountability plan as outlined by the California Transportation Commission in the program guidelines.

Attachments

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2016-17
Third Quarter Report
Corridor Mobility Improvement Account

Quarterly Report to the California Transportation Commission

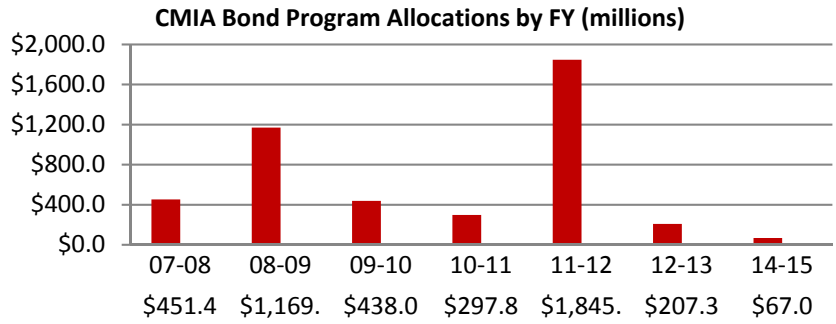
(1) CMIA Bond Program Summary

Third Quarter FY 2016-17

(1a) CMIA Bond Program Funding

	#Contracts	Project Allocated Funds	% Allocated
CMIA bond funds initially allocated to projects:	129	$4,410 million	100%
CMIA bond funds revised allocation due to administration savings:	129	$4,477 million	100%

In the CMIA bond program, $4,410 million was allocated for projects that commenced construction prior to December 31, 2012, and $90 million was set aside for program administration costs. Subsequently, administration costs have been reduced. Administration savings totaling $67 million were allocated to ongoing projects. A revised total of $4,477 million of CMIA program funds have been allocated to projects, and $23 million is set aside for program administration costs, utilizing all of the available program funds.



(1b) CMIA Bond Program Funding and Contributor Funds

	Program Expenditures	Percent Expended
CMIA bond program funds expended to date:	$4,241 million	94%
CMIA bond program funds expended reported last quarter:	$4,230 million	94%

In the CMIA bond program's $4,500 million dollar budget, $4,477 million has been allocated to projects from the CMIA bond program funds. In addition, $7,915 million has been committed from other contributor funds to increase the total value of projects in the CMIA bond program to $12,392 million. The table below shows how CMIA bond program funds and contributor funds were distributed by project components as well as expenditures to date for CMIA bond program funds.

CMIA Bond Program Funding and Contributor Funds by Component (millions)

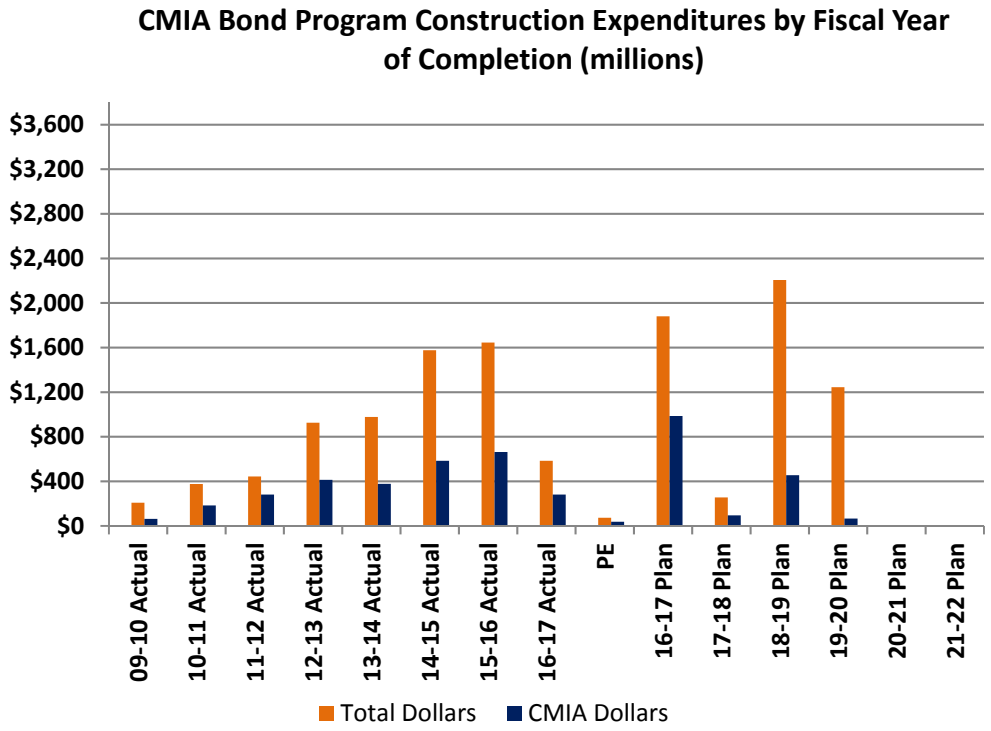
	Total Funds	Other Funds	CMIA Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	$ 1,140.5	$ 694.9	$ 445.6	$ 416.6	93%
Capital	$ 7,946.7	$ 3,922.6	$ 4,024.1	$ 3,802.4	94%
Right of Way					
Support	$ 142.4	$ 142.4			
Capital	$ 1,913.1	$ 1,912.6	$ 0.5	$ -	0%
Preliminary Engineering					
Support	$ 1,249.2	$ 1,242.8	$ 6.4	$ 6.3	98%
Committed Subtotal	$ 12,391.9	$ 7,915.3	$ 4,476.6	$ 4,225.3	94%
Uncommitted			$ -		
Percent Uncommitted			0%		
Administration			$ 23.4	$ 15.5	66%
Program Total			$ 4,500.0	$ 4,240.8	94%

(1c) CMIA Bond Program Project Completions

	# Contracts Completed	Percent Completed
CMIA bond program construction contracts completed to date:	110	85%
CMIA bond program construction contracts completed reported last quarter:	108	84%

A total of 90 corridor projects received CMIA bond program funds. Some corridor projects were constructed in stages, resulting in a total of 129 construction contracts being administered.

PE - Plant Establishment



CMIA Bond Program Completions - Projects and Dollars (millions)

	Contracts Accepted				Contracts In Plant Establishment			Contracts Under Construction			All CMIA Bond Program Contracts		
	#	Total Funds	CMIA Funds	# FDR's	#	Total Funds	CMIA Funds	#	Total Funds	CMIA Funds	#	Total Funds	CMIA Funds
FY 09-10	4	$ 208	$ 63	4							4	$ 208	$ 63
FY 10-11	8	$ 375	$ 183	8							8	$ 375	$ 183
FY 11-12	8	$ 443	$ 280	8							8	$ 443	$ 280
FY 12-13	19	$ 925	$ 412	17							19	$ 925	$ 412
FY 13-14	19	$ 977	$ 377	17							19	$ 977	$ 377
FY 14-15	19	$ 1,576	$ 583	14							19	$ 1,576	$ 583
FY 15-16	26	$ 1,645	$ 663	7	1	$ 72	$ 36				27	$ 1,717	$ 699
FY 16-17	7	$ 584	$ 280	0				7	$ 1,880	$ 985	14	$ 2,465	$ 1,264
FY 17-18								2	$ 255	$ 94	2	$ 255	$ 94
FY 18-19								6	$ 2,206	$ 455	6	$ 2,206	$ 455
FY 19-20								3	$ 1,244	$ 65	3	$ 1,244	$ 65
Total Value	110	$ 6,733	$ 2,842	75	1	$ 72	$ 36	18	$ 5,586	$ 1,599	129	$ 12,391	$ 4,477

The status of Final Delivery Reports (FDR), to be completed within six months after construction contracts are accepted, is outlined in the table above.

(2) CMIA Bond Program Project Delivery and Expenditure Report

Third Quarter FY 2016-17

LEGEND

- Estimated cost within budget
- Baseline budget exceeded, non-bond funds added. No CTC action required.
- All bond funds expended. Project teams are making expenditure adjustments (adding non-bond funds if necessary) and reviewing project charges.
- The quarter in which the bond funds were fully expended has been added to the table below so that the timeliness of corrective actions can be monitored.
- CCA 100% Complete
- Milestone Behind Schedule

☑ - Complete ☒ - Past Due **PE** - Plant Establishment

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	CMIA PROJECT COST ($1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT APPROVED BUDGET ($1,000's)	CONSTRUCTION SUPPORT EXPENDED ($1,000's)	CONSTRUCTION CAPITAL APPROVED BUDGET ($1,000's)	CONSTRUCTION CAPITAL EXPENDED ($1,000's)
I-580 Eastbound HOV Lane - Greenville to Hacienda - Corridor Project																						
1	04	Ala	580	$ 59,280	$ 29,037	Corridor Project #1 (EA 29084)	3/13/08	07/28/08	100	12/01/11	02/04/10	100	☑					Caltrans	$ 5,700	$ 5,555	$ 47,410	$ 42,413
				$ 46,491	$ 5,765	Corridor Project #2 (EA 29083)	10/30/08	07/22/09	100	12/01/11	09/30/11	100	☑					Caltrans	$ 4,458	$ 4,928	$ 35,203	$ 43,242
				$ 42,839	$ 20,400	Corridor Project #3 (EA 2908V)	5/23/12	08/23/12	100	11/01/14	05/20/16	100	☒						$ 4,132	$ 5,220	$ 35,162	$ 34,712
				$ 148,610	$ 55,202	Corridor Summary				11/01/14	05/20/16			11/01/15	04/02/18				$ 14,290	$ 15,702	$ 117,775	$ 120,367
I-580 Westbound HOV Lane - Greenville to Foothill - Corridor Project																						
2	04	Ala	580	$ 91,677	$ 41,860	Corridor Project #1 (EA 2908C)	5/23/12	11/20/12	100	11/01/14	06/30/16	100	☒					Caltrans	$ 9,795	$ 10,181	$ 73,769	$ 73,455
				$ 68,700	$ 40,481	Corridor Project #2 (EA 2908E)	4/26/12	10/29/12	100	11/01/14	04/18/16	100	☒					Caltrans	$ 7,820	$ 10,078	$ 53,010	$ 50,756
				$ 160,377	$ 82,341	Corridor Summary				11/01/14	06/30/16			11/01/15	06/01/18				$ 17,615	$ 20,259	$ 126,779	$ 124,211
I-580 / Isabel Interchange - Corridor Project																						
3	04	Ala	580	$ 43,495	$ 18,375	Corridor Project #1 (EA 17131)	12/11/8	06/22/09	100	03/01/12	04/09/12	100	☑					Livermore	$ -	$ 535	$ 26,495	$ 17,666
				$ 6,810	$ 1,770	Corridor Project #2 (EA 17132)	12/11/08	06/22/09	100	01/01/12	10/31/11	100	☑					Livermore	$ -	$ -	$ 3,210	$ 1,770
				$ 73,182	$ 24,982	Corridor Project #3 (EA 17133)	10/30/08	07/23/09	100	01/01/12	11/23/11	100	☑					Caltrans	$ 8,000	$ 7,006	$ 37,682	$ 28,032
				$ 123,487	$ 45,127	Corridor Summary				03/01/12	04/09/12			03/01/13	12/29/17				$ 8,000	$ 7,541	$ 67,387	$ 47,468
I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd - Corridor Project																						
4	04	Ala	880	$ 67,934	$ 52,846	Corridor Project #1 (EA 3A921)	4/26/12	09/14/12	100	01/01/16	04/04/16	100	☒					Caltrans	$ 7,415	$ 8,053	$ 50,607	$ 49,799
				$ 35,052	$ 29,765	Corridor Project #2 (EA 3A922)	5/23/12	11/08/12	100	02/01/16	11/19/15	100	☒					Caltrans	$ 4,000	$ 3,991	$ 25,765	$ 24,608
				$ 102,986	$ 82,611	Corridor Summary				02/01/16	04/04/16			02/01/17	11/19/18				$ 11,415	$ 12,044	$ 76,372	$ 74,406
State Route 24 Caldecott Tunnel - Fourth Bore - Corridor Project																						
5	04	Ala CC	24	$ 399,211	$ 84,482	Corridor Project #1 (EA 29491)	5/14/09	11/10/09	100	05/01/14	03/12/15	100	☑					Caltrans	$ 51,218	$ 55,998	$ 293,775	$ 289,270
				$ 4,730	$ -	Corridor Project #2 (EA 29492)	Local	12/22/09	100	03/01/11	04/20/11	100	☑					Caltrans	$ 400	$ 492	$ 4,300	$ 2,809
				$ 642	$ -	Corridor Project #3 (EA 29493)	Local	12/23/09	100	07/01/10	07/19/10	100	☑					Caltrans	$ 100	$ 130	$ 500	$ 408
				$ 404,583	$ 84,482	Corridor Summary				05/01/14	03/12/15			03/01/15	06/01/17				$ 51,718	$ 56,620	$ 298,575	$ 292,487
6	10	Cal	4	$ 60,688	$ 3,574	Angels Camp Bypass (EA 36250)	9/20/07	08/11/07	100	09/01/10	09/24/09	100	☑	03/01/12	07/05/17			Caltrans	$ 3,600	$ 4,347	$ 31,101	$ 25,939

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	CMIA PROJECT COST ($1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT APPROVED BUDGET ($1,000's)	CONSTRUCTION SUPPORT EXPENDED ($1,000's)		CONSTRUCTION CAPITAL APPROVED BUDGET ($1,000's)	CONSTRUCTION CAPITAL EXPENDED ($1,000's)	
State Route 4 East Widening from Somersville to Route 160																								
7	04	CC	4	$ 78,472	$ 12,428	Corridor Project #1 (EA 2285C)	5/20/10	01/05/11	100	02/01/13	12/16/13	100	☑					Caltrans	$ 10,608	$ 5,642		$ 45,183	$ 45,155	
				$ 83,967	$ 16,671	Corridor Project #2 (EA 2285E)	8/10/11	10/20/11	100	02/01/15	02/02/16	100	☒					Caltrans	$ 14,395	$ 7,977		$ 48,717	$ 47,383	
				$ 92,407	$ 39,200	Corridor Project #3 (EA 1G940)	1/25/12	05/25/12	100	12/01/14	05/26/17	99						Caltrans	$ 13,389	$ 10,738		$ 59,775	$ 56,463	
				$ 79,307	$ -	Corridor Project #4 (EA 1G941)	8/22/12	11/14/12	100	08/01/15	05/24/17	99						CCTA	$ -	$ 7		$ 67,886	$ 60,712	
				$ 44,949	$ 31,787	Corridor Project #5 (EA 24657)	1/25/12	04/19/12	100	09/30/13	10/30/15	100	☒					CCTA	$ -	$ -		$ 36,787	$ 36,688	
				$ 379,102	$ 100,086	Corridor Summary				08/01/15	12/21/16			12/01/18	06/01/19				$ 38,392	$ 24,363		$ 258,348	$ 246,400	
I-80 Integrated Corridor Mobility Project																								
8	04	Ala CC	80	$ 8,384	$ 7,584	Corridor Project #1 (EA 3A774)	10/27/11	03/15/12	100	04/01/15	05/22/17	80						ACCMA	$ -	$ 114		$ 7,584	$ 4,298	
				$ 6,163	$ 5,363	Corridor Project #2 (EA 3A775)	3/29/12	07/26/12	100	04/01/14	08/31/16	100	☒					ACCMA	$ -	$ 48		$ 5,363	$ 4,653	
				$ 2,296	$ 1,896	Corridor Project #3 (EA 3A771)	1/20/11	04/28/11	100	04/01/12	12/01/12	100	☑					ACCMA	$ -	$ -		$ 1,896	$ 1,457	
				$ 11,259	$ 9,379	Corridor Project #4 (EA 3A776)	5/23/12	09/30/12	100	01/01/14	12/26/14	100	☑					Caltrans	$ 1,492	$ 1,331		$ 7,887	$ 7,066	
				$ 28,136	$ 22,256	Corridor Project #5 (EA 3A777)	5/23/12	10/01/12	100	06/01/14	05/04/16	100	☒					Caltrans	$ 3,675	$ 3,496		$ 18,581	$ 17,324	
				$ 56,238	$ 46,478	Corridor Summary				04/01/15	05/22/17			10/01/15	12/29/17				$ 5,167	$ 4,990		$ 41,311	$ 34,797	
US 50 HOV Lanes - Corridor Project																								
9	03	ED	50	$ 44,441	$ 19,873	Corridor Project #1 (EA 3A711)	9/25/08	11/18/08	100	06/01/10	11/07/12	100	☑					ED Co DOT	$ 3,560	$ 7,039		$ 37,681	$ 33,381	
				$ 10,454	$ 6,294	Corridor Project #2 (EA 3A712)	12/15/11	04/01/12	100	10/01/13	06/17/13	100	☑					ED Co DOT	$ -	$ 1,393		$ 8,794	$ 10,195	
				$ 54,895	$ 26,167	Corridor Summary				10/01/13	06/17/13			10/01/14	07/01/17				$ 3,560	$ 8,432		$ 46,475	$ 43,576	
10	06	Ker	46	$ 73,024	$ 30,375	Route 46 Expressway - Segment 3 (EA 44252)	5/20/10	01/26/11	100	07/01/14	01/16/13	100	☑	01/01/16	10/30/14	100	☑	Caltrans	$ 9,900	$ 4,178		$ 47,449	$ 45,510	
11	06	Kin Tul	198	$ 94,516	$ 44,514	Route 198 Expressway (EA 3568U)	5/14/09	09/01/09	100	02/01/12	03/11/13	100	☑	08/01/13	03/17/16	100	☒	Caltrans	$ 9,514	$ 8,579		$ 51,758	$ 52,213	
12	07	LA	405	$ 1,137,700	$ 730,000	I-405 Carpool Lane I-10 To US 101 (NB) (Design Build) (EA 12030)	9/25/08	04/23/09	100	12/31/13	06/30/17	97		12/01/15	06/10/21			Metro	$ -	0		$ 979,700	$ 903,481	
Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project																								
13	07	LA	5	$ 137,366	$ -	Corridor Project #1 (EA 12184)	Local	12/06/10	100	12/31/13	08/30/18	84						Caltrans	$ 30,110	$ 27,835		$ 76,646	$ 49,499	
				$ 110,516	$ -	Corridor Project #2 (EA 1218V)	Local	10/14/10	100	12/31/12	12/15/15	100	☒					Caltrans	$ 19,593	$ 19,210		$ 71,000	$ 62,748	
				$ 401,498	$ 64,713	Corridor Project #3 (EA 1218W)	5/23/12	11/29/12	100	05/30/16	12/31/19	62						Caltrans	$ 43,211	$ 20,894		$ 231,619	$ 117,916	
				$ 649,380	$ 64,713	Corridor Summary				05/30/16	12/31/19			05/30/17	02/28/22				$ 92,914	$ 67,939		$ 379,265	$ 230,162	
I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project																								
14	07	LA	5	$ 114,072	$ 51,983	Corridor Project #1 (EA 21591)	8/10/11	11/28/11	100	04/29/15	05/27/16	100	☒					Caltrans	$ 17,110	$ 16,370		$ 45,247	$ 43,718	
				$ 631,125	$ -	Corridor Project #2 (EA 21592)	6/23/15	03/14/16		03/31/17	02/07/20	0						Caltrans	$ 34,534	$ -		$ 170,000	$ -	
				$ 188,216	$ 104,708	Corridor Project #3 (EA 21593)	4/26/12	08/14/12	100	04/22/16	07/10/18	82						Caltrans	$ 28,481	$ 24,461		$ 96,447	$ 72,632	
				$ 323,285	$ 158,320	Corridor Project #4 (EA 21594)	4/26/12	08/23/12	100	04/01/16	04/03/19	77						Caltrans	$ 33,777	$ 25,654		$ 144,627	$ 89,665	
				$ 211,747	$ -	Corridor Project #5 (EA 21595)	8/6/13	04/24/14	100	12/01/16	09/13/19	50						Caltrans	$ 25,768	$ 12,897		$ 116,632	$ 33,717	
				$ 1,468,445	$ 315,011	Corridor Summary				03/31/17	02/07/20			05/31/20	10/30/23				$ 139,670	$ 79,382		$ 572,953	$ 239,733	

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	CMIA PROJECT COST ($1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT APPROVED BUDGET ($1,000's)	CONSTRUCTION SUPPORT EXPENDED ($1,000's)		CONSTRUCTION CAPITAL APPROVED BUDGET ($1,000's)	CONSTRUCTION CAPITAL EXPENDED ($1,000's)	
Highway 101 Marin-Sonoma Narrows - Corridor Project																								
15	04	Mrn Son	101	$ 85,029	$ 26,523	Corridor Project #1 (EA 26407)	5/23/12	09/14/12	100	06/01/15	05/24/16	100	☒					Caltrans	$ 4,873	$ 6,304		$ 26,950	$ 26,776	
				$ 136,148	$ 72,717	Corridor Project #2 (EA 2640U)	5/23/12	11/01/12	100	06/01/15	05/30/17	99						Caltrans	$ 17,716	$ 17,385		$ 79,500	$ 78,199	
				$ 49,842	$ 29,773	Corridor Project #3 (EA 26406)	1/20/11	06/02/11	100	12/02/13	12/17/12	100	☒					Caltrans	$ 7,000	$ 6,733		$ 28,473	$ 26,608	
				$ 3,905	$ 3,530	Corridor Project #4 (EA 2640G)	6/27/12	11/08/12	100	12/01/13	12/24/13	100	☒					Caltrans (FY 14-15 Q1)	$ 700	$ 742		$ 2,830	$ 2,829	
				$ 18,202	$ 17,244	Corridor Project #5 (EA 2640L)	6/27/12	11/01/12	100	06/30/14	12/23/14	100	☒					Caltrans	$ 2,500	$ 2,458		$ 14,744	$ 14,512	
				$ 31,679	$ 30,729	Corridor Project #6 (EA 2640K)	6/27/12	11/02/12	100	10/01/14	12/20/16	100						Caltrans	$ 4,800	$ 4,757		$ 25,929	$ 25,556	
				$ 324,805	$ 180,516	Corridor Summary				06/01/15	05/30/17			12/30/16	03/15/19				$ 37,589	$ 38,378		$ 178,426	$ 174,479	
16	04	Mrn	580	$ 17,852	$ 17,852	Westbound I-580 to Northbound US 101 Connector Improvements (EA 4A140)	5/14/09	11/04/09	100	03/01/11	01/27/11	100	☑	03/01/12	12/01/12	100	☑	Caltrans	$ 2,100	$ 1,858		$ 11,052	$ 10,763	
17	05	Mon	1	$ 31,691	$ 18,568	Salinas Road Interchange (EA 31592)	5/14/09	10/07/09	100	07/01/11	03/20/14	100	☑	12/01/12	06/29/18			Caltrans	$ 4,598	$ 4,850		$ 15,638	$ 15,418	
SR 12 Jameson Canyon Widening - Phase 1 - Corridor Project																								
18	04	Nap Sol	12	$ 2,190	$ -	PAED Costs Phase 2 (EA 26412)													$ -	$ -		$ -	$ -	
				$ 45,886	$ 18,518	Corridor Project #1 (EA 26413)	8/10/11	01/26/12	100	08/01/12	05/05/15	100	☒					Caltrans	$ 4,850	$ 8,588		$ 30,528	$ 30,470	
				$ 72,004	$ 36,349	Corridor Project #2 (EA 26414)	8/10/11	01/11/12	100	08/01/13	05/10/16	PE	☒					Caltrans	$ 9,250	$ 11,352		$ 43,293	$ 42,120	
				$ 120,080	$ 54,867	Corridor Summary				08/01/13	05/10/16			12/29/17	03/30/18				$ 14,100	$ 19,940		$ 73,821	$ 72,590	
19	03	Nev	49	$ 30,019	$ 8,225	Route 49 La Barr Meadows Widening (EA 2A690)	1/13/10	05/28/10	100	12/01/14	04/08/14	100	☑	12/01/16	12/01/18			Caltrans	$ 3,500	$ 3,408		$ 10,447	$ 10,031	
20	12	Ora	91	$ 60,759	$ -	Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91 (EA 0G040)	Local	08/29/09	100	09/01/11	05/13/11	100	☑	09/01/15	03/28/12	100	☑	Caltrans	$ 7,801	$ 5,900		$ 40,086	$ 39,044	
SR-22 / I-405 / I-605 HOV Connector with ITS Elements - Corridor Project																								
21	12	Ora	22	$ 169,446	$ 135,430	Corridor Project #1 (EA 07163)	4/8/10	10/12/10	100	05/01/14	03/23/15	100	☑					Caltrans	$ 25,475	$ 25,469		$ 128,871	$ 158,890	
				$ 119,657	$ -	Corridor Project #2 (EA 07162)	Local	06/11/10	100	02/01/14	03/18/15	100	☑					Caltrans	$ 18,374	$ 19,199		$ 78,637	$ 78,803	
				$ 289,103	$ 135,430	Corridor Summary				05/01/14	03/23/15			05/01/15	07/30/17				$ 43,849	$ 44,668		$ 207,508	$ 237,693	
22	12	Ora	91	$ 77,510	$ 54,253	Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road (EA 0G330)	1/20/11	05/03/11	100	12/01/14	11/01/13	100	☑	12/01/15	07/01/14	100	☑	Caltrans	$ 8,633	$ 9,921		$ 54,253	$ 54,045	
23	12	Ora	57	$ 34,428	$ 24,127	Widen NB fr 0.3M S of Katella Ave to 0.3M N of Lincoln Ave (EA 0F040)	8/10/11	10/26/11	100	03/01/15	04/21/15	100	☑	03/01/16	06/29/16	100	☑	Caltrans	$ 6,256	$ 5,285		$ 21,621	$ 21,501	
Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road - Corridor Project																								
24	12	Ora	57	$ 51,809	$ 40,925	Corridor Project #1 (EA 0F031)	4/8/10	10/12/10	100	07/01/14	11/06/14	100	☑					Caltrans	$ 9,180	$ 9,142		$ 31,745	$ 30,648	
				$ 51,609	$ 41,250	Corridor Project #2 (EA 0F032)	4/8/10	10/13/10	100	07/01/14	05/02/14	100	☑					Caltrans	$ 9,180	$ 9,114		$ 32,670	$ 32,473	
				$ 103,418	$ 82,175	Corridor Summary				07/01/14	11/06/14			07/01/15	12/31/15	100	☑		$ 18,360	$ 18,256		$ 64,415	$ 63,122	
Lincoln Bypass - Corridor Project																								
25	03	Pla	65	$ 292,203	$ 48,934	Corridor Project #1 (EA 3338U)	2/14/08	06/09/08	100	06/15/13	07/09/13	100	☑					Caltrans	$ 22,000	$ 24,441		$ 164,453	$ 161,281	
				$ 23,099	$ 20,000	Corridor Project #2 (EA 33382)	10/26/11	05/21/12	100	12/15/14	10/01/14	100	☑					Caltrans	$ 2,751	$ 2,638		$ 19,499	$ 18,121	
				$ 315,302	$ 68,934	Corridor Summary				12/15/14	10/01/14			12/15/16	04/05/18				$ 24,751	$ 27,079		$ 183,952	$ 179,401	
26	03	Pla	80	$ 47,577	$ 8,484	Pla-80 HOV Phase 2 (EA 36782)	1/10/08	05/01/08	100	10/01/10	10/18/12	100	☑	10/01/12	07/03/17			Caltrans	$ 7,143	$ 6,240		$ 31,200	$ 29,327	

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	CMIA PROJECT COST ($1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT APPROVED BUDGET ($1,000's)	CONSTRUCTION SUPPORT EXPENDED ($1,000's)		CONSTRUCTION CAPITAL APPROVED BUDGET ($1,000's)	CONSTRUCTION CAPITAL EXPENDED ($1,000's)	
27	03	Pla	80	$ 49,374	$ 22,985	Pla-80 HOV Phase 3 (EA 36783)	12/11/08	08/10/09	100	01/01/11	06/17/13	100	☑	01/01/13	06/30/17			Caltrans	$ 5,300	$ 5,255		$ 39,974	$ 25,377	
28	08	Riv	215	$ 29,228	$ 10,297	Widening, Add One Mixed Flow Lane in Each Direction (EA 0F161)	1/20/11	09/28/10	100	12/01/13	11/21/13	100	☑	12/01/14	02/29/16	100	☑	RCTC	$ -	0		$ 22,057	$ 16,032	
29	08	Riv	91	$ 253,625	$ 120,191	HOV Lane Gap Closure (EA 44840)	8/10/11	02/10/12	100	08/01/15	12/19/16	100		08/01/17	07/13/18			Caltrans	$ 30,728	$ 30,697		$ 129,924	$ 154,172	
30	03	Sac	50	$ 96,581	$ 47,611	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements (EA 44161)	7/9/09	10/26/09	100	01/01/13	05/10/13	100	☑	01/01/15	08/15/16	100	☑	Caltrans (FY 16-17 Q1)	$ 11,500	$ 12,226		$ 70,698	$ 71,886	
31	03	Sac	Loc	$ 17,575	$ 14,075	White Rock Road from Grant Line to Prairie City (EA 92880)	2/23/12	04/30/12	100	12/31/13	12/01/13	100	☑	06/01/14	06/01/14	100	☑	Sac Co	$ -	$ -		$ 11,875	$ 10,422	
32	08	SBd	10	$ 30,760	$ 14,074	Westbound Mixed Flow Lane Addition (EA 0F150)	1/13/10	12/10/10	100	05/01/12	08/10/15	100	☑	06/01/13	07/01/15	100	☑	SANBAG	$ -	$ -		$ 25,449	$ 19,752	
33	08	SBd	215	$ 347,777	$ 49,120	I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition (EA 0071V)	4/16/09	08/27/09	100	09/05/13	09/17/14	100	☑	09/15/15	12/31/17			SANBAG	$ -	$ -		$ 213,174	$ 208,387	
Interstate 215 HOV Lanes and Connectors - Corridor Project																								
34	08	SBd	215	$ 77,658	$ 29,000	SR - 210/215 Connectors (EA 44407) combined to 4440U	4/16/09	09/17/09	100	02/01/13	03/01/13	100	☑					Caltrans	$ 12,883	see		$ 47,672	see	
35				$ 44,740	$ 36,540	I-215 North Segment 5 (EA 00719) combined to 4440U	4/16/09	09/17/09	100	02/01/13	03/01/13	100	☑					Caltrans	$ 7,333	below		$ 29,207	below	
				$ 122,398	$ 65,540	Corridor Summary				02/01/13	03/01/13			03/01/15	10/30/15	100	☑		$ 20,216	$ 12,942		$ 76,879	$ 71,430	
36	08	SBd	10	$ 18,300	$ 10,910	Widen Exit Ramps&Add Aux Ln @Cherry, Citrus&Cedar Ave IC's (EA 49750)	1/13/10	10/12/10	100	12/01/10	12/20/12	100	☑	06/01/11	06/03/14	100	☑	Caltrans	$ 3,280	$ 3,422		$ 12,130	$ 9,337	
I-15 Managed Lanes - Corridor Project																								
37	11	SD	15	$ 110,103	$ 93,765	Corridor Project #1 (EA 2T093)	9/20/07	02/08/08	100	01/17/11	12/28/11	100	☑					Caltrans	$ 14,739	$ 14,603		$ 79,026	$ 77,319	
				$ 87,365	$ 71,236	Corridor Project #2 (EA 2T091)	2/14/08	05/12/08	100	02/21/12	05/31/11	100	☑					Caltrans	$ 14,025	$ 11,162		$ 57,211	$ 57,438	
				$ 138,686	$ 115,668	Corridor Project #3 (EA 2T092)	4/10/08	07/25/08	100	04/15/12	06/14/12	100	☑					Caltrans	$ 21,236	$ 15,020		$ 94,432	$ 91,853	
				$ 336,154	$ 280,669	Corridor Summary				04/15/12	06/14/12			10/03/13	01/28/15	100	☑		$ 50,000	$ 40,785		$ 230,669	$ 226,609	
I-5 North Coast Corridor - Stage 1A - Corridor Project																								
38	11	SD	5	$ 52,664	$ 24,500	Corridor Project #1 (EA 2358U)	9/20/07	08/15/07	100	10/30/09	07/14/10	100	☑					Caltrans	$ 6,000	$ 7,743		$ 43,038	$ 37,046	
				$ 80,446	$ -	Corridor Project #2 (EA 2T040)	Local	01/28/11	100	06/30/12	02/13/15	100	☒					Caltrans	$ 11,183	$ 15,223		$ 54,610	$ 57,722	
				$ 133,110	$ 24,500	Corridor Summary				06/30/12	02/13/15			06/30/17	03/31/19				$ 17,183	$ 22,965		$ 97,648	$ 95,099	
39	10	SJ	205	$ 22,009	$ 9,070	I-205 Auxiliary Lanes (EA 0Q270)	4/8/10	10/12/10	100	04/01/13	03/04/13	100	☑	11/01/14	02/13/15	100	☒	Caltrans	$ 2,900	$ 2,302		$ 11,860	$ 11,480	
Route 46 Corridor Improvements (Whitley 1) - Corridor Project																								
40	05	SLO	46	$ 77,214	$ 49,778	Corridor Project #1 (EA 33072)	4/8/10	10/25/10	100	08/01/13	10/13/14	100	☑					Caltrans	$ 7,000	$ 7,872		$ 54,054	$ 52,312	
				$ 1,840	$ -	STIP TEA Enhancements (EA 33072)																		
				$ 79,054	$ 49,778	Corridor Summary				08/01/13	10/13/14			10/01/14	09/01/17									
Widen US 101 & add Aux Lns fr Marsh Rd to Embarcadero Rd. - Corridor Project																								
41	04	SM	101	$ 40,638	$ 23,445	Corridor Project #1 (EA 23563)	1/20/11	06/01/11	100	03/01/12	06/25/13	100	☑					Caltrans	$ 8,259	$ 3,020		$ 22,304	$ 16,123	
				$ 22,514	$ 3,802	Corridor Project #2 (EA 23564)	10/26/11	05/24/12	100	11/01/13	11/15/13	100	☑					Caltrans	$ 3,802	$ 1,256		$ 12,648	$ 6,514	
				$ 63,152	$ 27,247	Corridor Summary				11/01/13	11/15/13			11/01/14	08/25/16	100	☒		$ 12,061	$ 4,276		$ 34,952	$ 22,638	
42	04	SCl	880	$ 67,889	$ 45,929	I-880 Widening (SR 237 to US 101) (EA29830)	8/10/11	12/14/11	100	07/01/13	04/04/14	100	☑	08/01/14	04/03/17			Caltrans	$ 9,810	$ 6,688		$ 38,279	$ 31,787	
43	04	SCl	101	$ 73,199	$ 55,871	US 101 Aux Lanes - State Route 85 to Embarcadero Rd (EA 4A330)	8/10/11	11/17/11	100	08/01/13	11/16/15	100	☑	09/01/14	10/31/17			Caltrans	$ 11,080	$ 10,821		$ 44,791	$ 42,426	

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	CMIA PROJECT COST ($1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT APPROVED BUDGET ($1,000's)	CONSTRUCTION SUPPORT EXPENDED ($1,000's)		CONSTRUCTION CAPITAL APPROVED BUDGET ($1,000's)	CONSTRUCTION CAPITAL EXPENDED ($1,000's)	
44	04	SCl	101	$ 49,611	$ 16,636	US 101 Improvements (I-280 to Yerba Buena Rd) (EA 1A980)	1/13/10	10/01/10	100	06/01/13	10/31/12	100	☑	06/01/14	10/03/14	100	☑	Caltrans	$ 6,690	$ 6,619		$ 31,201	$ 26,047	
45	05	SCr	1	$ 20,085	$ 13,783	Highway 1 Soquel to Morrissey Auxiliary Lanes (EA 0F650)	8/10/11	01/05/12	100	11/01/13	02/11/15	100	☑	12/01/14	06/01/17			SCCRTC	$ -	$ -		$ 16,933	$ 16,821	
46	02	Sha	5	$ 16,315	$ 13,496	Cottonwood Hills Truck Climbing Lane (EA 37100)	1/13/10	04/21/10	100	12/01/11	11/17/11	100	☑	12/01/12	10/23/14	100	☑	Caltrans	$ 2,100	$ 1,247		$ 11,396	$ 11,396	
I-80 HOV Lanes, Fairfield (Rt 80/680/12 to Putah Creek) - Corridor Project																								
47	04	Sol	80	$ 42,748	$ 20,171	Corridor Project #1 (EA 0A531)	2/14/08	06/04/08	100	12/01/09	12/01/09	100	☑					Caltrans	$ 6,351	$ 4,284		$ 29,197	$ 28,260	
				$ 7,885	$ 6,085	Corridor Project #2 (EA 0A532)	4/8/10	10/12/10	100	09/01/11	02/29/12	100	☑					Caltrans	$ 1,319	$ -		$ 4,766	$ 4,765	
				$ 30,296	$ -	Corridor Project #3 (EA 4C15U)	3/12/09	04/21/09	100	11/01/10	11/01/10	100	☑						$ 3,900	$ 1,597		$ 22,200	$ 15,837	
				$ 80,929	$ 26,256	Corridor Summary				09/01/11	02/29/12			10/01/12	03/01/14	100	☑		$ 11,570	$ 5,881		$ 56,163	$ 48,862	
48	04	Son	101	$ 92,761	$ 17,359	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway (EA 0A18U)	5/14/09	10/12/09	100	12/01/11	12/26/12	100	☒	02/01/13	12/31/17			Caltrans	$ 10,500	$ 10,752		$ 58,311	$ 55,195	
49	04	Son	101	$ 120,260	$ 69,860	US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road) (EA 0A10U)	5/29/08	10/29/08	100	01/01/11	12/30/10	100	☑	02/01/12	12/31/17			Caltrans	$ 12,000	$ 9,862		$ 91,200	$ 88,015	
50	04	Son	101	$ 79,367	$ 29,280	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave (EA 12965)	9/25/08	03/03/09	100	12/01/13	06/28/13	100	☑	01/01/15	12/31/15	100	☑	Caltrans	$ 6,600	$ 2,623		$ 51,065	$ 45,273	
51	10	Sta	219	$ 45,580	$ 9,844	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road) (EA 0A870)	1/10/08	06/19/08	100	08/01/09	06/30/10	100	☑	11/01/09	07/28/16	100	☑	Caltrans	$ 2,000	$ 1,947		$ 7,844	$ 6,617	
52	10	Sta	219	$ 42,662	$ 13,241	SR-219 Expressway, Phase 2 (Morrow Road to Route 108) (EA 0A872)	12/15/11	08/30/12	100	05/30/14	10/30/15	100	☑	01/13/18	12/18/17			Caltrans	$ 4,300	$ 4,168		$ 17,612	$ 16,442	
53	10	Tuo	108	$ 53,392	$ 14,530	E. Sonora Bypass Stage II (EA 34042)	1/20/11	12/16/11	100	03/01/14	01/10/14	100	☒	05/03/21	12/31/19			Caltrans	$ 5,500	$ 6,540		$ 26,974	$ 28,742	
54	07	Ven SB	101	$ 101,163	$ 81,293	HOV Lanes, Mussel Shoals to Casitas Pass Road (EA 26070)	8/10/11	01/04/12	100	08/01/16	05/31/17	98		07/31/19	04/25/19			Caltrans	$ 15,300	$ 13,605		$ 65,993	$ 60,310	
CMIA projects amended into program using project cost/award savings																								
55	04	Son	101	$ 17,321	$ 15,000	Central Project - Phase B (EA 0A184)	1/20/11	05/19/11	100	12/31/12	07/17/13	100	☑	01/01/14	12/30/16	100		Caltrans	$ 3,000	$ 2,844		$ 12,000	$ 12,000	
56	03	Sac	80	$ 136,035	$ 53,537	I-80 HOV Ln Across the Top (EA 3797U)	1/20/11	07/29/11	100	11/01/14	07/30/17	97		11/01/16	11/01/18			Caltrans	$ 19,000	$ 19,105		$ 104,588	$ 101,617	
57	10	SJ	5	$ 124,978	$ 42,470	I-5 HOV Ln and CRCP (EA 0G470)	1/20/11	06/02/11	100	12/30/14	01/26/17	100		01/30/16	01/18/19				$ 11,990	$ 17,252		$ 97,708	$ 93,772	
58	05	SLO	101	$ 47,857	$ 31,174	Santa Maria Bridge (EA 44590)	1/20/11	06/21/11	100	04/01/14	03/12/15	100	☑	07/15/15	07/15/18			Caltrans	$ 6,600	$ 5,536		$ 34,832	$ 34,810	
59	11	SD	15	$ 68,159	$ 25,802	Mira Mesa Direct Access Ramp (EA 2T095)	12/15/11	04/04/12	100	01/14/15	01/04/16	100	☒	07/11/17	07/11/17			Caltrans (FY 15-16 Q3)	$ 8,500	$ 8,055		$ 36,102	$ 27,059	
60	02	Sha	5	$ 23,468	$ 21,713	South Redding 6;Lane (EA 4C401)	1/20/11	05/09/11	100	11/15/12	02/01/13	100	☑	11/15/13	09/12/18			Caltrans	$ 2,250	$ 1,950		$ 19,463	$ 18,643	
61	03	But	32	$ 9,925	$ 3,425	But 32 Highway Widening (EA 1E490)	8/10/11	06/30/12	100	11/30/13	12/11/15	100	☒	07/01/18	07/01/18			Chico	$ -	$ -		$ 6,425	$ 6,713	
Widen Ala 84 Expressway - Corridor Project																								
62	04	Ala	84	$ 41,065	$ 16,057	Corridor Project #1 (EA 29761)	8/10/11	03/21/12	100	07/31/13	09/24/15	100	☑					Caltrans	$ 3,780	$ 3,810		$ 25,085	$ 24,303	
				$ 97,402	$ -	Corridor Project #2 (EA 29762)	3/26/15	09/30/15	100	10/01/15	08/24/18	39						Caltrans	$ 8,005	$ 4,290		$ 48,000	$ 14,181	
				$ 138,467	$ 16,057	Corridor Summary				10/01/15	12/01/17			07/01/18	12/29/17				$ 11,785	$ 8,100		$ 73,085	$ 38,484	
63	06	Tul	198	$ 27,266	$ 21,187	Plaza Drive IC / Aux Lns (EA 42370)	8/10/11	11/30/11	100	06/30/13	08/19/14	100	☑	12/31/13	12/30/18			Visalia	$ 3,617	$ 3,785		$ 17,570	$ 18,952	
64	04	Var	Var	$ 74,984	$ 36,057	Freeway Performance Initiative (EA 0G890, 15113, 15300, 15320, 15350, 15420)	4/26/12	08/28/12	100	10/01/14	10/13/15	100	☑	04/01/16	06/30/18			Caltrans	$ 8,271	$ 8,734		$ 51,346	$ 47,626	

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	CMIA PROJECT COST ($1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT APPROVED BUDGET ($1,000's)	CONSTRUCTION SUPPORT EXPENDED ($1,000's)	CONSTRUCTION CAPITAL APPROVED BUDGET ($1,000's)	CONSTRUCTION CAPITAL EXPENDED ($1,000's)
Bi-County I-215 Gap Closure - Corridor Project																						
65	08	SBd Riv	215	$ 182,802	$ 15,350	I-215 Gap Closure (EA 0M940) combined to 0M94U	6/27/12	12/03/12	100	05/01/16	08/25/15	100	☒					Caltrans	$ 16,270	see	$ 137,171	see
				$ 17,066	$ -	SHOPP contribution to #1													$ 800		$ 15,392	
66				$ 5,193	$ 3,007	Newport Ave OC(EA 0M94U)	6/27/12	12/03/12	100	05/01/16	08/25/15	100	☒					Caltrans	$ 361	below	$ 3,007	below
				$ 205,061	$ 18,357	Corridor Summary				05/01/16	08/25/15			04/20/18	08/02/18				$ 17,431	$ 16,125	$ 155,570	$ 144,109
67	04	Son	101	$ 52,360	$ 22,242	North Project Phase B Airport IC (EA 3A23U)	4/26/12	12/03/12	100	12/31/13	08/03/15	100	☑	11/01/15	09/01/17			Caltrans	$ 4,500	$ 4,404	$ 33,813	$ 31,608
68	04	SCl	880	$ 62,097	$ 39,231	I-880/I-280 Stevens Creek IC Impvmts (EA 44560)	5/23/12	09/06/12	100	12/01/14	12/30/15	100	☒	12/01/15	10/30/17			SCVTA	$ -	$ -	$ 47,197	$ 44,325
69	04	SCl	101	$ 33,962	$ 22,367	Capitol Exp Yerba Buena IC (EA 1G360)	5/23/12	08/02/12	100	06/30/14	04/14/15	100	☒	02/28/17	04/03/17			SCVTA	$ -	$ -	$ 26,286	$ 25,991
70	08	SBd	15	$ 82,912	$ 16,206	La Mesa Nisqualli Rd IC (EA 0A450)	8/10/11	12/08/11	100	12/01/13	03/05/14	100	☑	12/01/15	05/06/16	100	☑	SANBAG	$ -	0	$ 53,082	$ 40,680
71	11	SD	805	$ 36,501	$ 18,785	HOV Lns - SR54 to SR94 (EA 2T180)	1/25/12	06/22/12	100	12/31/13	12/20/13	100	☑	07/11/13	05/31/18			Caltrans	$ 5,392	$ 5,354	$ 19,355	$ 18,443
72	11	SD	805	$ 55,432	$ 37,978	HOV Lns - Palomar to SR54 (EA 2T181)	1/25/12	09/09/12	100	07/30/14	04/03/14	100	☑	11/05/13	05/31/18			Caltrans	$ 7,400	$ 7,541	$ 34,278	$ 33,403
73	05	SLO	46	$ 55,559	$ 45,088	Whitley 2A (EA 33077)	2/23/12	05/18/12	100	09/08/15	08/15/16	100	☒	10/01/16	01/02/18			Caltrans	$ 7,000	$ 7,094	$ 38,088	$ 35,371
74	12	Ora	74	$ 77,211	$ 24,109	SR74 / I-5 IC (EA 0E310)	4/25/12	10/19/12	100	02/02/15	11/22/16	100		12/31/18	11/01/17			Caltrans	$ 6,364	$ 8,200	$ 30,231	$ 25,515
75	11	SD	805	$ 119,000	$ 40,638	805 Managed Lns North (Design Build) (EA 2T200)	10/26/11	7/30/12 2/26/13*	100	03/15/15	04/01/18	99		06/30/17	06/04/20			Caltrans	$ 26,428	$ 17,701	$ 86,419	$ 80,392
76	2	Sha	5	$ 7,275	$ 6,000	I5/Deschutes Rd IC (EA 34760)	5/3/12	7/26/12	100	12/15/12	01/24/14	100	☑	05/01/13	02/26/16	100	☒	Anderson	$ -	$ -	$ 6,000	$ 5,979
77	3	Sac	50	$ 37,151	$ 12,109	SR50 - Watt IC (EA 37120)	4/26/12	9/15/12	100	11/30/14	01/16/16	100	☒	11/01/18	02/01/19			Sac Co	$ -	$ -	$ 30,449	$ 33,939
78	5	Mon	101	$ 91,150	$ 28,325	San Juan IC (EA 31580)	4/26/12	09/27/12	100	03/18/15	04/28/16	100	☑	07/02/18	07/09/19			Caltrans	$ 8,000	$ 8,213	$ 48,700	$ 42,645
79	5	SB	101	$ 17,968	$ 4,792	Union Valley Pkwy IC (EA 46380)	4/26/12	07/26/12	100	12/31/13	12/27/13	100	☑	02/03/15	02/24/15	100	☑	Caltrans	$ 1,900	$ 1,688	$ 9,584	$ 8,883
80	8	SBd	10	$ 18,620	$ 10,000	I-10 Tippecanoe Ave IC (EA 44811)	4/26/12	07/11/12	100	07/11/13	06/24/15	100	☑	08/01/15	06/16/16	100	☑	SANBAG	$ 2,000	$ 2,821	$ 13,787	$ 13,872
81	11	SD	76	$ 36,889	$ 29,387	I-5 / SR 76 IC (EA 25714)	4/26/12	08/01/12	100	01/01/15	10/20/14	100	☑		07/25/16	100	☑	Caltrans	$ 5,056	$ 4,977	$ 24,561	$ 23,739
82	3	ED	50	$ 19,200	$ 15,500	US Route 50 HOV Ln (EA 2E510)	5/23/12	07/17/12	100	12/31/13	03/31/16	100	☒	10/31/14	12/01/17			ED Co DOT	$ -	$ -	$ 17,240	$ 14,719
83	3	ED	50	$ 9,145	$ 6,000	Western Placerville IC Ph 1A (EA 37280)	5/23/12	11/05/12	100	06/01/15	11/30/14	100	☒	01/15/14	02/01/17			Caltrans	$ -	$ -	$ 6,000	$ 7,683
84	8	Riv	215	$ 123,502	$ 38,779	215 Widening Scortt to Nuevo (EA 0F162)	5/23/12	11/14/12	100	12/31/15	11/15/18	98		07/01/19	11/19/20			RCTC	$ -	0	$ 98,500	$ 89,638
85	8	SBd	15	$ 63,923	$ 28,264	I15 Ranchero Rd IC (EA 34160)	5/23/12	08/01/12	100	08/01/14	12/18/15	100	☒	09/01/16	12/01/17			SANBAG	$ 3,650	$ -	$ 40,148	$ 40,481
86	4	Ala	680	$ 8,793	$ 6,673	FPI (EA 4G100)	6/27/12	09/29/12	100	11/01/14	06/27/13	100	☑	12/01/15	04/21/14	100	☑	Caltrans	$ 1,000	$ 998	$ 5,673	$ 4,740
87	8	SBd	15	$ 35,274	$ 12,000	Duncan Canyon Rd IC (EA 0H130)	6/27/12	08/14/12	100	06/01/14	03/03/17	100		11/30/18	02/28/19			Fontana	$ 2,900	$ 1,008	$ 26,054	$ 28,457
88	12	Ora	405	$ 3,230	$ 2,410	Widen Ramp for Deceleration Lane (EA 0M130)	6/27/12	10/11/12	100	07/01/14	05/30/14	100	☑	12/01/14	12/01/14	100	☒	Caltrans	$ 500	$ 498	$ 1,910	$ 1,738
89	7	LA	710	$ 1,336,061	$ 153,657	Gerald Desmond Bridge (Design Build) (EA 22830)	10/24/12	10/1/12 6/11/13*	100	03/22/19	03/22/19	68		05/21/21	05/21/21			Port of Long Beach	$ 97,000	$ 85,695	$ 864,260	$ 412,728
90	8	SBd	15	$ 325,365	$ 53,743	I-15 Devore Widening, IC (EA 0K710)	12/6/12	11/13/12	100	03/25/16	06/12/17	99		10/25/19	06/11/19			SANBAG	$ 26,951	$ 24,172	$ 239,662	$ 229,990
		Totals		$ 12,390,986	$ 4,476,619																	

** Design Build contract: two award dates. 1st, notice to proceed for design, 2nd, construction start*

*** Section 4a of CMIA report details CMIA Bond Program funding loans.*

(3) CMIA Bond Program Action Plans

Third Quarter FY 2016-17

(3a) Major Project Issues

The following project(s) have major issues that may impact the project schedule or budget.

Project #89 – Gerald Desmond Bridge - Supplemental funds (TCIF/SHOPP) of $15,000,000 construction support and $32,960,000 construction capital were allocated at the October 24, 2016 CTC meeting. The Main Span Bridge released for construction is delayed as well as the main towers construction, the estimated end of construction date is March 22, 2019. The total budget and expenditures in this report do not reflect the complete local contribution.

(3b) Project Budgets Supplemented with Local Funds

No project budgets were supplemented with Local funds since the last quarterly report.

(3c) Project Action Plans

(Projects with gray shading are completed and will be removed in the next quarterly report)

Project #1 – Eastbound I-580 HOV- Hacienda to Greenville #3 – Project overrun will be addressed with non-bond funds. Expenditure adjustments are completed.

Project #2 – Eastbound I-580 Westbound HOV Ln (Seg 1) – Project overrun will be addressed with non-bond funds. Expenditure adjustments are completed.

Project #7 – SR-4 E Widening between Somersville & SR-160 (#3A) – Project overrun will be addressed with local funds. Expenditure adjustment request is processed. Target completion date is June 2017.

Project #14 – Expenditure adjustments were not completed for the following projects as previously reported: Expenditure adjustments are now completed.

- I-5 Carpool and Mixed Flow Lane from Orange County Line to I-605 (Segment 1)
- Widening Shoemaker, Rosecrans, Bloomfield (Segment 3)
- Widening at San Antonio, Imperial Hwy and Pioneer (Segment 4)

Project #15 – Marin-Sonoma Narrows, Segment 4 – Project overrun will be addressed with non-bond funds. Local (TAM) cooperative agreement to fund shortfall is pending. The new target date for cooperative agreement execution is December 2017. Expenditures will be adjusted when funding is in place. Target completion date is March 2018.

Project #59 – I-15 Mira Mesa / Scripps Ranch Direct Access Ramp – The $32,519.86 shown as over expended is an accrual issue. These are not true expenditures, hence there is no expenditure adjustment to be made until final voucher. Target final voucher date is July 2017.

Project #73 – SR-46 Corridor Improvements (Whitley 2A) – Project overrun will be addressed with corridor options. Construction claims process continues. Expenditures will be adjusted as necessary. Target completion date is July 2017.

(4) CMIA Bond Program Funding Adjustments

Third Quarter FY 2016-17

(4a) CMIA Bond Program Funding Loans

American Recovery and Reinvestment Act (ARRA) of 2009 funding loans were made in 2009 to replace CMIA funding on CMIA program projects. The CMIA program project budgets, as reported in this report include $214,459,000 of ARRA funding in accordance with Government Code, Section 8879.77. In 2009, limitations on bond sales and the enactment of the ARRA program led to legislation allowing loans in order to allocate projects ready for construction. The table below outlines the loans made and repayment of loans for the CMIA program.

Project	ARRA Funding (Loan) ($1,000;s)	Repayment (CMIA Funding) ($1,000;s)
Caldecott Tunnel Fourth Bore (segment 1)	$ 73,439	
I-215 North Segments 1 & 2 HOV Lanes	$ 49,120	
La Barr Meadows	$ 2,000	
Route 405 Northbound HOV Lanes	$ 89,900	
State Highway Account Reimbursement		$ 214,459
Totals	$ 214,459	$ 214,459

(4b) CMIA Bond Program Funding Transfers

In January 2014, the Commission established a Proposition 1B savings policy with the intention that savings accrued in the CMIA program will be used for CMIA-eligible STIP projects that commenced construction prior to December 31, 2012. To date, Caltrans has identified a total of $72.3 million in savings ($5.3 in project closeouts and $67 in projected administration savings) in the CMIA program.

Funding Transfers	Project Allocated CMIA Funds	Administration Budget
Program Budget, Allocations through Dec. 31, 2012	$ 4,410.0 million	$ 90 million
Project Closeout Savings – de-allocated	-$ 5.3 million	
Project Closeout Savings – re-allocated to projects	$ 5.3 million	
Administration Savings – re-allocated to projects	$ 67.0 million	-$ 67 million
Revised Allocated Budget Totals	$ 4,477 million	$ 23 million

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2016-17
Third Quarter Report
State Route 99 Program

Quarterly Report to the California Transportation Commission

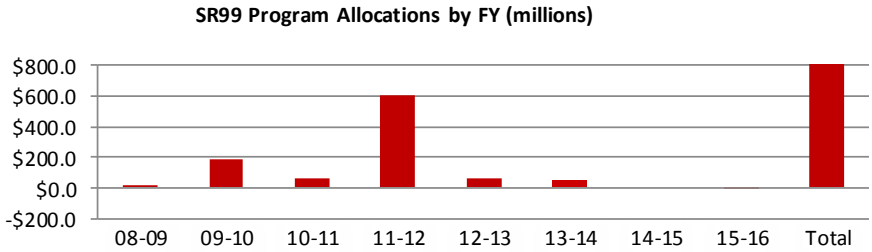
(1) SR99 Bond Program Summary

Third Quarter FY 2016-17

(1a) SR99 Bond Program Funding

	#Contracts	Project Allocated Funds	% Allocated
SR99 bond program funds allocated to projects:	27	$957 million	96%

In the SR99 bond program budget, $763 million was allocated for construction. In addition, $194 million has been allocated for right of way and engineering support costs. There is also $20 million set aside for bond administrative costs and an uncommitted balance of $23 million. Additional projects are planned for the uncommitted balance, and will be programmed and added to the program as they are delivered.



	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	Total
Actual	$12.3	$185.6	$56.6	$601.0	$62.8	$48.6		-$10.4	$956.5

(1b) SR99 Bond Program Funding Loans

American Recovery and Reinvestment Act (ARRA) of 2009 funding loans were made in 2009 to replace SR99 funding on a SR99 program project. The SR99 program project budget, as reported in this report includes $19,061,000 of ARRA funding in accordance with Government Code, Section 8879.77. In 2009, limitations on bond sales and the enactment of the ARRA program led to legislation to allow for loans in order to allocate projects ready for construction.

(1c) SR99 Bond Program Funding and Contributor Funds

	Project Expenditures	Percent Expended
SR99 bond program project funds expended to date:	$867 million	87%
SR99 bond program project funds expended reported last quarter:	$854 million	85%

In the SR99 bond program's $1 billion dollar budget, $957 million has been allocated to projects from SR99 bond program funds. In addition, $390 million has been committed from other contributor funds to increase the total value of projects in the SR99 bond program to $1,347 million. The table below shows how SR99 bond program funds and contributor funds were distributed, as well as expenditures to date for SR99 bond program funds.

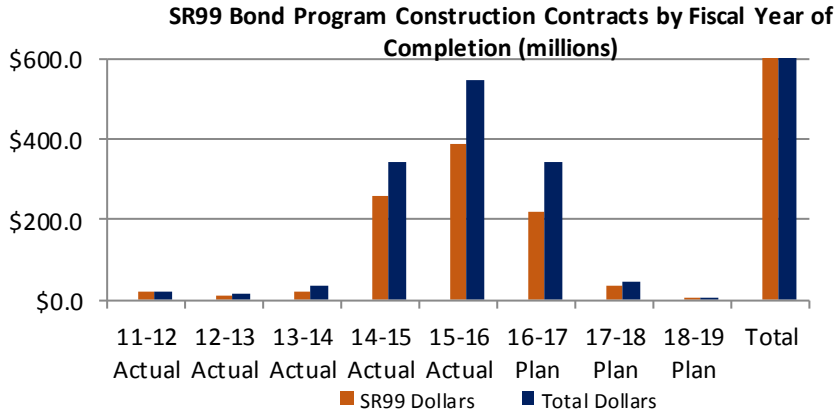
SR99 Bond Program Funding and Contributor Funds by Component (millions)

	Total Funds	Other Funds	SR99 Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	$ 127.1	$ 12.2	$ 114.9	$ 112.8	98 %
Capital	$ 878.5	$ 115.4	$ 763.1	$ 693.3	91 %
Right of Way					
Support	$ 19.2	$ 8.2	$ 11.0	$ 8.6	78 %
Capital	$ 187.1	$ 133.2	$ 53.9	$ 34.8	65 %
Preliminary Engineering					
Support	$ 134.7	$ 121.0	$ 13.7	$ 13.7	100%
Committed Subtotal	$ 1,346.6	$ 390.0	$ 956.6	$ 862.9	90%
Uncommitted			$ 23.4		
Percent uncommitted			2.3%		
Bond Administration			$ 20.0	$ 4.1	20 %
Program Total			$ 1,000.0	$ 867.0	87 %

(1d) SR99 Bond Program Project Completions

	# Contract Completed	Percent Contracts Completed
SR99 bond program construction contracts completed to date:	23	85%
SR99 bond program construction contracts completed reported last quarter:	22	81%

To date, a total of 23 projects have received SR99 bond program funds. Some projects were constructed in stages, resulting in a total of 27 construction contracts being administered.



SR99 Bond Program Completions – Projects and Dollars (millions)

	Contracts Accepted				In Plant Establishment			Contracts Under Construction			All SR99 Bond Program Contracts		
	#	Total Funds	SR99 Funds	# FDR's	#	Total Funds	SR99 Funds	#	Total Funds	SR99 Funds	#	Total Funds	SR99 Funds
FY 11-12	1	$ 22	$ 22	1							1	$ 22	$ 22
FY 12-13	2	$ 15	$ 11	2							2	$ 15	$ 11
FY 13-14	1	$ 32	$ 19	1							1	$ 32	$ 19
FY 14-15	8	$343	$259	6							8	$ 341	$ 259
FY 15-16	10	$545	$388	3							10	$ 545	$ 388
FY 16-17	1	$66	$47	1				2	$ 274	$ 174	3	$ 340	$ 220
FY 17-18								1	$ 43	$ 33	1	$ 43	$ 33
FY 18-19					1	$ 5	$ 5	0	$ 0	$ 0	1	$ 5	$ 5
Total Value	23	$1,023	$746	14	1	$ 5	$ 5	3	$ 317	$ 207	27	$1,347	$ 957

The status of final delivery reports (FDR) to be completed within six months after construction contracts are accepted, is outlined in the table above.
Some rounding may occur.

(2) State Route 99 Bond Program Current Status and Project Expenditure Report

Third Quarter FY 2016-17

LEGEND

- Estimated cost within budget
- Baseline budget exceeded, non-bond funds added. No CTC action required.
- All bond funds exceeded. Project teams are making expenditure adjustments (adding non-bond funds if necessary) and reviewing project charges.
- The quarter in which the bond funds were fully expended has been added to the table below so that the timeliness of corrective actions can be monitored.
- CCA 100% Complete
- Milestone Behind Schedule

☑ - Complete ☒ - Past Due **PE** - Plant Establishment

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	SR99 PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % COMPLETE	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS EXPENDED)	CONSTRUCTION Support Approved	CONSTRUCTION Support Expended		CONSTRUCTION Capital Approved	CONSTRUCTION Capital Expended	
1	03	But	99	$ 38,349	$ 20,969	Butte SR 99 Chico Auxilliary Lanes - Phase II	1/20/11	7/8/11	100	2/18/15	2/18/15	100	☑	10/15/15	4/30/21			Caltrans	$ 4,394	$ 5,505		$ 27,290	$ 23,302	
Island Park 6-Lane - Corridor Project																								
2	06	Fre Mad	99	$ 22,313	$ 22,313	Corridor Project #1 (EA 44261)	1/13/10	8/10/10	100	9/1/12	2/3/12	100	☑					Caltrans	$ 3,313	$ 3,313		$ 16,915	$ 16,914	
				$ 65,481	$ 65,481	Corridor Project #2(EA 44262)	4/26/12	10/10/12	100	7/1/16	5/20/16	100	☒					Caltrans (FY 16-17 Q1)	$ 8,500	$ 8,599		$ 44,000	$ 43,590	
				$ 87,794	$ 87,794	Corridor Summary				7/1/16	5/20/16	100		7/1/18	7/1/19				$ 11,813	$ 11,912		$ 60,915	$ 60,504	
3	06	Mad	99	$ 93,802	$ 59,402	Reconstruct Interchange at Avenue 12	6/27/12	12/7/12	100	6/13/16	6/13/16	100	☒	7/1/18	7/1/18			Caltrans	$ 8,000	$ 7,938		$ 48,802	$ 43,736	
4	10	Mer	99	$ 115,758	$ 79,425	Arboleda Road Freeway	12/15/11	4/6/12	100	5/1/15	5/18/15	100	☑	5/1/16	3/1/22			Caltrans	$ 9,906	$ 9,121		$ 68,560	$ 68,000	
5	10	Mer	99	$ 76,611	$ 65,869	Freeway Upgrade & Plainsburg Road I/C	2/23/12	7/12/12	100	5/10/16	5/10/16	100	☒	7/10/18	7/1/18			Caltrans	$ 10,000	$ 9,056		$ 51,398	$ 44,808	
6	03	Sac	99	$ 7,446	$ 5,806	Add Aux Lane Calvine to North of Mack Rd on 99	2/25/10	6/23/10	100	2/1/13	2/1/13	100	☑	2/1/17	2/1/17			Caltrans	$ 750	$ 747		$ 5,506	$ 5,299	
7	03	Sac	99	$ 32,470	$ 18,529	SR 99/Elverta Rd. Interchange	2/23/12	5/28/12	100	4/1/14	3/7/14	100	☑	7/1/14	10/1/18			Sac Co	$ -	$ -		$ 25,270	$ 24,725	
8	10	SJ	99	$ 214,458	$ 132,256	SR 99 (South Stockton) Widening	6/27/12	10/16/12	100	12/30/16	6/30/17	96		12/5/18	7/1/20			Caltrans (FY 16-17 Q3)	$ 20,000	$ 20,004		$ 113,958	$ 100,616	
SR 99 Widening in Manteca and San Joaquin - Corridor Project																								
9	10	SJ	99		$ -	Corridor PAED (EA 0E610)																		
				$ 42,178	$ 35,894	Corridor Project #1 (EA 0E611)	12/15/11	3/27/12	100	1/7/15	1/7/15	100	☑					Caltrans	$ 5,250	$ 5,127		$ 30,644	$ 29,416	
				$ 44,996	$ 38,183	Corridor Project #2 (EA 0E612)	1/25/12	6/27/12	100	10/12/15	10/12/15	100	☒					Caltrans	$ 6,750	$ 6,515		$ 29,543	$ 27,353	
				$ 65,350	$ 12,143	Corridor Project #3 (EA 0E613)	6/27/12	10/11/12	100	12/15/15	12/15/15	100	☒					Caltrans	$ 7,500	$ 6,861		$ 29,481	$ 27,137	
				$ 152,524	$ 86,220	Corridor Summary				10/1/15	12/15/15	100		12/4/17	1/31/18				$ 19,500	$ 18,503		$ 89,668	$ 83,906	
10	03	Sut	99	$ 31,082	$ 19,264	SR 99 / Riego Road Interchange	3/29/12	10/1/12	100	1/1/15	6/30/15	100	☑	1/1/17	7/1/19			Caltrans	$ 3,500	$ 3,500		$ 20,062	$ 19,737	

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	SR99 PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % COMPLETE	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS EXPENDED)	CONSTRUCTION Support Approved	CONSTRUCTION Support Expended		CONSTRUCTION Capital Approved	CONSTRUCTION Capital Expended	
11	03	Sut	99	$ 56,725	$ 53,211	Sutter 99 Segment 2	1/13/10	7/14/10	100	12/1/15	5/15/15	100	☑	12/1/17	7/1/20			Caltrans	$ 8,500	$ 8,493		$ 43,731	$ 41,284	
Los Molinos - Staged Construction Project																								
12	02	Teh	99	$ 6,986	$ 4,705	Stage #1	1/13/10	5/5/10	100	12/31/12	4/20/11	100	☑											
						Stage #2	1/25/12	5/31/12	100	5/15/13	5/15/13	100	☑					Caltrans	$ 838	$ 811		$ 4,723	$ 4,577	
				$ 588	$ -	Enhancements																		
				$ 7,574	$ 4,705	Corridor Summary				12/31/12	5/15/13	100	☑	1/25/16	11/14/16		☒							
Goshen to Kingsburg 6-Lane - Corridor Project																								
13	06	Tul	99	$ 101,445	$ 86,675	Goshen to Kingsburg 6-Lane	5/20/10	1/4/11	100	11/2/15	11/2/15	100	☒					Caltrans	$ 13,450	$ 14,456		$ 75,863	$ 74,058	
				$ 4,944	$ 4,944	Landscape Mitigation	6/27/12	10/1/12	100	8/1/18	8/1/18	PE						Caltrans (FY16-17 Q1)	$ 700	$ 801		$ 3,752	$ 3,014	
				$ 106,389	$ 91,619	Corridor Summary				8/1/18	8/1/18			10/1/20	10/1/20				$ 14,150	$ 15,257		$ 79,615	$ 77,072	
SR 99 projects amended into program using project cost/award savings																								
14	03	Sut	99	$ 18,233	$ 16,333	SR 99/113 Interchange	6/27/12	10/16/12	100	12/1/14	8/13/14	100	☑	12/1/16	12/1/16			Caltrans	$ 2,500	$ 2,453		$ 13,833	$ 12,844	
15	06	Tul	99	$ 52,707	$ 46,927	Tulare to Goshen 6 Ln	6/27/12	12/7/12	100	6/24/16	6/24/16	100	☒	10/6/18	10/6/18			Caltrans (FY 16-17 Q1)	$ 8,200	$ 8,392		$ 38,727	$ 35,957	
16	06	Ker	99	$ 27,350	$ 24,600	South Bakersfield Widening	6/27/12	10/24/12	100	11/15/14	9/18/14	100	☑	11/15/16	3/1/17			Caltrans	$ 3,600	$ 3,557		$ 21,000	$ 20,823	
17	10	Sta	99	$ 42,849	$ 33,401	Kiernan IC	6/27/12	11/27/12	100	7/22/16	7/24/17	99		1/22/18	7/2/18			Sta Cty	$ -	$ -		$ 33,401	$ 32,686	
18	06	Ker	99	$ 10,203	$ 9,003	North Bakersfield Widening	10/24/12	2/21/12	100	12/1/13	7/10/14	100	☑	12/1/15	7/1/17			Caltrans	$ 1,500	$ 1,498		$ 7,500	$ 7,356	
19	10	Mer	99	$ 65,880	$ 46,521	Merced Atwater Expwy Ph 1A	3/5/13	6/12/13	100	12/30/16	11/2/16	100		2/28/19	8/25/17			MCAG	$ -	$ -		$ 46,521	$ 40,534	
20	03	Sac	99	$ 8,981	$ 5,000	Elk Grove Blvd SR99 IC	3/5/13	5/1/13	100	8/1/14	10/16/15	100	☑	12/1/14	9/30/17			Elk Grove	$ -	$ 850		$ 6,896	$ 6,307	
21	03	Sac	99	$ 1,930	$ 1,108	Elkhorn Blvd IC	5/7/13	7/1/13	100	7/30/15	7/30/15	100	☒	5/1/17	5/1/17			Sacramento	$ -	$ 360		$ 1,330	$ 1,298	
22	10	Sta	99	$ 59,551	$ 41,630	Pelandale Ave IC	10/8/13	2/25/14	100	12/15/16	6/1/17	85		12/1/18	8/1/19			Modesto	$ 50	$ -		$ 42,130	$ 36,303	
23	06	Tul	99	$ 36,050	$ 7,000	Cartmill Interchange	1/29/14	6/3/14	100	6/7/16	6/7/16	100	☒	7/1/18	7/1/18			Tulare Cty	$ -	$ 3,781		$ 28,181	$ 24,709	
			Total Cost	$ 1,344,716	$ 956,592																			

*Section 1B of SR99 report details SR99 Bond Program funding loans

(3) SR99 Action Plans

Third Quarter FY 2016-17

(3a) Major Project Issues

The following projects have major issues that may result in action plans at a later date to adjust the project schedule or budget.

Project #2 Island Park 6-lane

Funds are needed for Construction Support over-expenditures resulting from Contractor disputes and claims resolution. A fund allocation plan will be proposed after the final construction costs have been determined.

Project # 8 SR 99 (South Stockton) Widening

Supplemental funds are most likely needed to address claims from the contractor and to close-out the construction contract. There were significant delays to the schedule as a result of utilities that were not relocated before construction started due to delays obtaining the railroad agreement. Funds are needed to address claims from the contractor to resolve these two issues and other potential claims. Construction has requested the additional funds based on the anticipated work that is remaining. Additional Right of Way support may be needed to dispose of excess parcels and property management. A fund allocation plan will be proposed after the final construction costs and Right of Way support have been determined.

Project #13 Goshen to Kingsburg 6 Ln Landscape Mitigation

Construction Support over-expenditures are suspected to be a result of mischarges to a parent project. It is anticipated that these charges will be corrected and will result in eliminating the over-expenditures.

Project #15 Tulare to Goshen 6 Ln

Funds are needed for Construction Support over-expenditures resulting from Contractor disputes and claims resolution. Claims report has just been completed and final meetings with the Contractor are beginning. A fund allocation plan will be proposed after the final construction costs have been determined.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2016-17
Third Quarter Report
Local Bridge Seismic Retrofit Program

Federal Fiscal Year 2017

Quarterly Report to the California Transportation Commission

Local Bridge Seismic Retrofit Program Status

Third Quarter Fiscal Year 2016-17

The purpose of this report is to provide information on program delivery status of the Local Bridge Seismic Retrofit Program (LBSRP) for the 479 bridges adopted by the California Transportation Commission (Commission) on May 28, 2007.

In previous quarterly reports, we have reported changes that had reduced the number of bond funded bridges to 376.

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Prop 1B) provides $125 million of state matching funds to complete LBSRP. These funds are to be allocated to provide the 11.47 percent required local match for right of way and construction phases of the remaining seismic retrofit work on local bridges, ramps, and overpasses, and includes $2.5 million set aside for bond administrative costs. An additional $32.9 million of state funds has been identified to cover the non-federal match. These funds are available through an exchange of a portion of local funds received from the federal Highway Bridge Program (HBP). These funds are available to accommodate the current $8.7 million shortfall in required local match. Consistent with the Local Bridge Seismic Retrofit Account (LBSRA) Guidelines adopted by the Commission, the Department sub-allocates bond funds on a first come, first serve basis for new phases of right of way and construction.

The Commission has allocated $13.3 million, $4.4 million, $12.2 million, 5.2 million, $4.1 million, $11.2 million, 7 million, 10.2, and 9.8 million bond funds for Fiscal Years (FYs) 2007-08, 2008-09, 2009-10, 2011-12, 2012-13, 2013-14, 2014-15, 2015-16, and 2016-17 respectively. The Department did not request a bond allocation from the Commission for FY 2010-11. The bond funds allocated by the Commission are available for sub-allocation in one fiscal year. Therefore, bond funds that were not sub-allocated from any of the previous FYs will be available for future years. Consistent with the LBSRA Guidelines, the Department has exchanged $24.3 million of the local share of funds received through the federal HBP for state funds to accommodate local non-federal match needs for Bay Area Rapid Transit (BART) and other bridges. To date, $21.64 million of State match funds and $55.03 million of seismic bond funds have been sub-allocated to local agency bridges for a total of $76.67 million. The match needs for FY 2010/11 used state funds remaining from the exchange mentioned above.

This report satisfies the Commission's quarterly reporting requirement for Proposition 1B Quarterly Report on the LBSRP.

Local Bridge Seismic Retrofit Program Progress Report

Overall Bond Program Status

To date, pre-strategy work has been completed on all 376 bridges in the program, the design phase has been completed on 322 bridges, construction is underway on 14 bridges, and retrofit is complete on 308 bridges.

Progress of LBSRP is tracked based on the Federal Fiscal Year (FFY).

FFY 2017 Bond Program Accomplishments

Progress continues to be made to deliver and implement the LBSRP.

Local agencies have identified 8 bridges to be delivered in FFY 2017.

The following bridges completed major project delivery milestone in the last quarter:

Local Agency	Br. No.	Project	Milestone
Mendocino County	10C0048	More Street	Complete
Mendocino County	10C0084	School Way	Complete
Healdsburg	20C0065	Healdsburg Avenue	Complete
Solvang	51C0008	Alisa Road	Complete
Carson	53C0459	Wilmington Avenue	Complete
Los Angeles County	53C0070	East Fork Road	Complete
Colton	54C0599	Colton High School POC	Complete

Ten Longest Delivery Schedules Reported by Local Agencies

District	Local Agency	Bridge Number	Project Description	Estimated Bond Value	Estimated Construction Begin Date	Design phase (% Complete) as of 12/31/16	Design Phase (% Complete) as of 3/31/17
08	San Bernardino	54C0066	Mount Vernon Ave	$3,452,670	6/5/20	30	30
04	Orinda	28C0331	Bear Creek	$11,929	6/15/20	50	50
08	Riverside County	56C0071	Mission Boulevard	$3,670,400	9/15/20	0	0
08	Barstow	54C0089	North 1st Avenue	$82,010	9/1/20	0	0
01	Humboldt County	04c0055	Mattole Road	$688,200	10/2/20	50	50
08	Lake Elsinore	56C0309	Auto Center Drive	$379,794	2/1/21	0	0
08	Barstow	54C0583	Yucca Street	$19,384	7/5/21	0	0
11	Oceanside	57C0010	Douglas Boulevard	$1,139,050	7/21/21	60	60
11	Imperial County	58C0014	Forrester Road	$725,569	8/21/21	0	0
04	Sonoma County	20C0018	Bohemian Highway	$2,992,454	5/2/22	5	7

Program Management

The following table shows the list of LBSRP bridges that are programmed for delivery in FFY 2017. Each project in the LBSRP is monitored at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. The following projects are locked in for delivery in FFY 2017 and local agencies will not be allowed to change their schedules. Projects programmed in the current FFY, for which federal funds are not obligated by end of the FFY, may be removed from fundable element of the Federal Transportation Improvement Program at the discretion of the Department.

Bridges Programmed in FFY 2017

District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Funds Sub-Allocated as of 3/31/17	State Fund
04	San Francisco County Transportation Authority	YBI	On east side of Yerba Buena Island, Reconstruct ramps on and off of I-80	Construction (AC Conversion)	$713,062		
04	Sonoma County	20C0155	Wohler Road, over Russian River	Construction (AC Conversion)	$481,740		
05	Santa Cruz	36C0108	Murray Avenue, over Woods Lagoon	Right of Way	$354,308		
07	Los Angeles County	53C0045	Beverly-First Street, over Beverly/Glendale Separation	Construction	$848,780		
07	Los Angeles County	53C0084	Slauson Avenue, over San Gabriel River	Construction	$176,638		
07	Los Angeles	53C1880	Sixth Street, over Los Angeles River, East Of Santa Ana Freeway	Construction (AC Conversion)	$6,478,030		
08	Indio	56C0084	Jackson Street, over Whitewater River	Construction	$277,777		
10	Stanislaus County	38C0003	Santa Fe Avenue, over Tuolumne River	Construction	$463,000		
			Total		**$9,793,335**		

Allocation Summary

	Funds allocated for FY 2016-17	Sub-allocation as of 3/31/2017				Remaining Allocation for FFY 2017
		Projects programmed in FFY 2017		Projects advanced to FFY 2017		
		Number of Projects	Amount	Number of projects	Amount	
Bond	$9,793,335	0	$0	0	$0	$9,793,335
State	$2,645,341*	0	$0	0	$0	$2,645,341
Total	**$12,438,676**	**0**	**$0**	**0**	**$0**	**$12,438,676**

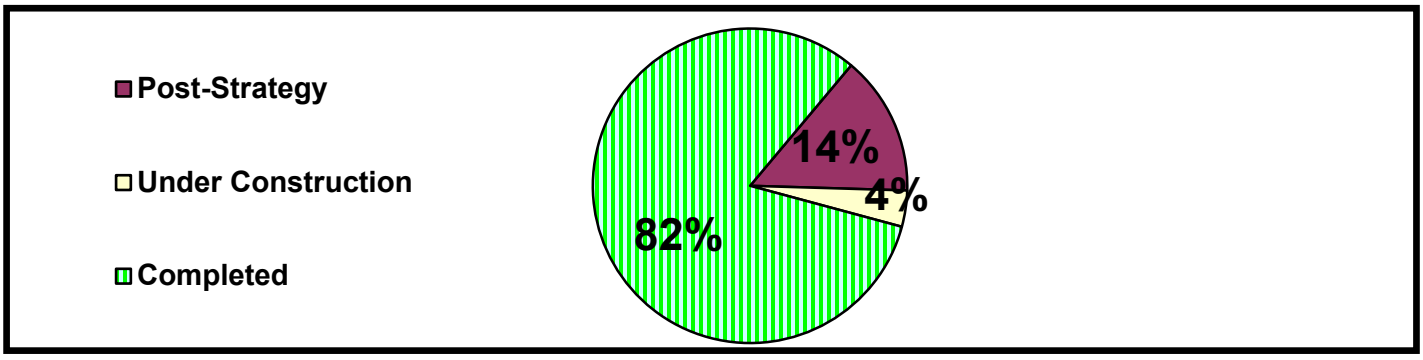
*Remaining state allocation carried over from FY 2008-09

LBSRP Bond and State Capital Allocations (millions)

	Prior	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	Total
Baseline (State, Bond)	$47.00	$4.60	$4.20	$5.10	$12.50	$7.80	$14.80	$9.80	$18.50	$10.40	$134.70
Projection (State, Bond)*	$43.00	$4.40	$4.10	$4.20	$11.00	$7.90	$10.03	$14.04	$10.20	$22.33	$131.20
Allocated (Bond)	$29.90	$0.00	$5.20	$4.10	$11.20	$7.02	$10.24	$9.79			$77.45
Sub-Allocated (Bond)	$29.90	$0.00	$3.70	$4.00	$7.10	$1.31	$9.02				$55.03
Allocated (State)	$24.30	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00				$24.30
Sub-Allocated (State)	$15.80	$4.37	$0.41	$0.75	$0.17	$0.14	$0.00				$21.64

Funds are tracked based on a Federal Fiscal Year. Sub-Allocation is based on the approved program supplement.
The projected bond fund is lowered due to use of toll credit instead of bond match for R/W phase of 6th street in City of Los Angeles.
* Projection is based on LA-ODIS information for second quarter of FFY 2016-17. These Projections are not financially constraint and should not be used for budgeting purposes. High cost projects programmed after FY 2011-12 will be cash managed since there is not sufficient federal fund to fully fund these projects. Therefore the need for bond funds matching federal funds for these cash managed projects will be well beyond 2019 federal fiscal year.

Number of Bond Funded Bridges by Phase



Bond Funds Committed and Expended (millions)

Component	Available	CTC Allocated	Expended
LBSRP Bond RW & Const.	$122.5	$77.45	$55.03
State RW & Const.	$32.9	$24.3	$21.64
Total	$155.4	$101.75	$76.67
Bond Administrative Cost	$2.5	$2.5	$2.5

Status of Local Bridges Identified to Receive Bond Match by Phase of Work

Agency Group	Number of Agencies	Bridges in Pre-Strategy	Bridges in Post-Strategy	Bridges in Construction	Completed	Total No.
Los Angeles Region (CITY and County)	2	0	7	3	59	69
Department of Water Resources	1	0	0	0	23	23
BART	1	0	0	0	152	152
San Francisco (YBI)		0	7	1	0	8
All Other Agencies	59	0	40	10	74	124
Total	**63**	**0**	**54**	**14**	**308**	**376**
Status per December 31 , 2016 Report	**63**	**0**	**54**	**21**	**301**	**376**
Status per Year-End Report for September 30, 2016	**63**	**0**	**55**	**22**	**301**	**378**

Some agencies have requested to Re-Strategy eight bridges that completed Pre-Strategy phase. They have not send in their formal request.
Status of phases provided in this table is confirmed by the Department and may be different from the attached report, which contains unconfirmed data submitted by local agencies.

Adjustment to the Number of Local Bridges Identified to Receive Bond Match

Total Bridges in the Program	Number of Bridges Removed	Number of Bridges Added	Responsible Agency	Justification	Remaining Bridges in the Bond Program
479	45		Bay Area Rapid Transit (BART)	Funded by other sources	434
434		8	YBI	Project Split	442
442	2		San Jose	Bridges Demolished	440
440	1		Monterey County	Private Ownership	439
439	3		Santa Barbara	Private Ownership	436
436	1		Department of Water Resources	Private Ownership	435
435	2		Los Angeles County	Previously Completed	433
433	1		Los Angeles County	Private Ownership	432
432	1		Merced County	Being replaced under a different program	431
431	1		Peninsula Joint Powers Board	Funded by other sources	430
430	2		Lassen County	Funded by other sources	428
428	1		Santa Barbra County	Funded by other sources	427

Total Bridges in the Program	Number of Bridges Removed	Number of Bridges Added	Responsible Agency	Justification	Remaining Bridges in the Bond Program
427	1		Santa Clara County	Funded by other sources	426
426	2		City of Oakland	Funded by other sources	424
424	2		BART	BART 4 contracts was not award on time	422
422	1		City of Larkspur	Funded by other sources	421
421	2		Nevada County	Funded by other sources	419
419	5		Sonoma County	Funded by other sources	414
414	1		Tehama County	Funded by other sources	413
413	27		BART	Funded by others sources	386
386	1		City of Los Angeles	Did not meet award deadline	385
385	1		Monterey County	Will not proceed	384
384	1		City of Oceanside	Funded by other sources	383
383	1		City of Indio	Did not meet award deadline	382
382	1		City of Newport Beach	Funded by other sources	381
381	1		City of San Diego	Funded by other sources	380
380	1		City of San Benito	Funded by other sources	379
379	1		San Francisco County Transportation Authority (YBI)	Combining two bridges into one	378
378	1		Peninsula Joint Power Board	Funded by local funds	377
377	1		City of Fairfax	Funded by other Sources	376

376 Bridges Remaining in the Program – 308 Bridges Completed = 68 Bridges in Progress

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
01	Humboldt County	04C0055	Mattole Road (Honeydew)	$3,441	$688,200		3/25/19	9/27/20	10/2/22	50% Design	☑	☑	⊗	
01	Humboldt County	04C0104	Waddington Road	$1,147	$150,000				6/30/17	99% Construction	☑	⊗	⊗	
01	Mendocino County	10C0034	Eureka Hill Road	$10,218	$464,535		3/15/18	8/15/18	3/31/20	67% Design 20% ROW	☑	⊗	⊗	
02	Tehama County	08C0043	Jellys Ferry Road	$11,000	$4,574,950		12/1/17	12/1/17	1/30/19	75% Design 10% ROW	☑	⊗	⊗	
04	Concord	28C0442	Marsh Drive	$0	$506,928		1/7/19	8/31/19	4/5/22	Design Phase Started	☑	☑	⊗	
04	Fremont	33C0128	Niles Boulevard	$0	$458,800				6/30/17	70% Construction	☑	☑	⊗	
04	Oakland	33C0030	Embarcadero Street	$0	$1,742,450				6/30/18	30% Construction	☑	⊗	⊗	
04	Oakland	33C0148	23rd Avenue	$108,965	$1,003,625		6/30/17	9/30/17	6/30/19	85% Design 50% ROW	☑	⊗	⊗	
04	Oakland	33C0215	Leimert Boulevard	$28,675	$557,968		3/26/19	11/26/18	10/19/20	1% Design	☑	⊗	⊗	
04	Orinda	28C0330	Miner Road	$3,854	$141,091		7/27/18	5/25/18	10/31/19	80% Design 10% ROW	☑	☑	⊗	
04	Orinda	28C0331	Bear Creek Road	$0	$11,929		12/28/18	9/28/18	10/30/20	50% Design	☑	☑	⊗	
04	Pittsburg	28C0165	North Parkside Drive	$0	$52,006		6/30/17		1/26/18	99% Design ROW Phase Complete	☑	☑	⊗	
04	San Francisco County Transportation Authority	01CA0001	West Bound SFOBB on ramp West of Yerba Buena Island	$0	$47,890		7/3/17	7/3/17	12/30/19	73% Design 73% ROW	☑	⊗	⊗	
04	San Francisco County Transporation Authority	01CA0002	West Bound I-80 on ramp West of Yerba Buena Island	$63,085	$2,471,629		7/3/17	7/3/17	12/30/19	73% Design 73% ROW	☑	⊗	⊗	
04	San Francisco County Transporation Authority	01CA0003	East Bound I-80 off ramp connecting to Treasure Island Road (2 Bridges)	$34,410	$1,096,115		7/3/17	7/3/17	12/30/19	73% Design 73% ROW	☑	⊗	⊗	
04	San Francisco County Transporation Authority	01CA0004	Treasure Island Road West of SFOBB	$0	$223,487		7/3/17	7/3/17	12/30/19	73% Design 73% ROW	☑	☑	⊗	
04	San Francisco County Transporation Authority	01CA0006	Hillcrest Road West of Yerba Buena Island	$0	$264,672		7/3/17	7/3/17	12/30/19	73% Design 73% ROW	☑	⊗	⊗	
04	San Francisco County Transporation Authority	01CA0008	Treasure Island road West of SFOBB	$0	$65,450		7/3/17	7/3/17	12/30/19	73% Design 73% ROW	☑	☑	⊗	
04	San Francisco County Transporation Authority	01CA007A	Treasure Island Road West of SFOBB	$0	$35,119		7/3/17	7/3/17	12/30/19	73% Design 73% ROW	☑	☑	⊗	

☑ No known scope, budget, or schedule impacts ⊗ Known scope, budget, or schedule impact
◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

Phase Complete ▲ Completed ahead of schedule Behind schedule

Estimated costs and schedule are input by local agencies into the LA-ODIS and are compared with Baseline Agreement Data. Report data entered as of 3/31/2017.

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
04	San Francisco County Transporation Authority	01CA007B	Treasure Isand Road west of SFOBB	$0	$46,294		7/3/17	7/3/17	12/30/19	73% Design 73% ROW	☑	☑	⊗	
04	San Francisco County Transporation Authority	34U0003	Ramps on East side of Yerba Buena Island Tunnel at SFOBB on/off of I-80	$530,040	$8,892,959				9/4/17	99% Construction	☑	⊗	⊗	
04	Sonoma County	20C0017	Watmaugh Road	$22,740	$573,500		8/13/18	12/29/17	12/27/19	80% Design	☑	☑	⊗	
04	Sonoma County	20C0018	Bohemian Highway	$57,028	$2,992,454		2/1/20	12/1/21	10/15/23	7% Design	☑	⊗	⊗	
04	Sonoma County	20C0155	Wohler Road	$4,548	$481,740		9/29/17	7/28/17	12/28/18	95% Design 75% ROW	☑	⊗	⊗	
04	Sonoma County	20C0262	Boyes Boulevard	$56,850	$581,394		2/1/18	12/5/17	10/15/19	90% Design 75% ROW	☑	☑	⊗	
04	Vallejo	23C0152	Sacramento Street	$0	$219,000		9/1/17	9/1/17	6/1/18	75% Design 25% ROW	☑	⊗	⊗	
05	Monterey County	44C0009	Nacimiento Lake Drive	$34,338	$0		6/30/17	6/30/17	12/31/17	96% Design 85% ROW	☑	⊗	⊗	
05	Monterey County	44C0151	Peach Tree Road	$12,871	$197,245				5/31/17	99% Construction	☑	⊗	⊗	
05	Santa Barbara County	51C0001	Cathedral Oaks Road	$0	$229,400				10/30/18	99% Construction	☑	⊗	⊗	
05	Santa Barbara County	51C0006	Floradale Avenue	$29,822	$1,243,578		9/30/17	6/30/18	9/1/20	98% Design	☑	☑	⊗	
05	Santa Barbara County	51C0017	Jalama Road	$9,176	$244,175				8/31/18	94% Construction	☑	⊗	⊗	
05	Santa Barbara County	51C0039	Rincon Hill Road	$5,735	$71,841				4/28/17	97% Construction	☑	☑	⊗	
05	Santa Cruz	36C0108	Murray Avenue	$38,540	$1,065,678		12/31/17	12/31/17	1/31/20	97% Design 93% ROW	☑	⊗	⊗	
06	Bakersfield	50C0021L	Manor Street North Bound	$0	$298,220		5/31/17	No R/W	10/31/19	90% Design	☑	☑	⊗	
06	Bakersfield	50C0021R	Manor Street South Bound	$0	$298,220		5/31/17	No R/W	10/31/19	90% Design	☑	☑	⊗	
07	Los Angeles	53C0045	Beverly-First Street	$0	$848,780				2/28/19	ROW Phase Started	☑	☑	⊗	
07	Los Angeles	53C0859	North Spring Street	$0	$229,400				3/31/18	76% Construction	☑	☑	⊗	
07	Los Angeles	53C1880	Sixth Street	$0	$32,091,886		12/31/17	12/31/20	12/31/20	95% Design 92% ROW 20% Construction	☑	⊗	⊗	
07	Los Angeles	53C1881	Hyperion Avenue	$0	$1,220,371		3/31/18	3/31/18	9/30/21	85% Design	☑	⊗	⊗	
07	Los Angeles	53C1882	Hyperion Avenue	$0	$290,191		3/31/18	No R/W	9/30/21	85% Design	☑	☑	⊗	

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07	Los Angeles	53C1883	Glendale Boulevard	$0	$114,700		3/31/18	3/31/18	9/30/21	85% Design	☑	☑	⊗	
07	Los Angeles	53C1884	Glendale Boulevard	$0	$114,700		3/31/18	3/30/18	9/30/21	85% Design	☑	☑	⊗	
07	Los Angeles County	53C0084	Slauson Avenue	$0	$128,805				10/31/19	Waiting Award	☑	☑	⊗	
07	Los Angeles County	53C1403	The Old Road	$0	$402,429		8/31/19	10/31/19	1/31/22	82% Design	☑	☑	⊗	
08	Barstow	54C0088	North 1st Avenue	$0	$350,000		5/6/19	5/1/19	5/3/21	Design Phase Started	☑	⊗	⊗	
08	Barstow	54C0089	North 1st Avenue	$0	$82,010	1/2/18	7/5/20	7/5/20	3/5/22	1% Strategy	☑	☑	⊗	
08	Barstow	54C0583	Yucca Street	$0	$50,000	1/4/21	7/2/21	7/5/21	7/4/22	Request Re-Strategy	☑	⊗	⊗	
08	Colton	54C0077	La Cadena Drive	$0	$134,199		6/30/17	No R/W	12/31/18	90% Strategy	☑	☑	⊗	
08	Colton	54C0100	Mount Vernon Avenue	$0	$71,285		12/30/17	No R/W	12/31/18	90% Strategy	☑	☑	⊗	
08	Colton	54C0101	Mount Vernon Avenue	$0	$19,384		9/30/17	No R/W	12/31/19	95% Design	☑	☑	⊗	
08	Colton	54C0375	West C Street	$0	$7,527				6/30/17	Waiting Award	☑	☑	⊗	
08	Grand Terrace	54C0379	Barton Road	$0	$52,188				12/31/19	Waiting Award	☑	☑	⊗	
08	Indio	56C0084	Jackson Street	$0	$277,777				9/30/18	95% ROW	☑	⊗	⊗	
08	Indio	56C0292	North Bound Indio Boulevard	$5,735	$241,868				9/28/18	90% ROW	☑	⊗	⊗	
08	Lake Elsinore	56C0309	Auto Center Drive	$0	$379,794	6/26/17	4/23/18	No R/W	4/29/22	50% Strategy	☑	⊗	⊗	
08	Riverside County	56C0071	Mission Boulevard//Buena Vista	$57,350	$3,670,400	11/15/18	7/15/20	7/15/20	7/15/23	45% Strategy	☑	☑	⊗	
08	San Bernardino	54C0066	Mount Vernon Avenue	$0	$3,452,670		10/4/19	10/4/19	2/24/23	30% Design	☑	☑	⊗	
10	San Joaquin County	38C0032	Mchenry Avenue	$0	$238,576				4/24/20	Waiting Award	☑	☑	⊗	
10	Stanislaus County	38C0003	Santa Fe Avenue	$0	$536,796		5/31/17		12/31/17	90% Design ROW Phase Complete	☑	☑	⊗	
10	Stanislaus County	38C0004	Hickman Road	$0	$820,105		9/30/17	9/30/17	12/31/19	35% Design	☑	☑	⊗	
10	Stanislaus County	38C0010	Crows Landing	$0	$745,550		12/31/17	No R/W	6/30/19	70% Design	☑	☑	⊗	

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10	Stanislaus County	39C0001	River Road	$0	$670,995		3/30/19	6/8/19	5/11/23	95% Strategy	☑	☑	⊗	
10	Tracy	29C0126	Eleventh Street	$0	$2,278,743				12/30/17	18% Construction	☑	⊗	⊗	
11	Imperial County	58C0014	Forrester Road	$28,675	$725,569	12/21/18	7/21/20	1/21/21	2/21/22	Request Re-Strategy	☑	☑	⊗	
11	Imperial County	58C0094	Winterhaven Drive	$0	$152,780		7/21/17	No R/W	12/21/17	80% Design	☑	☑	⊗	
11	Oceanside	57C0010	Douglas Drive	$0	$1,319,050	2/3/18	7/20/21	No R/W	1/21/23	5% Strategy	☑	⊗	⊗	
11	Santee	57C0398	Carlton Oaks Drive	$0	$46,000		6/30/17	No R/W	10/31/17	12% Design	☑	⊗	⊗	

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01	Humboldt County	04C0007	Bald Hills Road	$0	$649,334					Project Complete	☑	☑	☑	
01	Humboldt County	04C0207	Williams Creek Road	$0	$140,080					Project Complete	☑	☑	☑	YES
01	Mendocino County	10C0048	Moore Street	$5,621	$191,527					Project Complete	☑	☑	☑	
01	Mendocino County	10C0084	School Way	$0	$482,007					Project Complete	☑	☑	☑	
02	Redding	06C0108L	Cypress Avenue West Bound	$0	$114,700					Project Complete	☑	☑	☑	YES
02	Redding	06C0108R	Cypress Avenue East Bound	$0	$114,700					Project Complete	☑	☑	☑	YES
02	Tehama County	08C0009	Bowman Road	$9,000	$1,123,900					Project Complete	☑	☑	☑	
03	Butte County	12C0120	Ord Ferry Road	$3,000	$1,525,510					Project Complete	☑	☑	☑	YES
03	Placer County	19C0060	Auburn-Foresthill Road	$0	$5,558,133					Project Complete	☑	☑	☑	YES
03	Yolo County	22C0074	County Road 57	$2,556	$225,697					Project Complete	☑	☑	☑	YES
04	Alameda	33C0230	Ballena Boulevard	$0	$62,309					Project Complete	☑	☑	☑	YES
04	Alameda County	33C0026	High Street	$0	$121,194					Project Complete	☑	☑	☑	YES
04	Alameda County	33C0027	Park Street	$0	$91,211					Project Complete	☑	☑	☑	YES
04	Alameda County	33C0147	Fruitvale Avenue	$0	$50,715					Project Complete	☑	☑	☑	
04	Alameda County	33C0237	Elgin Street	$0	$8,819					Project Complete	☑	☑	☑	YES
04	Antioch	28C0054	Wilbur Avenue	$0	$917,600					Project Complete	☑	☑	☑	
04	Healdsburg	20C0065	Healdsburg Avenue	$0	$244,311					Project Complete	☑	☑	☑	
04	Oakland	33C0178	Park Boulevard	$0	$77,756					Project Complete	☑	☑	☑	YES
04	Oakland	33C0179	Park Boulevard	$0	$77,756					Project Complete	☑	☑	☑	YES
04	Oakland	33C0180	Park Boulevard	$0	$77,756					Project Complete	☑	☑	☑	YES
04	Oakland	33C0202	Hegenberger Road	$0	$659,686					Project Complete	☑	☑	☑	
04	Oakland	33C0238	Campus Drive	$0	$113,072					Project Complete	☑	☑	☑	YES

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04	Oakland	33C0253	Coliseum Way	$0	$497,029					Project Complete	☑	☑	☑	YES
04	Peninsula Joint Powers Board	35C0087	Tilton Avenue	$0	$69,837					Project Complete	☑	☑	☑	YES
04	Peninsula Joint Powers Board	35C0090	Santa Inez Avenue	$0	$104,756					Project Complete	☑	☑	☑	YES
04	Peninsula Joint Powers Board	35C0091	East Poplar Avenue	$0	$120,275					Project Complete	☑	☑	☑	YES
04	Peninsula Joint Powers Board	35C0161	Southern Pacific Transportation Company	$0	$93,116					Project Complete	☑	☑	☑	YES
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 1: Projects authorized in FFY 2008/09 and prior (83 Bridges)	$636,279	$6,968,709					Project Complete	☑	☑	☑	YES
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 2: R-Line North Aerials over Public Road (28 Bridges)	$0	$501,754					Project Complete	☑	☑	☑	YES
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 3: A-Line South Aerials over Public Roads (21 Bridges)	$0	$344,329					Project Complete	☑	☑	☑	YES
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 5: A-Line North Aerials over public Roads (19 Bridges)	$0	$367,876					Project Complete	☑	☑	☑	YES
04	San Francisco Bay Area Rapid Transit District	33C0321	West Oakland Pier 110 to Transbay Tube Portal	$0	$124,083					Project Complete	☑	☑	☑	YES
04	San Francisco International Airport	35C0133	Departing Flight Traffic	$0	$1,467,021					Project Complete	☑	☑	☑	YES
04	San Jose	37C0052L	Southwest Expressway	$0	$35,678					Project Complete	☑	☑	☑	YES
04	San Jose	37C0701	East Julian Street	$0	$83,164					Project Complete	☑	☑	☑	YES
04	San Jose	37C0732	East William Street	$0	$15,762					Project Complete	☑	☑	☑	YES
04	Santa Clara County	37C0121	Shoreline Boulevard	$0	$54,107					Project Complete	☑	☑	☑	YES
04	Santa Clara County	37C0173	Aldercroft Heights Road	$0	$93,460					Project Complete	☑	☑	☑	YES
04	Santa Clara County	37C0183	Central & Lawrence Expressway	$0	$82,549					Project Complete	☑	☑	☑	YES
04	Sonoma County	20C0141	Annapolis Road	$0	$154,327					Project Complete	☑	☑	☑	YES
04	Union City	33C0111	Decoto Road	$0	$522,223					Project Complete	☑	☑	☑	
04	Union City	33C0223	Whipple Road	$0	$94,607					Project Complete	☑	☑	☑	YES

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05	King City	44C0059	First Street	$0	$39,342					Project Complete	☑	☑	☑	YES
05	Monterey County	44C0115	Schulte Road	$0	$441,900					Project Complete	☑	☑	☑	
05	Monterey County	44C0158	Lonoak Road	$0	$233,250					Project Complete	☑	☑	☑	
05	San Benito County	43C0043	Lone Tree Road	$0	$194,891					Project Complete	☑	☑	☑	YES
05	San Luis Obispo County	49C0338	Moonstone Beach	$0	$68,034					Project Complete	☑	☑	☑	YES
05	Santa Barbara County	51C0002	San Marcos Road	$0	$109,874					Project Complete	☑	☑	☑	YES
05	Solvang	51C0008	Alisal Road	$179	$120,040					Project Complete	☑	☑	☑	
05	Santa Barbara County	51C0014	Jalama Road	$0	$73,497					Project Complete	☑	☑	☑	YES
05	Santa Barbara County	51C0016	Jalama Road	$0	$55,842					Project Complete	☑	☑	☑	YES
05	Santa Barbara County	51C0018	Union Pacific Railroad & Amtrak	$3,885	$170,308					Project Complete	☑	☑	☑	YES
05	Santa Barbara County	51C0173	Santa Rosa Road	$4,553	$166,734					Project Complete	☑	☑	☑	YES
05	Santa Cruz	36C0103	Soquel Drive	$0	$24,380					Project Complete	☑	☑	☑	YES
06	Department of Water Resources	42C0140	West Shields Avenue	$0	$34,241					Project Complete	☑	☑	☑	
06	Department of Water Resources	42C0141	North Russell Avenue	$0	$58,936					Project Complete	☑	☑	☑	
06	Department of Water Resources	42C0143	West Nees Avenue	$0	$56,543					Project Complete	☑	☑	☑	
06	Department of Water Resources	42C0156	West Jayne Avenue	$0	$27,137					Project Complete	☑	☑	☑	
06	Department of Water Resources	42C0159	West Mount Whitney Avenue	$0	$23,983					Project Complete	☑	☑	☑	
06	Department of Water Resources	42C0173	West Manning Avenue	$0	$21,228					Project Complete	☑	☑	☑	
06	Department of Water Resources	42C0245	West Panoche Road	$0	$19,160					Project Complete	☑	☑	☑	
06	Department of Water Resources	42C0370	West Clarkson Avenue	$0	$27,773					Project Complete	☑	☑	☑	

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06	Department of Water Resources	42C0371	South El Dorado Avenue	$0	$26,933					Project Complete	☑	☑	☑	
06	Department of Water Resources	42C0425	West Gale Avenue	$0	$28,692					Project Complete	☑	☑	☑	
06	Department of Water Resources	45C0071	Avenal Cutoff	$0	$26,397					Project Complete	☑	☑	☑	
06	Department of Water Resources	45C0123	Plymouth Avenue	$0	$30,448					Project Complete	☑	☑	☑	
06	Department of Water Resources	45C0124	30th Avenue	$0	$33,128					Project Complete	☑	☑	☑	
06	Department of Water Resources	45C0125	Quail Avenue	$0	$32,441					Project Complete	☑	☑	☑	
06	Department of Water Resources	50C0123	Old River Road	$0	$36,762					Project Complete	☑	☑	☑	
06	Fresno County	42C0098	South Calaveras Avenue	$0	$30,923					Project Complete	☑	☑	☑	YES
06	Fresno County	42C0281	West Sierra Avenue	$0	$40,681					Project Complete	☑	☑	☑	YES
06	Tulare County	46C0027	Avenue 416	$0	$498,711					Project Complete	☑	☑	☑	YES
07	Los Angeles	53C0096	Fletcher Drive	$0	$848,780					Project Complete	☑	☑	☑	YES
07	Los Angeles	53C1010	North Main Street	$0	$965,295					Project Complete	☑	☑	☑	
07	Los Angeles	53C1184	4th Street	$0	$148,178					Project Complete	☑	☑	☑	YES
07	Los Angeles	53C1335	Tampa Avenue	$0	$59,644					Project Complete	☑	☑	☑	YES
07	Los Angeles	53C1388	Winnetka Ave	$0	$45,306					Project Complete	☑	☑	☑	YES
07	Los Angeles	53C1875	Avenue 26	$0	$409,953					Project Complete	☑	☑	☑	
07	Los Angeles County	53C0031	Alondra Boulevard	$0	$36,476					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0036	Beverly Boulevard	$0	$156,935					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0070	East Fork Road	$0	$329,229					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0082	Washington Boulevard	$0	$12,815					Project Complete	☑	☑	☑	YES

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07	Los Angeles County	53C0085	Florence Avenue	$0	$33,325					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0106	Imperial Highway	$0	$117,037					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0138	Union Pacific Railroad	$0	$3,766					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0139	College Park Drive	$0	$12,606					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0178	Valley Boulevard	$0	$236,783					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0261	Avalon Boulevard	$0	$30,718					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0266	Willow Street	$0	$34,103					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0289	Azusa Avenue	$0	$405,399					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0329	Garey Avenue	$0	$30,869					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0375	Foothill Boulevard	$0	$287,750					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0377	Foothill Boulevard	$0	$60,835					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0445	Slauson Avenue	$0	$209,093					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0458	Union Pacific Railroad	$0	$32,388					Project Complete	☑	☑	☑	
07	Los Angeles County	53C0459	Wilmington Avenue 223	$0	$173,933					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0471	Washington Boulavard	$0	$62,400					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0495	Irwindale Avenue	$0	$12,150					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0531	Atchinson, Topeka, & Sante Fe Railroad	$0	$89,294					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0575	Artesia Boulevard	$0	$60,486					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0590	Union Pacific Railroad	$0	$8,592					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0592	Cherry Avenue	$0	$7,833					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0594	Long Beach Boulevard	$0	$18,015					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0596	Atchinson, Topeka, & Santa Fe Railroad	$0	$16,151					Project Complete	☑	☑	☑	YES

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DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
07	Los Angeles County	53C0599	Alameda Street	$0	$131,923					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0671	Azusa Canyon Road	$0	$12,540					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0807	Avenue T	$0	$126,437					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0810	Southern Pacific Transportation Company Railroad	$0	$15,088					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0864	Martin Luther King Junior Avenue	$0	$51,404					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0867	Soto Street	$0	$357,666					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0885	Long Beach Freeway	$0	$29,393					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0890L	Queens Way-South Bound	$0	$268,943					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0890R	Queens Way-South Bound	$0	$268,943					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0892L	Queens Way South Bound	$0	$273,821					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0892R	Queens Way North Bound	$0	$273,821					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0897	S.P.T.C. R R	$0	$15,990					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0916	First Street	$0	$19,658					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0918	First Street	$0	$19,658					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0930	9th Street	$0	$259,726					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0931	10th Street Off Ramp	$0	$722,148					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0933	7th Street On Ramp	$0	$79,055					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0934	6th Street Off Ramp	$0	$380,774					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0951	Garey Avenue	$0	$27,418					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C1577	Oleander Avenue	$0	$17,584					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C1829	Oak Grove Drive	$0	$242,594					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C1851	Oak Grove Drive	$0	$243,263					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C1909	AT & SF Railroad	$0	$29,067					Project Complete	☑	☑	☑	YES

☑ No known scope, budget, or schedule impacts ⊗ Known scope, budget, or schedule impact
◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

Phase Complete ▲ Completed ahead of schedule Behind schedule

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Local Bridge Seismic Retrofit Program Delivery Report

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07	Los Angeles County	53C1915	4th Street	$0	$37,502					Project Complete	☑	☑	☑	YES
08	Colton	54C0078	La Cadena Drive	$0	$13,092					Project Complete	☑	☑	☑	
08	Colton	54C0079	La Cadena Drive	$0	$23,820					Project Complete	☑	☑	☑	
08	Colton	54C0384	C Street	$0	$13,639					Project Complete	☑	☑	☑	
08	Colton	54C0599	Rancho Avenue	$0	$35,367					Project Complete	☑	☑	☑	
08	Department of Water Resources	54C0449	Ranchero Street	$0	$175,000					Project Complete	☑	☑	☑	
08	Department of Water Resources	54C0451	Mesquite Street	$0	$44,000					Project Complete	☑	☑	☑	
08	Department of Water Resources	54C0452	Maple Avenue	$0	$132,000					Project Complete	☑	☑	☑	
08	Department of Water Resources	54C0495	Goodwin Drive	$0	$29,000					Project Complete	☑	☑	☑	
08	Department of Water Resources	54C0496	Duncan Road	$0	$31,000					Project Complete	☑	☑	☑	
08	Indio	56C0291	Jackson Street	$0	$237,795					Project Complete	☑	☑	☑	YES
08	Loma Linda	54C0130	Anderson Street	$0	$25,052					Project Complete	☑	☑	☑	YES
08	Riverside County	56C0001L	South Bound Van Buren Boulevard	$0	$1,316,701					Project Complete	☑	☑	☑	YES
08	Riverside County	56C0001R	North Bound Van Buren Boulevard	$0	$1,316,701					Project Complete	☑	☑	☑	YES
08	Riverside County	56C0017	River Road	$0	$21,678					Project Complete	☑	☑	☑	YES
10	Department of Water Resources	39C0250	Mccabe Road	$0	$18,810					Project Complete	☑	☑	☑	
10	Department of Water Resources	39C0252	Butts Road	$0	$26,402					Project Complete	☑	☑	☑	
10	Department of Water Resources	39C0314	Mervel Avenue	$0	$43,031					Project Complete	☑	☑	☑	
10	Modesto	38C0050	Carpenter Road	$0	$1,126,801					Project Complete	☑	☑	☑	
10	San Joaquin County	29C0187	Airport Way	$0	$420,730					Project Complete	☑	☑	☑	YES

☑ No known scope, budget, or schedule impacts ⊗ Known scope, budget, or schedule impact
◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

Phase Complete ▲ Completed ahead of schedule Behind schedule

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
10	Stanislaus County	38C0048	Geer Road	$0	$141,655					Project Complete	☑	☑	☑	
10	Stanislaus County	38C0202	Pete Miller Road	$0	$44,733					Project Complete	☑	☑	☑	YES
11	Del Mar	57C0207	North Torrey Pines Road	$0	$2,679,446					Project Complete	☑	☑	☑	
11	San Diego	57C0416	First Avenue	$0	$698,119					Project Complete	☑	☑	☑	
12	Newport Beach	55C0149L	South Bound Jamboree Road	$0	$57,003					Project Complete	☑	☑	☑	YES
12	Newport Beach	55C0149R	North Bound Jamboree Road	$0	$48,907					Project Complete	☑	☑	☑	YES
12	Newport Beach	55C0151	Bayside Drive	$0	$18,044					Project Complete	☑	☑	☑	YES
12	Orange County	55C0038	Santiago Canyon Road	$0	$63,477					Project Complete	☑	☑	☑	YES
12	Orange County	55C0655	John Wayne Airport - Macarthur	$0	$457,185					Project Complete	☑	☑	☑	YES
12	Orange County	55C0656	Route 55 Departures	$0	$106,800					Project Complete	☑	☑	☑	YES
12	Orange County	55C0657	Macarthur	$0	$39,254					Project Complete	☑	☑	☑	YES
12	Orange County	55C0658	Departures Traffic	$0	$182,292					Project Complete	☑	☑	☑	YES
			Total	**$1,823,316**	**$129,379,801**									

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
02	Lassen County	07C0070	Road306/Cappezolli							Bridge Removed				
02	Lassen County	07C0088	County Road 417							Bridge Removed				
02	Tehama County	08C0008	Evergreen Road							Bridge Removed				
03	Nevada County	17C0045	Hirschdale Road							Bridge Removed				
03	Nevada County	17C0046	Hirschdale Road							Bridge Removed				
04	Fairfax	27C0144	Creek Road							Bridge Removed				
04	Larkspur	27C0150	Alexander Avenue							Bridge Removed				
04	Oakland	33C0181	East 14th Street							Bridge Removed				
04	Oakland	33C0182	East 12th Street							Bridge Removed				
04	Peninsula Joint Powers Board	34C0051	Quint Street							Bridge Removed				
04	Peninsula Joint Powers Board	34C0052	Jerrold Avenue							Bridge Removed				
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 4: A-Line Stations over Public Roads (2 Bridges)							Bridge Removed				
04	San Jose	37C0299	Belt (Auzerias Street)							Bridge Removed				
04	San Jose	37C0300	Belt/Pipe(Auzerias & Del Monte)							Bridge Removed				
04	Santa Clara County	37C0159	Alamitos Road							Bridge Removed				
04	Sonoma County	20C0005	Geysers Road							Bridge Removed				
04	Sonoma County	20C0139	Wohler Road							Bridge Removed				
04	Sonoma County	20C0242	Chalk Hill Road							Bridge Removed				
04	Sonoma County	20C0248	Lambert Bridge Road							Bridge Removed				
04	Sonoma County	20C0407	West Dry Creek Road							Bridge Removed				
05	Monterey County	44C0099	Boronda Road							Bridge Removed				
05	Montery County	44C0042	Union Pacific Railroad & Amtrak							Bridge Removed				

☑ No known scope, budget, or schedule impacts ⊗ Known scope, budget, or schedule impact
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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
05	San Benito County	43C0027	Panoche Road							Bridge Removed				
05	Santa Barbara	51C0144	Southern Pacific Transportation Company							Bridge Removed				
05	Santa Barbara	51C0146	Union Pacific Railroad & Amtrak							Bridge Removed				
05	Santa Barbara	51C0150	Union Pacific Railroad & Amtrak							Bridge Removed				
05	Santa Barbara	51C0250	Chapala Street							Bridge Removed				
06	Fresno County	42C0280	West Althea Avenue							Bridge Removed				
06	Department of Water Resources	50C0113	Elk Hills Road							Bridge Removed				
07	Los Angeles	53C0784	AT&SF RR							Bridge Removed				
07	Los Angeles	53C0884	Ocean Boulevard							Bridge Removed				
07	Los Angeles	53C1362	Vanowen Street							Bridge Removed				
07	Los Angeles County	53C1710	Fruitland Avenue							Bridge Removed				
08	Indio	56C0283	S/B Indio Blvd.							Bridge Removed				
10	Merced County	39C0339	Canal School Road							Bridge Removed				
11	Imperial County	58C0092	Araz Road							Bridge Removed				
11	San Diego	57C0015	North Harbor Drive							Bridge Removed				
11	Oceanside	57C0322	Hill Street							Bridge Removed				
11	San Diego	57C0418	Georgia Street							Bridge Removed				
12	Newport Beach	55C0015	Park Avenue							Bridge Removed				

☑ No known scope, budget, or schedule impacts ⊗ Known scope, budget, or schedule impact
◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

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CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2016-17
Third Quarter Report

State-Local Partnership Program

Quarterly Report to the California Transportation Commission

State-Local Partnership Program
Progress Report

SUMMARY:

This report covers the third quarter of the State Fiscal Year (FY) 2016-17 for the State-Local Partnership Program (SLPP). There were 279 projects with a total value of $981 million (M) in SLPP funds that were approved by the California Transportation Commission (Commission) for this program. All $981M has been allocated. Three of these projects have been removed by the respective agencies; the remaining 276 projects total $980M in SLPP funds. There are 257 projects shown on the tables in this report due to some of these projects receiving funding in multiple cycles of the program. Currently there are 28 projects still in construction and 192 projects are completed with approved final delivery reports.

The SLPP was set at $200M each year for five years, for a total of $1 billion. It is split into two sub-programs. The first is a "formula" based program and the second is a "competitive" based program. The formula program matches local sales tax, property tax and/or bridge tolls and is 95 percent of the total SLPP. The competitive program matches local uniform developer fees and represents five percent of the SLPP. Any SLPP funds that were not programmed in either the "formula" or "competitive" programs in a given fiscal year remained available for future programming in the remaining cycles of the SLPP.

FORMULA PROGRAM:

Each year the Commission reviewed projects that were nominated for the formula program. The Commission adopted those projects that met the requirements of Proposition 1B, the Highway Safety, Traffic Reduction and Port Security Bond Act of 2006, and had a commitment of the required match and any required supplementary funding. The following is the status of the formula program projects. See the attached lists for specific project information.

- Cycle 1: In FY 2008-09, eight projects were allocated for formula share funding totaling $72.6M in SLPP bond funds. Two of these projects had an approved Letter of No Prejudice (LONP) prior to allocation and six of these projects have completed construction.

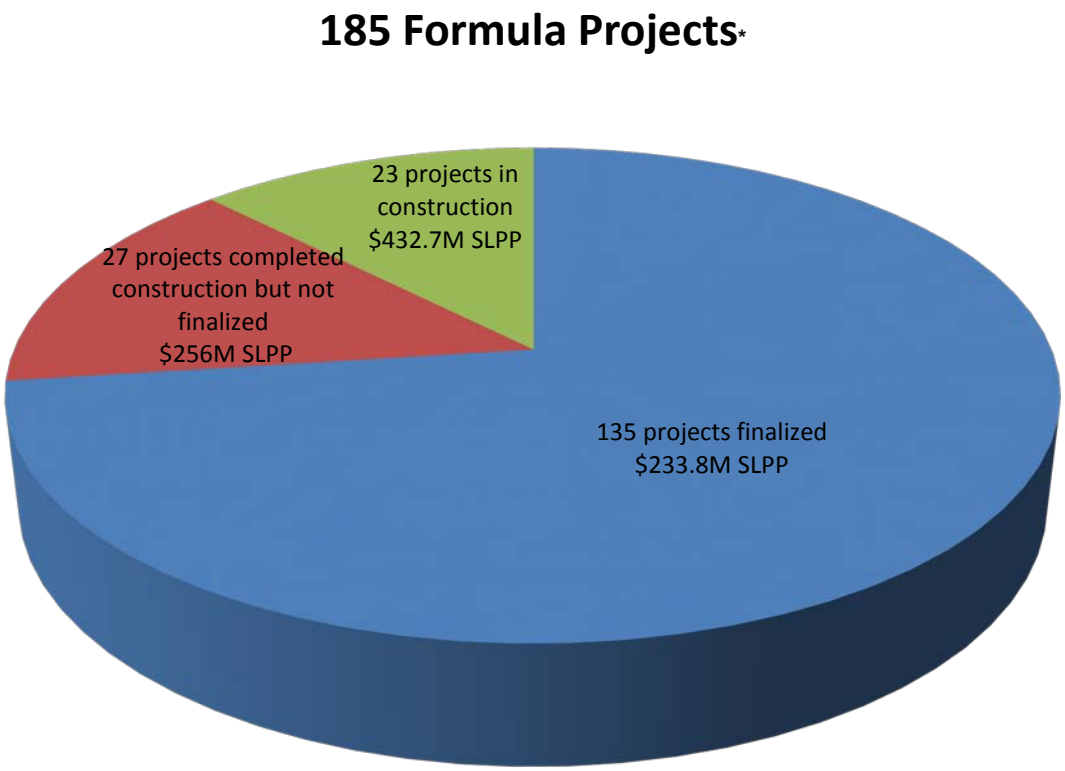
- Cycle 2: In FY 2009-10, 16 projects were allocated for formula share funding totaling $126.4M in SLPP funds. Five projects had an approved LONP prior to allocation and 13 of these projects are complete with construction.

- Cycle 3: In FY 2010-11, 11 projects were allocated for formula share funding totaling $100.3M in SLPP funds. Three of these projects had an approved LONP prior to allocation and eight of these projects are complete with construction.

- Cycle 4: In FY 2011-12, 20 projects were allocated for formula share funding, one of these projects was later removed from the program. The 19 remaining projects total $119.2M in SLPP funds. Five of these projects had an approved LONP prior to allocation and 11 of these projects are complete with construction.

- Cycle 5: In FY 2012-13, there were 149 projects allocated for formula share funding, one of these projects was later removed from the program. The remaining 148 projects total $511.2M in SLPP funding and 131 of these projects are complete with construction.

FORMULA PROGRAM PROJECT SUMMARY:



*Note: Some projects were funded in multiple cycles. They are each only counted as one project in this summary.

COMPETITIVE PROGRAM:

Each year the Commission reviewed eligible projects that were nominated for the competitive grant program. Projects had to meet the requirements of Proposition 1B and must have had a commitment of the required match and any supplementary funding needed. No single grant could exceed $1M.

The Commission selected projects that met the following specified criteria:

- Geographic balance
- Cost-effectiveness
- Multimodal
- Safety
- Reliability
- Construction schedule
- Leverage of funding
- Air quality improvements

The following is the status of the competitive program projects. See the attached lists for specific project information.

- Cycle 1: In FY 2008-09, 11 projects were programmed for competitive share funding totaling $8.6M in programmed SLPP bond funds. That amount was reduced to $7.6M after bid savings were accounted for on the completed projects. One project had an approved LONP prior to allocation and all 11 of these projects are complete with construction.

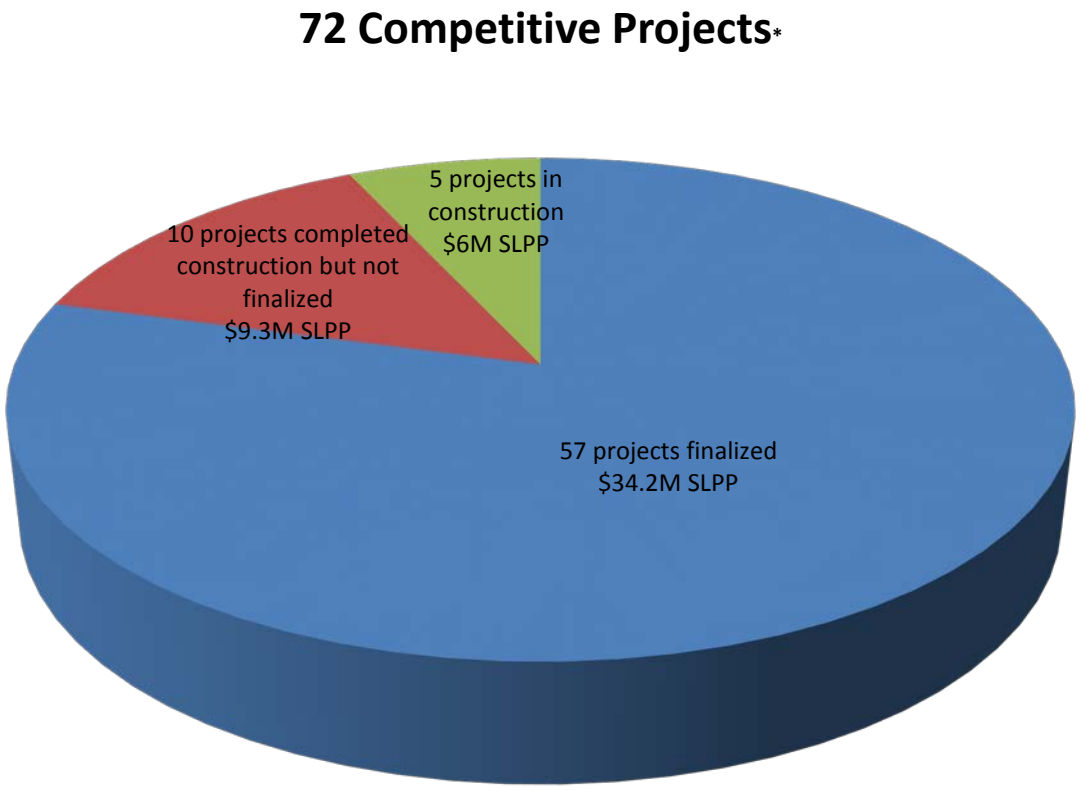
- Cycle 2: In FY 2009-10, 13 projects were allocated for competitive share funding totaling $9M in SLPP bond funds. That amount was reduced to $7.8M after bid savings were accounted for on the completed projects. Five of these projects had an approved LONP prior to allocation and all 13 of these projects are complete with construction.

- Cycle 3: In FY 2010-11, 13 projects were allocated for competitive share funding totaling $8.4M in SLPP bond funds. That amount was reduced to $8.3M after bid savings were accounted for on completed projects. Three of these projects had an approved LONP prior to allocation and 12 of these projects are complete with construction.

- Cycle 4: In FY 2011-12, ten projects were allocated for competitive share funding, totaling $8.2M in SLPP bond funds. Seven of these projects are complete with construction.

- Cycle 5: In FY 2012-13, 28 projects were allocated for competitive share funding; one of these projects was later removed from the program. The remaining 27 projects total $18M in SLPP bond funds. 25 of these projects are complete with construction.

COMPETITIVE PROGRAM PROJECT SUMMARY:



*Note: Some projects were funded in multiple cycles. They are each only counted as one project in this summary.

LONP:

The LONP Guidelines were approved in December 2009. There were 22 projects that were approved for a LONP; all 22 of these projects have since been allocated.

BACKGROUND:

On November 7, 2006, the voters approved Proposition 1B, which authorized $1 billion for the State-Local Partnership Program to be available, upon appropriation by the Legislature, for allocation by the Commission over a five-year period to eligible transportation projects nominated by eligible transportation agencies. Proposition 1B requires a dollar for dollar match of local funds for an applicant agency to receive state funds under the program.

CURRENT STATUS:

This report includes several attachments that provide detailed information on project status. Please note that the "Project Numbers" in these lists are for clarification in this report and are only for reference to indicate the number of projects in this report. These "Project Numbers" are subject to change in subsequent reports as projects are added and deleted. Currently there are 257 projects shown in the tables in these reports.

COMPLETED PROJECTS:

This report shows projects that are completed and have an approved Final Delivery Report in separate tables at the end of the project status and detail tables.

REMOVED PROJECTS:

Three projects were removed from the program after allocation. They are no longer shown in the project totals.

Three Projects Removed from the SLPP Program After Allocation

Formula (F) Or Competitive (C)	DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION
F	1	MEN	City of Point Arena	7687	Port & Windy Hollow Rd Rehab (5)	$11	4/2014	6/2013
C	6	FRE	City of Fresno	7669	Friant Rd Widening at Shepherd Ave (5)	$145	10/2013	6/2013
F	12	ORA	City of Mission Viejo	7508	La Paz Bridge & Road Widening (4)	$1,275	11/2013	5/2012
Total SLPP Funds X $1,000						**$1,431**		

Formula Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
1	3	SAC	Sacramento County	7536	Hwy 50 / Watt Ave (5)	$38,750	$30,448	$8,586	9/2012	4/2012	100%	7/2016	X		●	●	●
2	3	SAC	City of Sacramento	7558	Cosumnes River Blvd / I-5 Interchange (5)	$82,917	$70,056	$7,691	1/2013	12/2012	100%	7/2016	X		●	●	●
3	4	Vari.	Bay Area Rapid Transit	7489	BART - Warm Springs Extension (1,2,3,4,5)	$890,000	$746,904	$99,180	6/2011	1/2010 1/2010 1/2011 10/2011 9/2012	99%		X		●	●	●
4	4	Bay Area Toll Auth	Bay Area Rapid Transit	7499	Oakland Airport Connector (2,4,5)	$484,111	$454,081	$20,000	11/2010	1/2011 10/2011 12/2012	100%	9/2015	X		●	●	▶
5	4	CC	Caltrans		SR 4 East Somersville to 160 Segment 2 (1,3)	$83,967	$48,717	$9,984	10/2011	10/2011 10/2011	100%	2/2016	X		●	●	●
6	4	CC	Caltrans		SR 4 East Somersville to 160 Segment 3 (2,4)	$92,407	$59,775	$8,534	4/2012	1/2012 1/2012	98%		X		●	●	●
7	4	CC	Contra Costa Transp Auth		SR 4 East Widening Segment 3B (5)	$88,161	$76,740	$5,868	10/2012	8/2012	99%		X		●	●	●
8	4	MRN	Sonoma Marin Rail Trans Dist	7530	Sonoma-Marin Area Rail Transit (4,5)	$397,060	$294,970	$8,322	12/2011	12/2011 8/2012	95%		X		●	●	●
9	4	SF	Caltrans	7698	Doyle Drive (5) P3 project	$849,169	$605,799	$19,366	1/2011	6/2013	93%		X		●	◆	●
10	4	SM	Peninsula Cnty Jnt Pwrs Brd	7514	Positive Train Control (4,5)	$227,691	$203,700	$6,300	10/2011	10/2011 5/2013	100%	12/2016	X		●	●	●
11	4	Vari	Peninsula Cnty Jnt Pwrs Brd	7671	Signal System Rehab (5)	$2,600	$2,600	$233	3/2013	3/2013	87%		X		●	●	●
12	4	SM	SamTrans	7655	Replacement Gillig Buses (5)	$35,630	$34,279	$5,505	1/2013	12/2012	100%	9/2016	X		●	●	●
13	4	SM	Sam Trans	7694	Communications System Upgrade (5)	$13,400	$13,400	$101	82013	5/2013	100%	8/2016	X		●	●	●
14	4	SM	City of E Palo Alto	7638	Street Resurfacing (5)	$1,090	$990	$495	2/2014	5/2013	100%	5/2015	X		●	●	▶
15	4	SM	City of San Bruno	7637	Road Rehab (5)	$1,287	$1,247	$431	5/2013	5/2013	100%	7/2014	X		●	●	▶
16	4	SCL	Santa Clara Vly Trans Auth	7534	BART – Vehicle Procurement (4,5)	$213,112	$213,112	$34,865	6/2012	5/2013 5/2013	7%		X		●	●	●
17	4	SON	Caltrans		101 – Petaluma River Bridge (4)	$127,347	$77,000	$1,865	10/2012	5/2012	99%		X		●	●	●
18	4	SON	Caltrans	7697	101 – Old Redwood Hwy OC & IC (5)	$41,388	$26,798	$4,610	2/2013	9/2012	100%	11/2016	X		●	●	●
19	5	SCR	Santa Cruz Metro Transit District	7557	Metro Base Consolidated Facility (5)	$74,824	$63,376	$5,812	12/2012	8/2012	100%	12/2016	X		●	●	●
20	6	FRE	Caltrans	7696	Kings Canyon Expressway Seg 2 (5)	$43,600	$23,000	$11,500	6/2013	1/2013	100%	10/2014	X		●	●	▶

Formula Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
21	6	TUL	Dinuba	7511	Avenue 416 Widening -Rd 56 to Rd 80 (5)	$22,730	$22,730	$7,551	11/2013	6/2013	90%		X		●	●	●
22	7	LA	LA County Metropolitan Transp Auth	7496	LA - San Fernando Valley Transit Ext (2,3)	$160,600	$151,500	$32,300	3/2010	1/2011 1/2011	100%	6/2015	X		●	●	▶
23	7	LA	LA County Metropolitan Transp Auth	7555	Transit Bus Acquisition (5)	$297,070	$297,070	$36,250	1/2013	8/2012	98%		X		●	●	●
24	7	LA	LA County Metropolitan Transp Auth	7664	Exposition Light Rail (5)	$110,315	$101,930	$28,259	6/2013	3/2013	100%	5/2016	X		●	●	●
25	7	LA	LA County Metropolitan Transp Auth	7695	Crenshaw LAX Transit Corridor (5)	$1,762,725	$1,571,975	$49,529	7/2013	5/2013	29%		X		●	●	●
26	7	LA	Southern CA Regional Rail Authority	7495	Positive Train Control (3,4)	$231,112	$209,282	$20,000	1/2011	1/2011 8/2011	98%		X		●	●	●
27	7	LA	Caltrans		I-5 N. Carpool Lanes SR 118-170 (1)	$236,001	$136,075	$25,075	5/2010	5/2009	100%	7/2016	X		●	●	●
28	7	LA	Caltrans	7484	I-5 Carmenita Interchange (2)	$395,167	$171,930	$14,925	7/2011	6/2010	96%		X		●	●	●
29	7	LA	Caltrans		I-5 HOV Empire Ave I/C (4)	$341,859	$195,787	$13,061	10/2012	5/2012	57%		X		●	●	●
30	8	RIV	City of Corona	7546	Foothill Parkway Westerly Extension (5)	$23,500	$23,500	$7,000	12/2013	3/2013	99%		X		●	●	●
31	8	RIV	City of Palm Desert	7640	I-10 / Monterey Ave I/C Ramp Mod (5)	$8,361	$8,361	$2,800	1/2014	5/2013	100%	4/2016	X		●	●	●
32	8	RIV	Riverside Cnty	7653	Rte 91 Corridor Improvement (5)	$1,344,829	$942,109	$37,173	5/2013	3/2013	85%		X		●	●	●
33	8	SBD	SANBAG	7538	I-15 / Ranchero Rd Interchange (4)	$57,622	$44,221	$4,550	11/2012	5/2012	100%	12/2015	X		●	●	▶
34	8	SBD	SANBAG	7681	Downtown Passenger Rail Project (5)	$92,757	$66,347	$10,921	12/2013	6/2013	85%		X		●	●	●
35	8	SBD	City of Ontario	7688	South Milliken Avenue RR Grade Sep (5)	$82,016	$71,300	$7,210	12/2013	6/2013	96%		X		●	●	●
36	8	SBD	City of Ontario	7691	Vineyard Avenue RR Grade Sep (5)	$55,195	$50,800	$19,490	12/2013	6/2013	100%	9/2016	X		●	●	●
37	10	SJ	Caltrans		Rte 99 South Stockton 6 Lane (5)	$214,458	$113,958	$16,065	10/2012	6/2012 1/2013	96%		X		●	●	●
38	11	SD	San Diego Assoc of Gov	7531	Blue Line Station Rehab (5)	$136,818	$135,761	$30,993	5/2013	8/2012 5/2013	100%	3/2017	X		●	●	●
39	11	SD	San Diego Assoc of Gov	7559	Blue Line Traction and Power Substation (5)	$19,019	$16,587	$4,658	9/2012	8/2012	97%		X		●	●	●
40	11	SD	Caltrans		I-805 HOV Managed Lanes – North (4)	$163,000	$127,305	$1,358	4/2012	10/2011	99%		X		●	●	●
41	11	SD	Caltrans	7699	I-5 Genessee Avenue Interchange (5)	$83,944	$64,857	$8,000	12/2014	5/2013	73%		X		●	●	●
42	12	ORA	Orange County	7504	Cow Camp Rd (5)	$39,900	$37,900	$4,160	6/2013	5/2013	100%	9/2016	X		●	●	●

Formula Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
43	12	ORA	Orange County	7543	La Pata Avenue (5)	$57,220	$45,220	$5,110	12/2013	6/2013	100%	1/2017	X		●	●	●
44	12	ORA	City of Anaheim	7505	Brookhurst St Widening (5)	$8,961	$8,961	$3,393	6/2013	5/2013	100%	6/2015	X		●	●	▶
45	12	ORA	City of Costa Mesa	7507	Harbor Blvd & Adams Ave (5)	$4,779	$3,914	$1,482	11/2013	5/2013	100%	10/2015	X		●	●	▶
46	12	ORA	City of Cypress	7568	Cerritos Avenue Widening (5)	$439	$378	$168	5/2013	3/2013	100%	11/2016	X		●	●	●
47	12	ORA	City of Santa Ana	7506	Bristol St Widening (4)	$9,600	$9,600	$3,120	1/2013	8/2012	100%	12/2014	X		●	●	▶
48	12	ORA	City of Villa Park	7594	Street Rehab (5)	$651	$651	$125	10/2013	6/2013	100%	4/2014	X		●	●	▶
49	12	ORA	Caltrans	7700	I-5 HOV Pac Coast Hwy-San Juan Clark (5)	$63,093	$49,272	$20,789	12/2013	6/2013	86%		X		●	●	●
50	12	ORA	Caltrans	7701	SR 91 Aux Lane / Tustin Ave - SR 55 IC (5)	$41,930	$28,000	$14,000	10/2013	6/2013	100%	10/2016	X		●	●	●
Totals						$9.9B	$7.8B	$688.8M									

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable or needs further action. See Corrective Actions.
▶ Project Closeout is delayed by 6 months or longer. See Corrective Actions.

Formula Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)/ Project ID	APPROVED TOTAL PROJECT COST X $1,000	ACTUAL TOTAL PROJECT COST X $1,000	APPROVED TOTAL CONST COST X $1,000	ACTUAL TOTAL CONST COST X $1,000	APPROVED SLPP FUNDS X $1,000	ACTUAL SLPP FUNDS X $1,000	DE-ALLOCATED SLPP SAVINGS X$1,000	NON DE-ALLOCATED SLPP SAVINGS X$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
51	1	MEN	City of Fort Bragg	Street Resurfacing Project (5) 7615	$1,445	$1,197.6	$1,445	$1,197.6	$163	$163			5/2013	5/13/13	1/13/14
52	1	MEN	City of Willits	Street Rehab (5) 7614	$712	$486.1	$712	$486.1	$116	$116			5/2013	6/03/13	9/12/13
53	3	NEV	Truckee	Annual Slurry Seal Project (2) 7430	$673	$505.6	$673	$505.6	$163	$163			5/2010	7/29/10	10/08/10
54	3	NEV	Truckee	2012 Slurry Seal Project (4) 7509	$825	$606.4	$825	$606.4	$144	$144			10/2011	6/07/12	9/14/12
55	3	NEV	Truckee	2013 Slurry Seal Project (5) 7548	$660	$734.6	$660	$734.6	$71	$71			3/2013	6/18/13	9/24/13
56	3	NEV	Nevada City	Nevada City Paving- Various Locations (2) 7424	$62	$74.6	$62	$74.6	$31	$31			1/2011	6/08/11	6/14/11
57	3	NEV	Nevada City	New Mohawk Road Paving (5) 7692	$101	$83.6	$101	$83.6	$41	$41			6/2013	7/10/13	8/13/13
58	3	SAC	CalTrans	Hwy 50 HOV Lanes (1)	$160,925	$96,306.4	$147,125	$81,542.3	$7,214	$7,208		$6	6/2009	10/26/09	5/10/13
59	3	SAC	City of Rancho Cordova	Folsom Boulevard Enhancements (3) 7474	$6,837	$6,295	$6,037	$5,665	$2,724	$2,724			10/2011	9/01/11	5/09/13
60	3	SAC	Sac RT	South Sac Light Rail Phase 2 Ext (3) 7501	$31,500	$30,793.4	$31,500	$30,793.4	$7,200	$7,200			10/2011	11/01/11	10/31/14
61	4	ALA	Alameda County Transit	AC Transit Bus Procurement Program (2,5) 7502	$118,753	$118,773.1	$118,753	$118,773.1	$21,007	$21,007			10/2011 9/2012	4/01/12	7/31/16
62	4	CC	City of El Cerrito	2013 Street Improvement Program (5) 7693	$832	$817.4	$751	$738.4	$354	$354			6/2013	10/09/13	9/30/14
63	4	SM	City of Brisbane	Retrofit Safety Systems at School Xings (5) 7647	$74	$97.9	$74	$97.9	$37	$37			5/2013	7/25/13	3/17/14
64	4	SM	City of Brisbane	Bayshore Blvd Rehab (5) 7648	$120	$132.4	$120	$132.4	$60	$60			5/2013	8/05/13	9/18/13
65	4	SM	City of Brisbane	Sidewalk Improvement Various Locations (5) 7649	$100	$124.1	$100	$124.1	$50	$50			5/2013	8/26/13	2/24/14
66	4	SM	City of Burlingame	2013 Street Resurfacing Program (5) 7646	$1,000	$889.4	$950	$844.4	$411	$411			5/2013	7/25/13	1/31/14
67	4	SM	Town of Colma	Hillside Blvd Pavement Rehab (5) 7644	$144	$140.5	$144	$140.5	$49	$49			3/2013	6/12/13	07/11/13
68	4	SM	City of Foster City	Street Resurfacing Project (5) 7639	$1,016	$1,085.2	$1,016	$1,085.2	$508	$508			1/2013	3/18/13	12/16/13
69	4	SM	City of Half Moon Bay	Road Rehab Program (5) 7651	$484	$685.1	$484	$685.1	$242	$242			5/2013	8/20/13	1/21/14
70	4	SM	Town of Hillsborough	2013 Street Resurfacing (5) 7645	$914	$1,853.5	$914	$1,853.5	$457	$457			3/2013	5/06/13	8/31/13
71	4	SM	San Mateo Cnty	Resurface and Restripe Alpine Rd (5) 7643	$215	$564.6	$215	$564.6	$88	$88			5/2013	8/01/13	10/25/13
72	4	SM	San Mateo Cnty	Resurface Various Streets (5) 7654	$1,850	$1,354.9	$1,850	$1,354.9	$605	$605			5/2013	7/09/13	5/19/13
73	4	SM	City of San Mateo	Citywide Street Rehab (5) 7641	$1,281	$1,410.6	$1,280	$1,410.6	$613	$613			3/2013	7/15/13	4/22/14
74	4	SM	City of South San Francisco	2013 Street Rehab (5) 7642	$1,014	$1,403.7	$1,004	$1,393.2	$502	$502			5/2013	8/26/13	12/13/13
75	4	SM	Town of Woodside	2013 Road Rehab (5) 7657	$534	$580.7	$534	$580.7	$267	$267			5/2013	7/30/13	3/25/14
75	4	SM	SMCTD	Purchase Buses for Paratransit (2) 7491	$241	$171.8	$241	$171.8	$49	$23	$22	$4	1/2011	9/14/11	2/28/12
77	4	SM	SMCTD	Replacement Mini Vans (3) 7492	$604	$468.7	$604	$468.7	$100	$47		$53	1/2011	9/14/11	2/15/12
78	4	SM	SMCTD	Replacement Bus Washer (3) 7493	$676	$302.1	$676	$302.1	$150	$31		$119	1/2011	2/08/12	3/31/14
79	4	SON	City of Santa Rosa	Hybrid Bus Acquisition (1) 7488	$2,400	$2,400	$2,400	$2,400	$1,200	$1,200			1/2010	3/30/10	10/19/11

Formula Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)/ Project ID	APPROVED TOTAL PROJECT COST X $1,000	ACTUAL TOTAL PROJECT COST X $1,000	APPROVED TOTAL CONST COST X $1,000	ACTUAL TOTAL CONST COST X $1,000	APPROVED SLPP FUNDS X $1,000	ACTUAL SLPP FUNDS X $1,000	DE-ALLOCATED SLPP SAVINGS X$1,000	NON DE-ALLOCATED SLPP SAVINGS X$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
80	4	SON	Caltrans	101 Airport OC and IC (4,5)	$49,208	$49,849	$38,313	$35,927	$3,693	$3,693			4/2012 9/2012	12/27/12	8/03/15
81	5	SB	City of Goleta	Patterson Ave Sidewalk Infill (5) 7678	$335	$153.1	$314	$149.3	$54	$54			5/2013	11/19/13	7/15/14
82	5	SB	City of Lompoc	2013 Laurel Ave Rehab (5) 7673	$300	$283.4	$300	$283.4	$77	$77			5/2013	11/05/13	6/02/14
83	5	SB	County of Santa Barbara	Overlay Various County Roads (5) 7684	$1,109	$2,633.0	$1,109	$2,633.0	$242	$242			5/2013	11/12/13	5/20/14
84	5	SB	City of Santa Barbara	Carillo Street Pavement Overlay (5) 7686	$320	$321.2	$320	$321.2	$160	$160			5/2013	5/15/13	9/15/13
85	5	SB	City of Santa Maria	Central Santa Maria Roadway Repairs (5) 7683	$600	$577.1	$600	$577.1	$180	$180			5/2013	8/06/13	3/11/14
86	5	SB	City of Santa Maria	Union Valley Parkway Arterial Ph III (5) 7510	$5,039	$4,078.3	$5,039	$4,078.3	$2,163	$2,040		$123	12/2012	2/15/13	1/02/14
87	5	SCR	Santa Cruz Metro Transit Dist	CNG Bus Purchase (4) 7515	$5,820	$5,721.5	$5,820	$5,721.5	$427	$427			10/2011	11/23/11	5/04/12
88	6	MAD	Madera County	Avenue 12 Sidewalk between Rds 36&37 (1) 7406	$320	$416.1	$309	$405.1	$150	$150			1/2010	7/12/10	10/06/10
89	6	MAD	City of Chowchilla	Presidential Street Resurfacing (5) 7613	$527	$510.9	$480	$494.6	$240	$240			6/2013	12/10/13	12/0714
90	6	FRE	City of Clovis	Herndon, Clovis-Fowler (5) 7662	$1,598	$1,458.8	$1,598	$1,458.8	$799	$730		$69	1/2013	4/15/13	8/29/14
91	6	FRE	City of Clovis	Temperance, Bullard-Herndon (5) 7663	$2,597	$2,334	$2,597	$2,334	$1,298	$1,172		$126	1/2013	4/15/13	3/10/14
92	6	FRE	City of Clovis	Temperance, Enterprise Canal-Shepherd (5) 7680	$1,594	$2,015.1	$1,594	$2,015.1	$728	$728			6/2013	12/09/13	6/15/15
93	6	FRE	City of Fresno	Willow Ave Widen Barstow to Escalon (5) 7667	$2,367	$2,368	$1,930	$1,9622.3	$965	$955		$10	3/2013	9/26/13	2/26/16
94	6	FRE	City of Fresno	Peach Ave Widening (5) 7668	$12.311	$10.664.2	$7,300	$6,119.8	$3,650	$2,997		$653	1/2013	6/27/13	5/28/15
95	6	FRE	City of Fresno	Herndon EB Widening (5) 7675	$2,044	$1,402.8	$1,715	$1,250.2	$818	$626		$192	6/2013	10/24/13	8/07/14
96	6	FRE	City of Fresno	180 W Frontage Rd Improvements (5) 7685	$7,519	$5,714.1	$4,426	$2,734.9	$2,213	$1,334		$879	6/2013	11/21/13	9/12/15
97	6	MAD	Madera County Transp Comm	Road 200 Reconstruction & Widening (2) 7445	$1,195	$2,022	$742	$727	$371	$364		$7	5/2010	7/11/11	1/24/12
98	6	MAD	Madera County	Avenue 9 Improvements (5) 7549	$3,419	$2,152.1	$3,204	$2,029.7	$1,454	$1,016		$438	3/2013	6/17/13	2/25/14
99	6	MAD	City of Madera	Rehab, Resurface, Reconstruct & ADA (2) 7442	$356	$366.9	$336	$346.9	$150	$150			4/2010	10/06/10	12/21/11
100	6	MAD	City of Madera	Street 3R and ADA Improvements (2) 7444	$365	$252.4	$355	$242.4	$137	$122		$15	1/2011	7/06/11	12/21/11
101	6	MAD	City of Madera	3R & ADA – D Street & Almond Drive (3) 7485	$566	$380.4	$546	$373.9	$273	$187		$86	10/2012	4/17/13	11/06/13
102	6	MAD	City of Madera	3R & ADA – S Gateway Drive (3) 7486	$437	$212	$417	$205.2	$206	$103		$103	10/2012	4/17/13	11/06/13
103	6	MAD	City of Madera	4th St – Pine to K St (5) 7541	$1,512	$1,588.7	$1,360	$975.3	$567	$567			1/2013	5/15/13	2/15/14
104	6	TUL	Tulare County	Road 80 Widening Phase 1A (1) 7431	$6,000	$8,125	$6,000	$8,125	$2,294	$2,294			5/2010	9/15/10	1/15/13
105	6	TUL	Tulare County	Road 108 Widening (2) 7429	$29,498	$12,613.4	$29,498	$12,613.4	$2,295	$2,295			1/2011	2/07/11	5/15/13
106	7	LA	LACMTA	I-10 & I-110 Convert HOV to HOT Lanes (2) 7449	$69,300	$123,885	$64,710	$116,538	$20,000	$20,000			1/2011	7/06/11	2/23/14
107	7	LA	LACMTA	CNG Bus Procurement (3,4) 7494	$86,830	$85,762.4	$86,830	$85,762.4	$38,550	$38,257		$293	1/2011 2/2012	12/16/11	8/28/13

Formula Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)/ Project ID	APPROVED TOTAL PROJECT COST X $1,000	ACTUAL TOTAL PROJECT COST X $1,000	APPROVED TOTAL CONST COST X $1,000	ACTUAL TOTAL CONST COST X $1,000	APPROVED SLPP FUNDS X $1,000	ACTUAL SLPP FUNDS X $1,000	DE-ALLOCATED SLPP SAVINGS X$1,000	NON DE-ALLOCATED SLPP SAVINGS X$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
108	8	RIV	Riverside County	Fred Waring Drive Improvements (5) 7652	$9,432	$10,653.8	$8,000	$7,312.7	$4,000	$3,640		$360	6/2013	11/26/13	1/12/16
109	8	RIV	City of Indian Wells	Highway 111 Improvements (5) 7556	$3,100	$3,008	$3,100	$3,008	$1,550	$1,505		$45	3/2013	4/14/13	5/15/14
110	8	RIV	City of Indio	Monroe Street Improvements (5) 7544	$2,750	$3,203	$2,750	$3,203	$1,375	$1,375			10/2012	11/07/12	6/24/13
111	8	RIV	City of Indio	Varner Road at Jefferson Street (5) 7545	$4,500	$1,837.1	$4,500	$1,837.1	$2,250	$882		$1,368	6/2013	11/06/13	11/03/14]
112	8	RIV	City of La Quinta	Hwy 111/Washington St Improvements (5) 7656	$566	$743.4	$566	$743.4	$283	$283			6/2013	8/26/13	2/04/14
113	8	RIV	City of Murrieta	I-15 Los Alamos Rd OC (5) 7636 (Project has Competitive Funds also which are shown in Competitive Chart)	$9,900	$7,302.7	$9,900	$7,302.7	$2,500	$2,500			10/2015	4/1/13	8/18/15
114	8	SBD	San Bernardino County	Maple Lane Drainage and Slope Improvements (5) 7658	$2,892	$2,094	$2,604	$1,844.8	$1,302	$923		$379	3/2013	8/20/13	9/19/14
115	8	SBD	Town of Apple Valley	Yucca Loma Bridge and Yates Rd (5) 7682	$45,250	$45,263.3	$42,087	$41,734	$9,712	$9,638		$74	6/2013	12/18/13	9/13/16
116	8	SBD	City of Big Bear Lake	Village "L" Street Improvements (5) 7666	$4,710	$5,995.3	$4,541	$5,826.3	$1,200	$1,200			1/2013	3/11/13	2/10/14
117	8	SBD	City of Twentynine Palms	National Park Drive Improvements Ph 2 (5) 7659	$850	$1,079.7	$800	$1,044.7	$400	$400			1/2013	5/28/13	7/22/14
118	8	SBD	Town of Yucca Valley	RT 62 – Apache Trail and Palm Ave (5) 7660	$3,757	$3,663.4	$2,930	$2,734.3	$723	$597		$126	3/2013	12/20/13	7/31/14
119	8	SBD	Town of Yucca Valley	RT 62 – La Honda and Dumosa (5) 7661	$3,702	$3,076.5	$2,594	$1,968.5	$778	$535		$243	1/2013	7/23/13	5/20/14
120	10	SJ	City of Stockton	Grade Separating Lower Sacramento Rd & UPRR Tracks (2) 7448	$34,000	$22,566.7	$30,040	$18,606.6	$5,100	$5,100			4/2010	10/19/10	3/10/14
121	10	SJ	City of Stockton	French Camp Rd I-5 Interchange (4) 7533	$53,058	$47,769	$33,199	$28,224.4	$3,800	$3,800			4/2012	9/25/12	5/21/15
122	11	IMP	Imperial County	Willoughby Road (5) 7560	$1,300	$1,013.1	$1,300	$1,013.1	$650	$425		$225	3/2013	8/13/13	4/15/14
123	11	IMP	Imperial County	Dogwood Road Resurface (5) 7561	$1,802	$1,345.3	$1,802	$1,345.3	$901	$575		$326	3/2013	8/13/13	6/20/14
124	11	IMP	City of Brawley	Eastern Ave Rehab (5) 7550	$1,250	$1,289.2	$1,250	$1,289.2	$625	$625			3/2013	6/18/13	10/29/14
125	11	IMP	City of Calexico	Downtown Repaving (5) 7562	$800	$662.7	$800	$662.7	$400	$332		$68	3/2013	3/28/14	1/20/15
126	11	IMP	City of Calexico	5th Street Repaving (5) 7563	$1,030	$599.5	$1,030	$599.5	$515	$300		$215	3/2013	3/28/14	1/20/15
127	11	IMP	City of Calipatria	Lake Avenue Improvements (5) 7552	$282	$281.9	$282	$281.9	$133	$133			3/2013	6/11/13	9/27/13
128	11	IMP	City of El Centro	FY 2013 Streets Rehab Project (5) 7553	$2,073	$2,206.2	$2,073	$2,206.2	$1,036	$1,036			3/2013	9/03/13	9/26/14
129	11	IMP	City of Holtville	Grape Avenue Improvements Ph2 (5) 7551	$323	$297.1	$323	$297.1	$161	$149		$12	3/2013	6/10/13	11/22/13
130	11	IMP	City of Imperial	South N Street Reconstruction (5) 7564	$768	$807.6	$768	$807.6	$384	$384			3/2013	9/25/13	8/05/14
131	11	IMP	City of Westmorland	6th Street and G Street Improvements (5) 7554	$136	$149.5	$136	$149.5	$68	$68			3/2013	8/7/13	3/27/14
132	11	SD	SANDAG	Blue Line Light Rail Vehicles (2) 7497	$233,178	$268,967	$233,178	$268,967	$31,097	$31,097			1/2011	1/20/11	1/20/14
133	11	SD	SANDAG	Blue Line Crossovers and Signals (4) 7513	$42,971	$40,793	$40,278	$37,915	$10,200	$10,200			10/2011	4/04/11	9/19/16

Formula Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)/ Project ID	APPROVED TOTAL PROJECT COST X $1,000	ACTUAL TOTAL PROJECT COST X $1,000	APPROVED TOTAL CONST COST X $1,000	ACTUAL TOTAL CONST COST X $1,000	APPROVED SLPP FUNDS X $1,000	ACTUAL SLPP FUNDS X $1,000	DE-ALLOCATED SLPP SAVINGS X$1,000	NON DE-ALLOCATED SLPP SAVINGS X$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
134	12	ORA	OCTA	Oso Parkway Widening (5) 7503	$5,815	$5,758.7	$3,180	$3,671.4	$1,204	$1,204			5/2013	5/19/14	12/08/15
135	12	ORA	OCTA	Tustin Ranch Road Extension (4,5) 7535	$21,303	$29,161	$19,388	$27,246	$4,927	$4,927			5/2012 6/2013	8/1/12	6/3/14
136	12	ORA	OCTA	Laguna Niguel/Mission Viejo Metrolink (5) 7542	$4,132	$4,179.6	$1,469	$1,499	$695	$695			9/2012	01/28/13	10/28/13
137	12	ORA	Orange County	Dale Street Reconstruction (5) 7610	$261	$257	$214	218.2	$107	$107			3/2013	5/21/13	10/10/13
138	12	ORA	Orange County	La Colina Drive Pavement Rehab (5) 7650	$1,818	$1,612.5	$1,665	$1,520	$815	$761		$54	3/2013 6/2013	4/23/13	8/26/13
139	12	ORA	Orange County	Moulton Parkway Smart Street Seg 3- Phase II (5) 7608	$6,844	$9,489.7	$6,844	$9,489.7	$3,422	$3,422			6/2012	12/4/12	10/2/14
140	12	ORA	Orange County	Skyline Drive Reconstruction (5) 7609	$580	$657.6	$504	$606.5	$252	$252			3/2013	8/09/13	12/03/13
141	12	ORA	City of Aliso Viejo	Aliso Creek Rd Rehab (5) 7565	$743	$573.8	$644	$484.6	$318	$259		$59	3/2013	8/21/13	10/29/13
142	12	ORA	City of Anaheim	Tustin & Riverdale Ave Improvements (5) 7584	$554	$574.5	$554	$574.5	$277	$277			12/2012	4/16/13	9/16/13
143	12	ORA	City of Anaheim	Broadway Improvements (5) 7585	$374	$642.4	$354	$588.1	$187	$187			12/2012	5/07/13	1/03/14
144	12	ORA	City of Anaheim	Anaheim Blvd Improvements (5) 7580	$664	$723.8	$664	$723.8	$332	$332			12/2012	5/07/13	2/06/14
145	12	ORA	City of Anaheim	Orange Ave Improvements (5) 7581	$348	$411.3	$348	$411.3	$174	$174			12/2012	5/07/13	2/06/14
146	12	ORA	City of Anaheim	Sunkist Street Improvements (5) 7582	$1,670	$1,697.4	$1,670	$1,697.4	$835	$835			12/2012	4/30/13	1/21/14
147	12	ORA	City of Anaheim	Knott Ave Improvements (5) 7583	$448	$643.2	$448	$643.2	$224	$224			12/2012	5/07/13	2/06/13
148	12	ORA	City of Brea	Imperial Hwy and Assoc. Rd Smart St. (1) 7408	$1,900	$1,292	$1,900	$1,292	$200	$200			4/2010	10/25/10	6/30/11
149	12	ORA	City of Brea	Lambert Rd Phase 2 Rehab (5) 7570	$794	$$1,755.3	$724	$1,674.5	$362	$362			3/2013	8/20/13	6/03/14
150	12	ORA	City of Buena Park	La Palma Ave Rehab (5) 7618	$1,182	$1,572.4	$1,142	$1,532.4	$571	$571			3/2013	7/09/13	11/15/13
151	12	ORA	City of Costa Mesa	Redhill Avenue Rehab (5) 7567	$1,901	$1,844.0	$1,901	$1,844.0	$922	$922			1/2013	6/10/13	7/15/14
152	12	ORA	City of Cypress	Valley View Ave Overlay (5) 7569	$438	$420.7	$402	$384.7	$180	$180			3/2013	8/19/13	9/23/13
153	12	ORA	City of Dana Point	Residential Roadway Rehab (5) 7566	$824	$549.8	$824	$549.8	$318	$275		$43	1/2013	4/18/13	4/20/14
154	12	ORA	City of Fountain Valley	Brookhurst Street Improvements (5) 7575	$933	$1,228	$933	$1,228	$396	$396			3/2013	6/18/13	12/24/13
155	12	ORA	City of Fullerton	Berkeley Ave Reconstruction (5) 7572	$780	$826.6	$700	$718.7	$343	$343			1/2013	5/29/13	1/24/14
156	12	ORA	City of Fullerton	Magnolia Ave Reconstruction (5) 7573	$1,230	$1,535	$1,130	$1,449.9	$410	$410			1/2013	5/21/13	11/15/13
157	12	ORA	City of Garden Grove	Local Road Rehab (5) 7571	$1,684	$2,330.6	$1,684	$2,330.6	$842	$842			3/2013	8/13/13	7/10/14
158	12	ORA	City of Huntington Beach	Goldenwest St and Garfield Ave Rehab (5) 7574	$2,266	$2,881	$2,266	$2,881	$1,133	$1,133			12/2012	5/06/13	12/30/13
159	12	ORA	City of Irvine	Campus Dr Rehab (5) 7604	$2,774	$2,695.8	$2,500	$2,461.6	$1,138	$1,138		$244	1/2013 6/2013	6/11/13	8/11/14
160	12	ORA	City of Irvine	Jamboree Road Rehab (5) 7605	$1,628	$834.7	$1,394	$752.1	$435	$376		$59	1/2013	7/08/13	10/16/13

Formula Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)/ Project ID	APPROVED TOTAL PROJECT COST X $1,000	ACTUAL TOTAL PROJECT COST X $1,000	APPROVED TOTAL CONST COST X $1,000	ACTUAL TOTAL CONST COST X $1,000	APPROVED SLPP FUNDS X $1,000	ACTUAL SLPP FUNDS X $1,000	DE-ALLOCATED SLPP SAVINGS X$1,000	NON DE-ALLOCATED SLPP SAVINGS X$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
161	12	ORA	City of Laguna Beach	Acquisition of Alternate Fuel Trolleys (5) 7611	$636	$597.2	$636	$597.2	$318	$299		$19	1/2013	6/18/13	9/9/15
162	12	ORA	City of Laguna Hills	El Toro Road Rehab (5) 7598	$1,280	$1,047.7	$1,280	$1,047.7	$343	$343			1/2013	6/25/13	12/09/14
163	12	ORA	City of Laguna Niguel	La Paz Road Rehab (5) 7577	$826	$846.1	$826	$846.1	$413	$413			3/2013	9/23/13	12/16/13
164	12	ORA	City of Laguna Woods	El Toro Rd Reconstruction (5) 7616	$591	$637.1	$591	$637.1	$293	$293			3/2013	8/21/13	8/20/14
165	12	ORA	City of La Habra	Idaho St Pavement Rehab (5) 7603	$492	$440.5	$492	$440.5	$246	$221		$25	3/2013	3/18/13	07/01/13
166	12	ORA	City of La Palma	La Palma Ave Rehab – Valley View /WCL (5) 7576	$676	$824.8	$636	$784.8	$318	$318			3/2013	6/04/13	3/04/14
167	12	ORA	City of Lake Forest	Lake Forest & Rockfield Resurface (5) 7578	$1,035	$868.8	$1,035	$868.8	$479	$430		$49	3/2013	7/29/13	11/19/13
168	12	ORA	City of LosAlamitos	Business Area Street Improvement (5) 7617	$636	$627.5	$636	$627.5	$318	$314		$4	3/2013	5/21/13	9/06/13
169	12	ORA	City of Mission Viejo	Jeronimo Rd Resurface (5) 7597	$1,378	$1,476.1	$1,278	$1,417.1	$574	$574			12/2012	4/30/13	12/02/13
170	12	ORA	City of Newport Beach	Balboa Blvd & Channel Rd (5) 7593	$1,586	$1,593.8	$1,386	$1,393.8	$693	$674		$19	1/2013	3/18/13	7/03/13
171	12	ORA	City of Orange	Jamboree Rd Rehab (5) 7591	$2,112	$2,158.1	$2,072	$2,118.1	$1,036	$1,036			3/2013	5/28/13	3/20/14
172	12	ORA	City of Placentia	Rose Drive and Yorba Linda Blvd Int (5) 7599	$300	$147.4	$300	$147.4	$95	$74		$21	1/2013	4/16/13	11/01/13
173	12	ORA	City of Placentia	Valencia Ave Rehab (5) 7600	$636	$642.3	$636	$642.3	$318	$318			1/2013	5/07/13	11/05/13
174	12	ORA	City of Rancho Santa Margarita	Santa Margarita Parkway Rehab (5) 7606	$600	$432.4	$535	$367.7	$99	$99			1/2013	4/10/13	5/30/13
175	12	ORA	City of Rancho Santa Margarita	FY 12/13 Residential Rehab (5) 7607	$500	$494.3	$480	$488.8	$216	$216			1/2013	2/27/13	6/04/13
176	12	ORA	City of San Clemente	Camino De Los Mares Rehab (5) 7602	$1,400	$941.2	$1,400	$941.2	$318	$318			3/2013	8/20/13	4/15/14
177	12	ORA	City of San Juan Capistrano	Local Street Rehab (5) 7592	$804	$1,401.4	$804	$1,401.4	$318	$318			3/2013	9/3/13	8/5/14
178	12	ORA	City of Santa Ana	Broadway & McFadden Rehab (5) 7601	$3,765	$3,932.7	$3,765	$3,932.7	$1,551	$1,551			3/2013	8/05/13	11/24/14
179	12	ORA	City of Seal Beach	Arterial and Local Street Rehab (5) 7596	$655	$682.3	$655	$682.3	$318	$318			3/2013	6/13/13	8/12/13
180	12	ORA	City of Stanton	Citywide Street Rehab (5) 7590	$817	$816.8	$817	$816.8	$318	$318			3/2013	3/25/13	5/28/13
181	12	ORA	City of Tustin	Irvine Blvd & McFadden Ave Rehab (5) 7586	$913	$920.7	$913	$920.7	$358	$358			3/2013	8/20/13	9/02/14
182	12	ORA	City of Tustin	Newport Ave Bicycle Trail (5) 7587	$450	$690	$$400	$628.6	$200	$200			3/2013	8/20/13	7/15/14
183	12	ORA	City of Tustin	Enderle Cntr & Vandenberg Intersection (5) 7588	$145	$231.2	$70	$192.1	$35	$35			3/2013	8/20/13	9/02/14
184	12	ORA	City of Westminster	Brookhurst Street Improvement (5) 7589	$1,212	$1,220.7	$1,212	$1,220.7	$520	$520			3.2013	8/28/13	4/09/14
185	12	ORA	City of Yorba Linda	Yorba Linda Blvd Rehab (5) 7595	$761	$515.8	$674	$428.8	$336	$214		$112	1/2013	6/22/13	8/27/13
Total Completed Formula SLPP					$1.17B	$1.16B	$1.01B	$1.1B	$241M	$233.8M	$22K	$7.3M			

SLPP Closeout Corrective Actions – Formula Projects

Project 4: Oakland Airport Connector
Agency has been fully reimbursed for the SLPP funds. Waiting for final documentation.

Project 14: Street Resurfacing
Agency has partially invoiced. They are waiting for a claim to process before submitting final invoice and final documentation.

Project 15: Road Rehab
Agency has submitted a FDR but they have not yet submitted an invoice. They are waiting for a change order before submitting final invoice and final documentation.

Project 20: Kings Canyon Expressway
FDR has not yet been submitted. There is a discrepancy in the amount of SLPP funds that have been reimbursed.

Project 22: LA San Fernando Valley Transit Extension
Agency has been fully reimbursed for the SLPP funds. They are working on the final documentation for the FDR.

Project 33: I-15 Ranchero Road
Agency has submitted the FDR, waiting for final invoice and final payment.

Project 44: Brookhurst Street Widening
Agency has submitted a partial invoice but not a final invoice yet. Waiting for final paperwork and the FDR for this project.

Project 45: Harbor Boulevard and Adams Avenue
Agency has submitted a partial invoice but not a final invoice yet. Waiting for final paperwork and the FDR for this project.

Project 47: Bristol Street Widening
Agency has not yet submitted an invoice for this project. They have been notified and will be submitting the invoice and completing the FDR.

Project 48: Street Rehab
Draft FDR was submitted to the agency. The agency has not submitted an invoice for the SLPP funds yet.

SLPP Corrective Actions – Formula Projects

Project 9: Doyle Drive
Supplemental funds for construction capital and support are needed to complete the landscaping commitment in the Presidio.

SLPP Updates – Formula Projects

There are no SLPP Formula project updates this quarter.

Competitive Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
186	3	ED	El Dorado Cnty	7527	Pleasant Valley Rd/ Patterson Dr. (4)	$4,107	$2,442	$600	10/2013	6/2013	100%	4/2015	X		●	●	▶
187	3	ED	El Dorado Cnty	7526	Silva Valley Parkway / US 50 IC (4)	$52,323	$38,200	$1,000	9/2013	1/2013	75%		X		●	●	●
188	3	PLA	Placer County	7621	Kings Beach Commercial Core Imp (5)	$45,875	$33,025	$1,000	12/2013	6/2013	100%	7/2016	X		●	●	●
189	3	PLA	Placer County	7619	Auburn / Folsom Rd Widen, North Ph (5)	$7,770	$6,670	$1,000	9/2013	6/2013	99%		X		●	●	●
190	3	SAC	Sac RT	7674	Cosumnes River College Transit Station (5)	$89,822	$89,822	$1,000	7/2013	5/2013	100%	3/2017	X		●	●	●
191	4	CC	Contra Costa Transportation Authority	7524	I-680 Auxiliary Lane Project (4)	$33,170	$25,140	$1,000	12/2012	8/2012	100%	12/2014	X		●	●	▶
192	5	SLO	San Luis Obispo County	7623	Willow Rd Extension Mitigation (5)	$750	$750	$375	3/2013	3/2013	100%	3/2017	X		●	●	●
193	8	RIV	City of Moreno Valley	7518	SR 60 / Nason St OC (4)	$17,130	$15,030	$1,000	9/2012	5/2012	98%		X		●	●	●
194	8	SBD	City of Fontana	7471	I-15 / Duncan Canyon IC (3,4)	$31,752	$24,414	$1,972	10/2012	6/2012 6/2012	99%		X		●	●	●
195	8	SBD	City of Highland	7520	SR 210 / Greenspot Rd (4,5)	$9,047	$8,399	$1,886	12/2012	6/2012 3/2013 6/2013	100%	10/2016	X		●	●	●
196	8	SBD	City of Highland	7632	Greenspot Rd Bridge at Santa Ana River (5)	$13,534	$13,534	$1,000	11/2013	5/2013	100%	4/2016	X		●	●	●
197	8	SBD	City of Highland	7631	5th Street Corridor Improvements (5)	$3,795	$3,795	$1,000	11/2013	6/2013	100%	1/2017	X		●	●	●
198	8	SBD	City of Highland	7690	Baseline Greenspot Traffic Safety (5)	$974	$974	$393	11/2013	6/2013	100%	10/2015	X		●	●	▶
199	8	SBD	City of Rancho Cucamonga	7635	I-15 Baseline Rd Interchange Improvements (5)	$50,883	$37,983	$1,000	4/2014	6/2013	96%		X		●	●	●
200	8	SBD	City of Redlands	7634	Redlands Blvd/Alabama St Int Improv (5)	$5,581	$5,581	$1,000	11/2013	6/2013	100%	4/2016	X		●	●	●
Totals						$366.5M	$305.8M	$15.2M									

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable, or needs further action. See Corrective Actions.
▶ Project Closeout is delayed by 6 months or longer. See Corrective Actions.

Competitive Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)	APPROVED TOTAL PROJECT COST X $1,000	ACTUAL TOTAL PROJECT COST X $1,000	APPROVED TOTAL CONST COST X $1,000	ACTUAL TOTAL CONST COST X $1,000	APPROVED SLPP FUNDS X $1,000	ACTUAL SLPP FUNDS X $1,000	DE-ALLOCATED SLPP SAVINGS X $1,000	NON DE-ALLOCATED SLPP SAVINGS X$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
201	3	SAC	City of Elk Grove	Franklin / Elk Grove (1) 7397	$4,015	$3,103.4	$1,976	$1,064.4	$988	$533	$455		1/2010	4/01/10	12/08/10
202	3	SAC	City of Elk Grove	Waterman / Grant Line Lane (1) 7398	$4,294	$3,841.7	$3,703	$3,250.9	$1,000	$1,000			1/2010	7/14/10	1/13/12
203	3	ED	El Dorado County	Silva Valley Parkway Widening (2) 7414	$2,735	$1,164	$1,985	$730.7	$993	$365	$628		4/2010	10/29/10	4/13/12
204	3	ED	El Dorado County	Durock Rd / Business Dr. Intersection (2) 7413	$1,740	$2,046.9	$1,440	$1,294.8	$710	$648	$62		4/2010	8/24/10	9/13/11
205	3	ED	El Dorado County	White Rock Road Widening & Signal (2) 7415	$1,132	$1,322.1	$1000	$995.1	$500	$498	$2		4/2010	10/29/10	4/13/12
206	3	ED	City of Placerville	Point View Drive (1) 7402	$3,160	$2,399.5	$2,455	$1,674.5	$750	$750			1/2010	6/01/11	1/10/12
207	3	PLA	Placer County	Tahoe City Transit (1) 7487	$7,342	$7,342	$5,808	$5,808	$226	$226			1/2010	6/29/10	10/29/12
208	3	PLA	City of Lincoln	Nicolaus Road Widening (4) 7525	$1,578	$1,648	$1,516	$1,450	$758	$725		$33	6/2012	8/01/12	4/30/13
209	3	PLA	City of Lincoln	Nelson Lane Improvements (5) 7620	$1,400	$7,037.6	$1,200	$6,582.7	$600	$600			6/2013	4/10/14	3/10/15
210	3	PLA	City of Roseville	Blue Oaks Blvd Widening (5) 7622	$3,950	$3,741.9	$3,800	$3,366.3	$1,000	$1,000			6/2013	10/16/13	2/04/15
211	3	PLA	City of Roseville	Fiddyment Road Widening (4) 7529	$3,660	$2,877	$3,100	$2,616.6	$1,000	$1,000			1/2012	5/31/12	4/17/13
212	3	SAC	City of Elk Grove	Elk Grove-Florin Rd/ E Stockton Blvd (5) 7689	$1,108	$1,227.9	$838	$938.2	$419	$419			6/2013	10/28/13	3/11/15
213	3	YOL	City of West Sacramento	Tower Bridge Gateway - East Phase (2) 7425	$6,488	$6,345.2	$6,488	$6,345.2	$1,000	$1,000			1/2011	9/30/10	1/27/12
214	5	SLO	San Luis Obispo County	Willow Road Extension (1) 7409	$6,500	$4,866.8	$6,500	$4,866.8	$1,000	$1,000			1/2010	6/14/10	8/09/11
215	5	SLO	San Luis Obispo County	Willow Road Extension Phase II (2) 7423	$27,821	$16,878.8	$27,821	$16,878.8	$1,000	$1,000			1/2011	3/21/11	9/22/15
216	5	SLO	San Luis Obispo County	Los Osos Valley Road (4) 7523	$600	$232.9	$600	$232.9	$174	$117		$57	5/2013	9/24/13	2/04/14
217	5	SB	City of Goleta	Fairview/Berkeley Traffic Signal (2) 7417	$315	$223.1	$300	$203.3	$150	$102	$48		4/2010	2/07/11	4/14/11
218	5	SB	City of Goleta	Los Carneros/Calle Roundabout (3) 7478	$2,218	$1,631.6	$1,285	$1,319.4	$335	$335			10/2011	3/01/12	11/15/13
219	5	SB	County of Santa Barbara	Union Valley Parkway / Bradley Road Intersection (2) 7412	$1,278	$572.76	$1,100	$530.69	$550	$266	$284		4/2010	6/28/10	11/01/10
220	6	FRE	City of Clovis	Shaw Avenue Improvement (3) 7468	$569	$493.7	$485	$410	$243	$205	$38		10/2011	04/09/12	8/07/12
221	6	FRE	City of Clovis	DeWolf / Nees Street Improvement (3) 7469	$1,374	$1,490.6	$759	$575.4	$379	$282	$97		10/2011	4/09/12	10/08/12

Competitive Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)	APPROVED TOTAL PROJECT COST X $1,000	ACTUAL TOTAL PROJECT COST X $1,000	APPROVED TOTAL CONST COST X $1,000	ACTUAL TOTAL CONST COST X $1,000	APPROVED SLPP FUNDS X $1,000	ACTUAL SLPP FUNDS X $1,000	DE-ALLOCATED SLPP SAVINGS X $1,000	NON DE-ALLOCATED SLPP SAVINGS X$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
222	6	FRE	City of Clovis	Bullard/ Locan (3) 7466	$860	$781.7	$730	$651.2	$315	$315			10/2011	8/01/12	1/22/13
223	6	FRE	City of Fresno	Traffic Sig Shields/Temperance(5) 7670	$445	$339.9	$430	$325.4	$215	$159		$56	6/2013	6/05/14	3/17/15
224	6	FRE	City of Fresno	Traffic Sig Audubon/Cole (5) 7672	$377	$327.3	$362	$318.6	$181	$151		$30	6/2013	4/03/14	7/08/15
225	6	KER	City of Bakersfield	Mohawk Street Extension (5) 7626	$2,393	$3,416.8	$2,028	$3,051.7	$1,000	$1,000			3/2013	9/11/13	6/6/14
226	6	KER	City of Bakersfield	Hageman Road – Install and Sync Signals (5) 7676	$450	$553.5	$450	$553.5	$225	$225			6/2013	11/20/13	7/24/14
227	6	KER	City of Bakersfield	Hosking Ave Widening (5) 7677	$872	$815.2	$872	$815.2	$436	$408		$28	6/2013	11/20/13	5/23/14
228	6	KIN	City of Hanford	Greenfield Avenue Extension (1) 7399	$895	$639.9	$825	$608.9	$250	$185	$65		1/2010	8/1/10	6/07/11
229	6	KIN	City of Hanford	12th Ave Widening (1) 7400	$2,370	$2,476.1	$2,150	$2,182.5	$600	$487	$113		1/2010	8/1/10	6/07/11
230	6	KIN	City of Hanford	11th Ave Widening (2) 7411	$1,448	$1,153.6	$1,320	$1,045.4	$500	$396	$104		4/2010	6/28/10	4/05/11
231	6	KIN	City of Hanford	12th Ave Widening/Reconstruct (3) 7470	$3,140	$3,310.5	$2,795	$2,678.9	$750	$750			12/2011	7/30/12	2/08/13
232	6	KIN	City of Hanford	10th Ave Widening (4) 7522	$1,930	$2,225.9	$1,650	$1,988.9	$750	$750			6/2012	2/04/14	9/24/14
233	6	KIN	City of Hanford	Campus Dr / UPRR Crossing (5) 7627	$740	$827.5	$640	$751	$320	$320			6/2013	12/3/13	9/3/14
234	7	LA	City of Lancaster	25th Street East Alignment (5) 7665	$722	$489.9	$722	$489.9	$361	$244		$117	6/2013	12/10/13	1/12/16
235	8	RIV	Town of Apple Valley	Kiowa Road Widening (5) 7629	$640	$663.8	$640	$663.8	$320	$320			1/2013	6/25/13	12/16/13
236	8	RIV	City of Indio	Golf Center Parkway Rehab (2) 7418	$3,400	$2,426	$3,000	$2,026	$433	$433			4/2010	2/22/10	7/12/10
237	8	RIV	City of Moreno Valley	Cactus Ave Improvements (2) 7439	$6,350	$4,926	$5,500	$4,076	$1,000	$1,000			1/2011	3/13/12	5/27/13
238	8	RIV	City of Moreno Valley	Cactus Ave Widening EB 3rd Lane (5) 7628	$1,515	$1,558.8	$1,120	$1,193.8	$560	$549		$11	5/2013	10/08/13	8/17/14
239	8	RIV	City of Moreno Valley	Perris Blvd Improvements (5) 7679	$6,000	$5,730.4	$6,000	$5,730.4	$1,000	$955		$45	6/2013	5/13/14	12/21/15
240	8	RIV	City of Murrieta	I-15 Los Alamos Rd OC (5) 7636 (Project has Formula Funds also, project totals are shown in Formula Chart)					$1,000	$1,000			10/2015	4/1/13	8/18/15
241	8	RIV	City of Riverside	Route 91 Auxiliary Lane (2) 7426	$3,100	$2,267	$2,746	$1,913.1	$1,000	$957	$43		1/2011	3/21/11	7/31/11
242	8	RIV	Riverside Cnty	Magnolia Ave and Neece St (2) 7435	$781	$903.1	$620	$665.9	$150	$150			10/2011	6/25/12	11/05/12
243	8	RIV	Riverside Cnty	I-15 Indian Truck Trail IC (3) 7480	$9,100	$10,343	$6,300	$7,775.6	$1,000	$1,000			10/2011	9/27/11	3/18/14
244	8	SBD	Town of Apple Valley	Bear Valley / Deep Creek Rd (3) 7473	$184	$175.1	$184	$175.1	$92	$88	$4		10/2011	8/15/11	11/30/11
245	8	SBD	City of Chino	Signal Interconnect (5) 7630	$900	$776.7	$900	$776.7	$450	$389		$61	6/2013	12/03/13	12/16/14

Competitive Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)	APPROVED TOTAL PROJECT COST X $1,000	ACTUAL TOTAL PROJECT COST X $1,000	APPROVED TOTAL CONST COST X $1,000	ACTUAL TOTAL CONST COST X $1,000	APPROVED SLPP FUNDS X $1,000	ACTUAL SLPP FUNDS X $1,000	DE-ALLOCATED SLPP SAVINGS X $1,000	NON DE-ALLOCATED SLPP SAVINGS X$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
246	8	SBD	City of Hesperia	Ranchero Rd Grade Sep (3) 7481	$30, 845	$31,646.9	$25,000	$27,210.1	$1,000	$1,000			3/2011	8/31/11	9/30/13
247	8	SBD	City of Montclair	Monte Vista Ave Widening (5) 7633	$663	$522.6	$360	$461.8	$180	$180			5/2013	4/07/14	9/29/14
248	8	SBD	City of Upland	Foothill Blvd (Route 66) (3) 7479	$2,100	$5,159	$2,100	$5,159	$1,000	$1,000			1/2012	7/09/12	8/12/13
249	10	AMA	Amador Cnty	Mission Blvd Gap (1) 7404	$1,955	$1,262.8	$1,600	$845.6	$800	$423	$377		1/2010	4/19/10	1/27/11
250	10	AMA	Amador Count Transp. Comm	SR 104 / Prospect Drive Relocation (3) 7465	$2,132	$2,296.3	$1,771	$1,935.3	$885	$885			10/2011	6/18/12	5/31/13
251	10	MER	City of Merced	Parsons Avenue (1) 7410	$2,319	$2,261.9	$1,590	$2,116.3	$1,000	$1,000			4/2010	09/20/10	11/11/11
252	10	MER	City of Merced	Parsons Ave/Ada Givens Gap (3) 7482	$1,650	$1,274	$800	$825	$400	$400			10/2011	5/01/12	11/17/12
253	10	MER	City of Merced	Yosemite Ave Reconstruction (2) 7428	$2,100	$2,114	$1,850	$2,007	$1,000	$1,000			1/2011	1/10/12	11/29/12
254	10	MER	City of Merced	Highway 59 / Cooper Avenue (1) 7419	$5,020	$3,307	$2,300	$2,077	$1,000	$1,000			1/2011	8/08/11	12/31/12
255	11	SD	San Diego County	South Santa Fe Ave North Reconstruction (1) 7403	$29,652	$31,267.4	$21,387	$23,751.4	$1,000	$1,000			4/2010	4/01/10	3/01/13
256	12	ORA	City of Anaheim	Katella Ave Widening (5) 7579	$7,300	$7,195.6	$7,300	$7,195.6	$1,000	$1,000			6/2013	11/19/13	4/30/15
257	12	ORA	City of Anaheim	Tustin & La Palma Ave Widen (3) 7476	$6,200	$13,067.7	$4,000	$10,227.8	$1,000	$1,000			6/2013	4/16/13	7/09/15
Total Completed Competitive SLPP					$193M	$219M	$186.2M	$185.4M	$37M	$34.2M	$2.32M	$438K			

SLPP Closeout Corrective Actions – Competitive Projects

Project 186: Pleasant Valley Rd/ Patterson Drive
Agency reported that construction was complete in April 2015. Due to potential claims on the project, it has not yet been accepted by the County. Once the project is accepted, the agency will complete the closeout documentation.

Project 191: I-680 Auxiliary Lane Project
Draft FDR has been submitted to the agency. Waiting for a completed FDR and the Final Invoice and documentation to verify the FDR information.

Project 198: Baseline Greenspot Traffic Safety Project
Agency has not yet invoiced for this project. A draft FDR was submitted to the agency.

SLPP Corrective Actions – Competitive Projects

There are no SLPP Competitive project corrective actions this quarter.

SLPP Updates – Competitive Projects

There are no SLPP Competitive project updates this quarter.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2016-17
Third Quarter Report
Traffic Light Synchronization Program

Quarterly Report to the California Transportation Commission

TRAFFIC LIGHT SYNCHRONIZATION PROGRAM
PROGRESS REPORT

BACKGROUND

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) was passed by California voters on November 7, 2006 and created the Traffic Light Synchronization Program (TLSP). Proposition 1B provides $250 million, upon appropriation by the Legislature, for TLSP projects approved by the California Transportation Commission (CTC). The California Department of Transportation (Caltrans) is required to provide quarterly reports to the CTC on the status of progress by the local agencies on completing TLSP work funded by the Proposition 1B bond funds.

The guidelines for the TLSP were adopted on February 13, 2008. The CTC has approved 22 TLSP projects totaling $147,000,000 for the City of Los Angeles, and 59 additional TLSP projects totaling $96,845,933 for agencies other than the City of Los Angeles.

Program Summary

TLSP Third Quarter Progress Report for fiscal year 2016-2017.

The CTC has allocated a total of $243,845,933 to 81 TLSP projects. The City of Los Angeles has received allocations for 22 projects, totaling $147,000,000, while agencies other than the City of Los Angeles have received allocations for 59 projects, totaling $96,845,933. Of the 81 TLSP projects receiving an allocation, 73 have completed construction. The City of Los Angeles has completed construction on 16 projects with a total allocation of $121,518,300, while agencies other than the City of Los Angeles have completed construction on 57 projects with a total allocation of $60,627,528.

At the close of the Third Quarter ending March 31, 2017, the TLSP program has been fully allocated.

Project Status – City of Los Angeles (Active Projects)

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	TLSP PROG. COST	TOTAL CONST. COST	CURRENT TLSP EXPENDITURE	ALLOCATION DATE	BEGIN CONST. DATE	END CONST. DATE	CONST. PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
7	LA	Los Angeles	6760	ATCS - Central Business District	$748,000	$9,215,000	$0	Oct -16	Dec-16	Mar-18	0	●	●	●		
7	LA	Los Angeles	6761	ATCS - Central City East	$0	$4,885,000	$0	Oct -16	Aug-16	Aug-17	40	●	●	●		
7	LA	Los Angeles	6826	ATCS - Echo Park / Silver Lake Phase 2	$4,076,500	$4,361,900	$2,023,312	Mar-15	Sept -15	Oct-16	95	●	●	■		See pg 6
7	LA	Los Angeles	6763	ATCS - Los Angeles	$11,528,500	$15,344,800	$3,254,755	Oct-16	Nov-14	May-16	25	●	●	■		See pg 6
7	LA	Los Angeles	6766	ATCS - West Adams	$4,250,800	$4,870,120	$2,191,093	Jun-14	Nov-14	Nov-15	99	●	●	■		See pg 6
7	LA	Los Angeles	6768	ATCS - Wilshire East	$4,877,900	$5,597,300	$4,417,739	Feb-14	May-14	May-15	99	●	●	■		See pg 6

Los Angeles Prog Total	$25,481,700	$44,274,120	$11,886,899

Project Status – Other Agencies (Active Projects)

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	TLSP PROG. COST	TOTAL CONST. COST	CURRENT TLSP EXPENDITURE	ALLOCATION DATE	BEGIN CONST. DATE	END CONST. DATE	CONST. PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
4	Ala	Alameda CMA**	6744	San Pablo Corridor	$18,718,405	$25,618,405	$17,545,857	Jan-11	Jan-11	Oct-17	97	●	●	■		See pg 6
4	SM	San Mateo C/CAAG**	6805	SMART Corridor Projects	$17,500,000	$35,349,000	$14,978,489	Sep-12	Dec-09	Mar-16	96	●	●	■		See pg 6

Agencies other than City of Los Angeles Prog Total	$36,218,405	$60,967,405	$13,524,346

** *Note: Projects for the Orange County Transportation Authority (OCTA), the City of San Jose, the City/County Association of Governments of San Mateo County (San Mateo C/CAG), and Alameda County Congestion Management Agency (CMA) fall under several categories, as the projects have been phased or segmented.*

● Project is on time, on budget, or within scope.
■ Issue has been identified.

Project Status – City of Los Angeles (Completed Projects)

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	TLSP PROG. COST	TOTAL CONST. COST	CURRENT TLSP EXPENDITURE	ALLOCATION DATE	BEGIN CONST. DATE	END CONST. DATE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
7	LA	Los Angeles	6762	ATCS - Echo Park / Silver Lake	$3,215,000	$3,480,000	$3,215,000	Dec-08	Jul-09	Aug-12	●	●	●	●	
7	LA	Los Angeles	6764	ATCS - Santa Monica Fwy Corridor Phase 1	$6,515,500	$7,507,800	$4,155,329	Jun-12	Aug-12	Sep-15	●	●	●	■	See pg 7
7	LA	Los Angeles	6765	ATCS - Santa Monica Fwy Corridor Phase 2	$6,515,500	$7,507,800	$421,044	Dec-13	Jan-14	Jan-15	●	●	●	■	See pg 7
7	LA	Los Angeles	6767	ATCS - Westwood / West Los Angeles	$3,484,200	$4,009,200	$2,531,994	Jun-12	Jan-12	Feb-15	●	●	●	■	See pg 7
7	LA	Los Angeles	6769	ATSAC - Canoga Park	$10,316,400	$11,031,100	$9,051,395	Jan-11	Jul-11	Apr-14	●	●	●	●	
7	LA	Los Angeles	6770	ATSAC - Canoga Park Phase 2	$9,228,900	$9,943,600	$8,899,031	Jan-11	Jun-11	Jul-14	●	●	●	●	
7	LA	Los Angeles	6771	ATSAC – Foothill	$8,802,900	$9,425,400	$8,615,317	Oct-11	Jul-11	Jul-14	●	●	●	●	
7	LA	Los Angeles	6772	ATSAC - Harbor - Gateway 2	$7,899,000	$8,891,000	$7,899,000	Apr-10	Mar-11	Apr-14	●	●	●	●	
7	LA	Los Angeles	6773	ATSAC - Pacific Palisades / Canyons	$6,922,200	$7,548,300	$6,922,156	Jan-11	Jul-11	Jul-14	●	●	●	●	.
7	LA	Los Angeles	6774	ATSAC - Platt Ranch	$4,358,600	$4,905,000	$4,358,000	May-09	Dec-09	Jan-13	●	●	●	●	
7	LA	Los Angeles	6775	ATSAC - Reseda	$8,506,300	$9,333,000	$8,506,300	Oct-08	Jan-09	Feb-12	●	●	●	●	
7	LA	Los Angeles	6776	ATSAC - Reseda Phase 2	$7,221,000	$7,898,000	$7,220,700	Jan-10	Jul-10	Aug-13	●	●	●	●	
7	LA	Los Angeles	6777	ATSAC - San Pedro	$8,911,000	$9,802,000	$8,911,000	May-09	Sep-09	Oct-12	●	●	●	●	
7	LA	Los Angeles	6778	ATSAC - Wilmington	$11,073,000	$12,319,700	$10,411,479	Jan-11	Jul-11	Apr-14	●	●	●	●	
7	LA	Los Angeles	6779	ATSAC - Coliseum / Florence	$8,107,000	$9,007,500	$6,611,901	Oct-11	Jul-11	Jul-14	●	●	●	☒	
7	LA	Los Angeles	6780	ATSAC - Coliseum / Florence Phase 2	$10,441,800	$11,342,300	$8,702,743	Oct-11	Jul-11	Jul-14	●	●	●	☒	

Los Angeles Prog Total	$121,518,300	$133,951,700	$106,432,389

** *Note: Projects for the Orange County Transportation Authority (OCTA), the City of San Jose, the City/County Association of Governments of San Mateo County (San Mateo C/CAG), and Alameda County Congestion Management Agency (CMA) fall under several categories, as the projects have been phased or segmented.*

● Project is on time, on budget, or within scope.
■ Issue has been identified.
☒ Closeout report is being reviewed.

Project Status – Other Agencies (Completed Projects)

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	TLSP PROG. COST	TOTAL CONST. COST	CURRENT TLSP EXPENDITURE	ALLOCATION DATE	BEGIN CONST. DATE	END CONST. DATE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
3	Pla	Roseville	6794	East ITS Coordination	$912,414	$1,013,456	$912,414	Sep-08	Jun-09	Dec-09	●	●	●	●	
3	Sac	Citrus Heights	6745	TLSP Phase II Greenback Lane	$180,000	$238,000	$180,000	Sep-08	Jul-08	Nov-08	●	●	●	●	
3	Sac	Citrus Heights	6746	TLSP Phase III Antelope Road	$102,000	$124,000	$102,000	Apr-10	Sep-10	Apr-11	●	●	●	●	
3	Sac	Rancho Cordova	6792	Folsom Boulevard	$180,000	$460,000	$180,000	May-09	Sep-09	Dec-09	●	●	●	●	
3	Sac	Sacramento	6795	TLSP	$2,862,000	$4,072,000	$2,862,000	Jan-10	Jun-10	May-11	●	●	●	●	
3	Sac	Sacramento County	6796	Florin Road	$401,000	$552,000	$401,000	Dec-08	Jun-09	Apr-10	●	●	●	●	
3	Sac	Sacramento County	6797	Madison Avenue	$142,000	$652,000	$142,000	Aug-08	Sep-08	Feb-09	●	●	●	●	
4	SF	SFMTA	6800	Franklin, Gough & Polk Streets	$5,110,000	$12,020,000	$5,110,000	Oct-08	Jan-10	Dec-13	●	●	●	●	
4	Ala	Alameda County	6743	Redwood Road	$124,000	$159,000	$120,542	May-09	Mar-10	Sep-10	●	●	●	●	
4	Ala	San Leandro	6802	ATMS Expansion	$350,000	$558,000	$350,000	Oct-08	Jul-09	Jun-11	●	●	●	●	
4	CC	San Ramon	6806	Bollinger Canyon	$475,000	$739,000	$474,398	Jan10	Sep-09	Mar-10	●	●	●	●	
4	CC	San Ramon	6807	Crow Canyon	$310,000	$435,000	$310,000	Jan-10	Sep-09	Mar-10	●	●	●	●	
4	CC	Walnut Creek	6824	Ygnacio Valley Road Corridor	$1,489,000	$2,139,000	$1,460,594	Dec-08	Jun-09	Nov-10	●	●	●	●	
4	Mrn	Marin County	6781	Sir Francis Drake Boulevard	$208,000	$260,000	$199,639	Sep-08	May-09	Dec-09	●	●	●	●	
4	SCl	San Jose**	6801	TLSP	$15,000,000	$20,000,000	$15,000,000	Jan-10	Jan-09	Jun-13	●	●	●	●	
4	SCl	Santa Clara County	6814	County Expressway TDCS for TLSP	$900,000	$1,030,000	$900,000	May-10	Oct-10	Nov-11	●	●	●	●	
4	Son	Santa Rosa	6816	Steele Lane / Guerneville	$1,100,000	$1,600,000	$1,099,647	Aug-08	Aug-08	Sep-09	●	●	●	●	
5	SCr	Watsonville	6825	Signal Corridor Upgrade	$120,000	$180,000	$96,973	Apr-10	Jun-10	Apr-13	●	●	●	●	
6	Fre	Fresno	6751	Clovis Avenue	$2,100,000	$3,270,733	$1,958,569	Apr-10	Feb-11	Oct-11	●	●	●	●	
6	Fre	Fresno	6752	Shaw Avenue	$2,100,000	$3,165,800	$1,686,289	Oct-11	Sep-12	Jun-13	●	●	●	●	
6	Kin	Hanford	6757	12th Avenue	$76,126	$173,408	$70,430	Sep-08	Dec-09	Feb-10	●	●	●	●	
7	LA	Culver City	6749	Citywide TLSP	$199,224	$249,030	$199,224	Jan-10	Apr-10	May-11	●	●	●	●	
7	LA	Glendale	6754	Brand Boulevard	$850,000	$1,301,000	$823,073	Jan-12	Jul-12	Mar-13	●	●	●	■	See pg 7
7	LA	Glendale	6755	Colorado Street / San Fernando Road	$523,000	$820,000	$501,619	Jan-12	Jul-12	Mar-13	●	●	●	■	See pg 7
7	LA	Glendale	6756	Glendale Avenue / Verdugo Road	$1,658,000	$2,531,000	$1,434,984	Jan-12	Jul-12	Mar-13	●	●	●	■	See pg 7
7	LA	Pasadena	6785	Del Mar Boulevard	$138,000	$172,000	$138,000	Jan-12	Apr-12	Apr-13	●	●	●	■	See pg 7
7	LA	Pasadena	6787	Hill Avenue	$66,000	$83,000	66,000	Jan-12	Apr-12	Apr-13	●	●	●	■	See pg 7
7	LA	Pasadena	6789	Orange Grove Boulevard	$188,000	$235,000	$188,000	Jan-12	Apr-12	Apr-13	●	●	●	■	See pg 7
7	LA	Pasadena	6784	California Boulevard	$68,000	$76,000	$56,000	Jan-12	Apr-12	Apr-13	●	●	●	■	See pg 7
7	LA	Pasadena	6788	Los Robles Avenue	$107,000	$134,000	$100,000	Jan-12	Apr-12	Apr-13	●	●	●	■	See pg 7
7	LA	Pasadena	6791	Sierra Madre Boulevard	$110,000	$138,000	$104,000	Jan-12	Apr-12	Aug-13	●	●	●	■	See pg 7
7	LA	Compton	6747	Rosecrans Avenue	$682,734	$944,176	$611,361	Apr-10	Feb-11	Oct-12	●	●	●	■	See pg 7
7	LA	Inglewood	6758	La Brea Avenue	$426,000	$606,000	$388,228	Aug-13	Aug-13	Jan-14	●	●	●	☒	See pg 7
7	LA	Santa Clarita	6815	Advanced System Detection Expansion	$345,079	$414,111	$345,079	Dec-08	Oct-09	Jan-10	●	●	●	●	
8	Riv	Murrieta	6782	Murrieta Hot Springs Road	$335,387	$470,125	$335,387	Oct-08	Aug-09	Dec-10	●	●	●	●	
8	Riv	Corona	6748	TLSP ATMS Phase II	$4,488,000	$5,511,000	$4,487,493	Oct-08	Jun-09	Sep-11	●	●	●	●	
8	Riv	Temecula	6819	Citywide Traffic Signal Synchronization	$515,000	$618,000	$515,000	Apr-10	Sep-10	Mar-11	●	●	●	●	
8	SBd	SANBAG	6808	TLSP Tier 3 & 4	$1,537,041	$6,256,105	$1,537,041	Jan-11	Dec-10	Jun-12	●	●	●	●	

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	TLSP PROG. COST	TOTAL CONST. COST	CURRENT TLSP EXPENDITURE	ALLOCATION DATE	BEGIN CONST. DATE	END CONST. DATE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
8	SBd	Rancho Cucamonga	6793	Foothill Boulevard	$225,000	$712,250	$225,000	Aug-08	Mar-09	Dec-09	●	●	●	●	
10	SJ	Tracy	6820	Grant Line Road	$162,830	$217,107	$162,830	May-09	Jan-10	Oct-10	●	●	●	●	
10	SJ	Tracy	6821	Tracy Boulevard	$111,211	$148,281	$111,211	May-09	Jan-10	Oct-10	●	●	●	●	
11	SD	El Cajon	6750	Main Street	$38,956	$38,956	$38,956	May-09	Nov-09	Feb-10	●	●	●	●	
11	SD	San Diego County	6798	Bonita Road, Sweetwater Road, Briarwood Road	$632,494	$1,319,620	$632,494	Aug-08	Sep-09	Oct-10	●	●	●	●	
11	SD	San Diego County	6799	South Mission Road	$78,000	$115,000	$78,000	Aug-08	Sep-09	Oct-10	●	●	●	●	
11	SD	San Marcos	6803	Rancho Santa Fe Road	$265,024	$359,696	$263,298	Aug-08	Apr-10	Aug-10	●	●	●	●	
11	SD	San Marcos	6804	San Marcos Boulevard Smart Corridor	$549,000	$686,000	$539,597	Aug-08	Dec-08	Jun-11	●	●	●	●	
11	SD	SANDAG	6809	At-grade Crossing Traffic Synchronization	$820,000	$1,100,000	$820,000	Oct-08	Oct-08	Dec-12	●	●	●	●	
11	SD	SANDAG	6810	East-West Metro Corridor	$1,267,000	$1,417,000	$1,267,000	Oct-08	Jun-10	Jun-11	●	●	●	●	
11	SD	SANDAG	6811	I-15 Corridor	$2,162,000	$2,412,000	$2,153,685	Oct-08	Jun-10	Jun-11	●	●	●	●	
11	SD	SANDAG	6812	I-805 Corridor	$273,739	$337,908	$273,739	Oct-08	Oct-08	Aug-09	●	●	●	●	
11	SD	SANDAG	6813	Transit Signal Priority	$951,000	$2,947,000	$941,775	Oct-08	Nov-08	Nov-12	●	●	●	●	
11	SD	Santee	6817	Magnolia Avenue	$93,030	$116,288	$93,030	May-09	Mar-10	May-10	●	●	●	●	
11	SD	Santee	6818	Mission Gorge Road	$322,483	$403,104	$322,483	May-09	Feb-10	May-10	●	●	●	●	
11	SD	Vista	6822	North Santa Fe Avenue	$155,574	$210,662	$155,574	Aug-08	Oct-08	Jan-09	●	●	●	●	
11	SD	Vista	6823	South Melrose Drive	$183,182	$230,534	$183,182	Aug-08	Oct-08	Jan-09	●	●	●	●	
12	Ora	Garden Grove	6753	TMC Upgrade	$1,859,000	$4,758,000	$1,859,000	Oct-08	Jun-10	Nov-11	●	●	●	●	
12	Ora	OCTA**	6783	Countywide TLSP	$4,000,000	$8,000,000	$3,845,510	Jan-11	Jul-10	Sep-12	●	●	●	●	
7	LA	Long Beach	6759	Long Beach Area TLSP											withdrawn
7	LA	Pasadena	6786	Fair Oaks Avenue											withdrawn
7	LA	Pasadena	6790	San Gabriel Boulevard											withdrawn

Agencies other than City of Los Angeles Prog Total	$60,627,528	$98,929,350	$59,413,348

** *Note: Projects for the Orange County Transportation Authority (OCTA), the City of San Jose, the City/County Association of Governments of San Mateo County (San Mateo C/CAG), and Alameda County Congestion Management Agency (CMA) fall under several categories, as the projects have been phased or segmented.*

- ● Project is on time, on budget, or within scope.
- ■ Issue has been identified.
- ☒ Closeout report is being reviewed.

Corrective Actions

City of Los Angeles – ATCS – Echo Park/Silver Lake Phase 2 (Project ID 6826)
The agency stated that delays in construction were due to conflicts in the construction schedule between multiple projects. The project is behind schedule by 28 months from the currently approved schedule. Caltrans has approved all invoices and the agency plans to complete construction by December 2018.

The City of Los Angeles expedited the project by using a series of change orders with an existing contractor, instead of advertising and awarding a new contract. This resulted in an audit finding that disallowed the $3,215,000 cost of the project. After further review, Caltrans agreed that although the City should have followed the normal award process, the change order process was a controlled process, and the work was done through a series of change orders to other on-going construction projects. Caltrans reported the finding to the CTC staff in quarterly reports to ensure transparency. It was determined the City of Los Angeles had met its obligation for the project, the Director of Caltrans concurred and approved the resolution of the audit finding not requiring any financial payback. Approval from the Director of Caltrans was required as the audit finding was more than $100,000. Caltrans issued a Corrective Action Resolution letter to the City stating the audit finding had been resolved, and no further action was required.

City of Los Angeles – ATCS – Los Angeles (Project ID 6763)
The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The project is behind schedule by 7 months from the currently approved schedule. The agency anticipates completing construction by March 2018.

City of Los Angeles – ATCS – West Adams (Project ID 6766)
The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The project is behind schedule by 13 months from the currently approved schedule. The agency anticipates completing construction by May 2018.

City of Los Angeles – ATCS - Wilshire East (Project ID 6768)
The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The project is behind schedule by 19 months from the currently approved schedule. The agency anticipates completing construction by February 2018.

Alameda County Congestion Management Agency – San Pablo Corridor (Project ID 6744)
The project is part of a Corridor Mobility Improvement Account project currently under construction. At the January 2011 CTC meeting, the agency received approval to split the project into 2 projects and 5 segments. The agency stated delays in construction were due to conflicts in construction schedule between multiple projects. The project is behind schedule by 35 months from the currently approved schedule. The agency anticipates completing construction by October 2017.

San Mateo C/CAG – SMART Corridor Projects (Project ID 6805)
At the May 2012 CTC meeting, the agency received approval to expand the project to include additional segments along the corridor. The agency stated delays in construction were due to conflicts in construction schedules between multiple projects. The agency anticipates completing construction by June 2017.

City of Los Angeles – ATCS – Santa Monica Fwy Corridor Phase 1 (Project ID 6764)
The project completed construction in March 2016. The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The projected submittal for closeout reports is May 2017.

City of Los Angeles – ATCS – Santa Monica Fwy Corridor Phase 2 (Project ID 6765)
The project completed construction in June 2016. The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The projected submittal for closeout reports is May 2017.

City of Los Angeles – ATCS – Westwood/West Los Angeles (Project ID 6767)
The project completed construction in March 2016. The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The projected submittal for closeout reports is May 2017.

City of Glendale – Total of three projects (Project IDs 6754, 6755 & 6756)
The agency received an audit report finding March 2017 for the three projects, and Caltrans is currently working with the agency to address the finding. The agency stated the projects were behind schedule due to the agency's Information Technology Department requiring a redesign of the Communications Master Plan, and reevaluation of the Ethernet switches for the fiber optic communications. The projects completed construction in January 2015, and the agency is currently working on the closeout reports for the projects.

City of Pasadena – Total of three projects (Project IDs 6785, 6787 & 6789)
The three projects are currently being audited. The projects completed construction in August 2014. The agency stated the projects were behind schedule due to delays in design engineering. The agency is currently working on the closeout reports for the project.

City of Pasadena – Total of three projects (Project IDs 6784, 6788, 6791)
The three projects are currently being audited. The projects completed construction in March 2016. The agency stated the projects were behind schedule due to delays in design engineering. The agency is currently working on the closeout report for the project.

City of Compton – Rosecrans Avenue (Project ID 6747)
The project completed construction June 2016. The agency stated delays in construction were due to conflicts in construction schedules between multiple projects. The agency is currently working on the closeout report for the project.

City of Inglewood – La Brea Avenue (Project ID 6758)
The project completed construction in May 2016. The project was advertised and bids received were higher than the funding available. The agency rejected the original bids and readvertised the project. The project was awarded March 2015. The agency is currently working on the closeout report for the project.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2016-17
Third Quarter Report

Highway Railroad Crossing Safety Account

Quarterly Report to the California Transportation Commission

PROGRAM SUMMARY:

This report is for the Highway Railroad Crossing Safety Account (HRCSA) for the third quarter of the 2016-17 fiscal years. This report includes the status of the HRCSA 2008, 2010, 2012, 2014, and 2016 program.

The HRCSA program has a total of 38 projects programmed with $250 million of which $215,827,000 has been expended, and $243,788,000 has been allocated to 37 projects. Included are the administrative costs of $5.0 million. Thirty of the allocated projects have completed construction. Two projects are pending the final project delivery report.

At the close of the third quarter ending March 31, 2017, one project has been closed out and final project delivery report has been submitted:

- Orange County Transportation Authority, Sand Canyon Grade Separation

FUNDING SUMMARY:

2008 Sixteen projects have been allocated in the amount of $116,682,000. The total expenditure is $116,036,000. Fifteen projects have completed construction.

2010 Eight projects have been allocated in the amount of with $66,035,000. The total expenditure is $60,041,000. Six projects have completed construction.

2012 Thirteen projects have been allocated in the amount of $42,765,000. The total expenditure is $39,446,000. Nine projects have completed construction.

2014 One project has been allocated in the amount of $18,306,000. The total expenditure is $304,000.

2016 One project has been programmed in the amount of $2,706,000.

BACKGROUND:

Proposition 1B was passed by California voters on November 7, 2006. Proposition 1B authorized $250 million for HRCSA in two parts, $150 million for projects on the Public Utilities Commission (PUC) priority list and $100 million for high-priority railroad crossing improvements, including grade separation projects. The Guidelines for HRCSA were adopted on March 12, 2008.

OPEN PROJECTS

(numbers in thousands)

#P	PY	PT	D	C	Applicant	Project Name	Total Project	Programmed	Allocated	Expend	Date Allocated	Approved Beg Const	Actual Beg Const	Approved End Const	Completion	S	B	Sc
#1	08	1	7	LA	City of LA	Riverside Drive GS Replacement	$60,964	$5,000	$5,000	$4,354	6/30/10	June-11	June-11	Jun-14	93%	●	●	■
#2	10	1	4	ALA	City of Fremont	Warren Avenue GS	$68,782	$9,600	$9,600	$7,738	3/28/12	June-12	June-12	Jun-15	96%	●	●	■
#3	10	1	7	LA	City of LA	North Spring Street GS	$48,766	$5,001	$5,001	$2,731	5/23/12	June-12	May-13	Dec-14	84%	●	●	■
#4	12	1	4	SM	PCJPB	San Mateo Bridges GS Project, PII	$30,000	$9,000	$9,000	$8,864	5/21/14	May-14	Oct-14	May-16	99%	●	●	■
#5	12	2	7	LA	SCRRA	Branford Road Grade Xing Safety	$3,048	$1,325	$1,325	$1,201	12/11/13	March-13	June-14	Aug-13	99%	●	●	■
#6	12	2	7	LA	SCRRA	Moorpark Avenue GS Safety	$5,041	$4,841	$4,841	$3,881	6/25/14	Dec-14	Dec-14	Feb-16	99%	●	●	●
#7	14	1	7	LA	ACE	Fullerton Road GS	$153,184	$18,306	$18,306	$304	12/10/16	March-16	July-16	Sept-19	10%	●	●	●
#8	16	1-2	7	LA	ACE	Durfee Avenue GS	$78,381	$2,706	$0	$0	-	Oct-17	-	Aug-20	0%	●	●	■
							$448,166	**$55,779**	**$53,073**	**$29,073**								

● Project is on-time, on-budget, and/or within scope ■ Project behind schedule ▲ Potential Schedule, scope or cost is changing, pending review and acceptance ■ No allocation

#P-Project Number PY-Program Year PT – Part D-District C-County S- Scope B- Budget Sc –Schedule Actual Beg Const Approved Baseline Dates

Cmpt at *100%: Projects are completed and open to traffic, but need close out reports.

COMPLETED PROJECT OPERATIONAL/FINAL REPORT SUBMITTED

(numbers in thousands)

#P-Project Number PY-Program Year PT – Part D-District C-County *Final Delivery Report (FDR) Pending*

#P	PY	PT	D	C	Applicant	Project Name	Total Project	Approved HRCSA Allocated	Date Allocated	Began Construction	Actual End Construction	FDR/Close Out Report	HRCSA Final Expenditures
#9	08	1	6	KER	County of Kern	BNSF GS 7th Standard Rd/Santa Fe Wy	$18,924	$7,044	1/13/10	Feb-10	June-13	Aug-13	$7,044
#10	08	1	4	SM	PCJPB	San Mateo Bridges GS	$10,774	$955	5/19/10	Nov-10	May-13	Dec-13	$955
#11	08	1	4	SF	PCJPB	Jerrold Ave & Quint St Bridges GS	$10,749	$2,668	5/13/10	Nov-10	May-13	June-13	$2,668
#12	08	1	10	MER	City of Merced	G Street Undercrossing	$18,162	$7,413	1/13/10	Nov-10	June-12	July-12	$7,413
#13	08	1	6	KER	County of Kern	Hageman Rd/BNSF Railroad	$35,997	$13,759	6/30/10	Oct-10	Apr-13	May-13	$13,759
#14	08	1	4	SM	PCJPB	San Bruno GS	$160,169	$26,727	6/30/10	Sept-10	July-14	Dec-14	$26,727
#15	08	1	10	SJ	City of Stockton	Lower Sacramento	$23,619	$6,484	4/7/10	July-10	Sept-14	Mar-15	$6,484
#16	08	2	11	SD	City of San Diego	Park Blvd. at Harbor Dr./Ped Bridge	$27,000	$6,000	12/10/08	June-08	Oct-11	Apr-12	$6,000
#17	08	2	3	SAC	City of Sacramento	6th St Overcrossing - Bridge	$9,361	$4,837	12/9/09	Feb-10	June-13	Dec-13	$4,837
#18	08	2	6	TUL	City of Tulare	Cartmill Avenue GS	$21,969	$10,051	6/30/10	Dec-10	Sept-12	June-13	$10,051
#19	08	2	6	TUL	County of Tulare	Betty Drive GS	$14,070	$4,885	6/30/10	Nov-10	June-13	Aug-13	$4,885
#20	08	2	10	SJ	Port of Stockton	Port of Stockton Expressway	$8,424	$1,537	6/30/10	Nov-10	Nov-12	June-13	$1,537
#21	08	2	10	SJ	City of Stockton	Eight Mile Road/UPRR (East) GS	$22,023	$5,280	4/07/10	July-10	Sept-14	Mar-15	$5,280

COMPLETED PROJECT OPERATIONAL/FINAL REPORT SUBMITTED

(numbers in thousands)

#P-Project Number PY-Program Year PT – Part D-District C-County *Final Delivery Report (FDR) Pending*

#P	PY	PT	D	C	Applicant	Project Name	Total Project	Approved HRCSA Allocated	Date Allocated	Began Construction	Actual End Construction	FDR/Close Out Report	HRCSA Final Expenditures
#22	08	2	10	SJ	City of Stockton	Eight Mile Road/UPRR (West) GS	$22,751	$7,424	4/07/10	July-10	Sept-14	Mar-15	$7,424
#23	08	2	12	ORA	OCTA	Sand Canyon GS	$55,590	$6,618	6/30/10	Sept-11	Jan-16	Dec-16	$6,618
#24	10	2	12	ORA	OCTA	San Clemente Beach Trail Xings	$4,500	$2,170	6/27/12	May-13	June-15	Sept-15	$2,170
#25	10	2	3	SAC	City of Sacramento	6th Street, OverXing Roadway	$15,730	$7,151	6/27/12	Feb-12	June-15	Aug-15	$7,151
#26	10	2	4	ALA	City of Fremont	Kato Road GS	$52,265	$9,124	8/10/11	Aug-11	May-15	Aug-15	$9,124
#27	10	2	7	LA	SCRRA	Broadway-Brazil Street Grade Xing	$9,100	$233	2/22/12	March-12	Dec-13	Mar-16	$233
#28	10	1	6	TUL	City of Tulare	Bardsley Avenue GS	$18,498	$7,156	5/23/12	Feb-13	March-15	Aug-16	$7,027
#29	10	1	7	LA	ACE	Nogales Street GS	$85,430	$25,600	4/25/12	Feb-12	-	*FDR Pending	$23,867
#30	12	2	12	ORA	OCTA	Dana Point & San Clemente Xing	$4,075	$2,100	1/9/11	Feb-11	Jan-14	Mar-14	$2,100
#31	12	2	7	LA	SCRRA	Grandview Ave Grade Xing Safety	$2,630	$580	5/7/13	Mar-13	Oct-14	Sept-15	$580
#32	12	2	7	LA	SCRRA	Sonora Avenue Grade Xing Safety	$2,630	$580	5/7/13	Sept-12	Oct-14	Sept-15	$580
#33	12	2	7	LA	SCRRA	Woodley Avenue Grade Xing Safety	$1,000	$438	12/10/16	May-13	May-15	Mar-16	$438
#34	12	1	3	SAC	City of Elk Grove	Grant Line Road GS Project	$24,040	$5,000	5/3/13	Dec-13	April-16	Aug-16	$3,156
#35	12	1	10	SJ	City of Lathrop	Lathrop Road GS with UPRR	$16,855	$5,000	5/7/13	June-13	April-16	Sept-16	$5,000
#36	12	1	10	SJ	Port of Stockton	Navy Drive/BNSF Underpass (1 of 2)	$6,530	$3,173	6/25/14	Dec-14	July-16	Aug-16	$3,173
#36	12	1	10	SJ	Port of Stockton	Navy Drive/BNSF Underpass (2 of 2)	$2,567	$2,567	6/25/14	Dec-14	July-16	Aug-16	$2,567

COMPLETED PROJECT OPERATIONAL/FINAL REPORT SUBMITTED

(numbers in thousands)

#P-Project Number PY-Program Year PT – Part D-District C-County *Final Delivery Report (FDR) Pending*

#P	PY	PT	D	C	Applicant	Project Name	Total Project	Approved HRCSA Allocated	Date Allocated	Began Construction	Actual End Construction	FDR/Close Out Report	HRCSA Final Expenditures
#37	12	2	4	CC	City of Richmond	Officer Bradley A. Moody/Marina Bay	$42,180	$4,230	5/3/13	Feb-13	-	*FDR Pending	$3,975
#38	12	2	6	TUL	City of Tulare	Santa Fe Trail at UPRR GS	$7,131	$3,931	6/25/14	Feb-14	July-16	Dec-16	$3,931
							$754,743	**$190,715**					**$186,754**

CORRECTIVE ACTION :

PROJECT #1: City of Los Angeles – Riverside Drive Grade Separation Replacement
The project is behind schedule due to several factors; such as unforeseen underground soil conditions, retrofitting, several structure bent foundations, utility and easement delays with the vendors, and demolition of the existing bridge. The project continues to move forward, the roundabout is almost constructed, the bridge railing installation is almost completed for the pedestrian and bicycle lane, street improvements continue, structure demolition of the old bridge foundation is almost completed, and the traffic signals and signs have just began.

PROJECT #2: City of Fremont – Warren Avenue Grade Separation
The City of Fremont is working on getting the approved Regional Water Quality Control Board permit that require improvements to three bio-retention areas to treat storm water runoff. The bio-retention areas need to have 70 percent vegetation to filter out the contaminants and silt, the City has replanted new landscaping to meet the requirements. The City has recently got RWQCB permit approval. Working on the completion of the ROW settlements and transfer from UPRR. Expect the final completion and close out in Spring 2017.

PROJECT #3: City of Los Angeles – North Spring Street Grade Separation
The project is behind schedule due to several factors; such as unforeseen soil conditions, permit issues, river conditions, utility and easement delays with the vendors, and bridge work delays. The project continues to move forward, construction of the new arches and installation of the recycled water line is ongoing.

PROJECT #4: Peninsula Corridor Joint Powers Board – San Mateo Bridges Phase II
The four bridges have been recently completed, the project was behind due to scheduling with the utilities companies and the limitation of open-train slots to place the bridges and tracks. What remains are the final project invoices, final claims and changes orders. Anticipate final closeout by Spring 2017.

PROJECT #5: Southern California Regional Rail Authority – Branford Road Grade Crossing Safety Improvements in the City of Los Angeles
Project is completed and open to the traffic. Expect final completion and closeout by Spring 2017. The SCRRA's contractors and City's contractor had outstanding items to complete that dragged on before any activitity occurred. Plus, delays due to protracted municipal contracting and change orders. Issued with contract task orders to signal construction contractor and signal construction inspector.

PROJECT #29: CLOSED PROJECT – FINAL DELIVERY REPORT PENDING: Alameda Corridor East Construction Authority – Nogales Street Grade Separation
Project is completed and open to the traffic. Project closeout activities are ongoing. Anticipate final closeout by Spring 2017. Several delays caused by the 3rd party utility companies, with its relocation lines. The gas transmission had to be relocated under SoCal Gas scheduling. Fiber optics and communication lines were rescheduled. The contractor had to wait and work around the scheduling of the utilities companies, and reassign work activities and work on additional shifts and weekends to catch up.

PROJECT #37: CLOSED PROJECT - FINAL DELIVERY REPORT PENDING: City of Richmond – Officer Bradley A. Moody/Marina Bay
Project is completed and open to the traffic. However, there is ongoing functional issues with the pump station and landscaping telemetry units which have caused delays in the performance and completion of the project closeout, expecting these items completed by Spring 2017.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2016-17
Third Quarter Report

Intercity Rail Improvement Program

Quarterly Report to the California Transportation Commission

SUMMARY

This report is for the third quarter of Fiscal Year (FY) 2016-17 for the Proposition 1B Intercity Rail Improvement Program (IRI). The IRI program consists of nineteen projects; six projects are fully allocated, two projects are partially allocated; two projects remain unallocated and nine projects have been completed. In funding, $213,373,000 is currently allocated, $52,782,000 remains unallocated, $119,202,168 expenditures from closed projects with a potential for over $2,162,395 in savings and $8,000,000 for administration.

BACKGROUND

Proposition 1B was passed by California voters on November 7, 2006, and provides $400 million, upon appropriation by the Legislature, to the Department for intercity passenger rail improvement projects. A minimum of $125 million is designated for procurement of additional intercity passenger railcars and locomotives. This $400 million program is part of the $4 billion Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). This Account is to be used to fund public transportation projects. Pursuant to paragraph (2) of subdivision (c) of section 8879.50 of the Government Code, the Department is the administrative agency for PTMISEA.

At its December 2007 meeting, the Commission approved the guidelines for intercity passenger rail projects in the PTMISEA. At its February 2008 meeting, the Commission approved the list of Proposition 1B intercity rail projects to be funded in the IRI.

At the March 2017 CTC meeting the IRI program was amended as follows:

- Santa Margarita de-allocated $458,000 from construction to reflect savings. Project completed for a total cost of $15,748,000.
- Capitalized Maintenance programmed with $458,000 from Santa Margarita and project will be increased from $1,567,000 to $2,025,000.
- Seacliff Siding project allocated for $1 million for PA&ED.

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM
UNALLOCATED PROJECTS
(NUMBERS IN THOUSANDS)

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBE	CORRIDOR	AGENCY	PROJECT TITLE	DELIVERY PHASE	ALLOCATION DATE	BEGIN PHASE	END PHASE	END CLOSEOUT	PROGRAMMED	SCOPE	BUDGET	SCHEDULE
4.2	PS	LACMTA	Raymer to Bernson Double Track	CON	TBD	TBD	TBD	TBD	$12,980	◆	◆	☒
9.2	PS	Caltrans, UPRR	Seacliff Siding	CON	10/01/2020	01/01/2021	12/31/2023	09/01/2024	$20,526	◆	◆	◆
10	CC,SJ	Caltrans	Northern California Maintenance Facility	CON	10/01/2018	01/01/2019	06/01/2021	12/01/2021	$18,251	☒	◆	☒
11	CC,PS,SJ	Capitol Corridor, LOSSAN, San Joaquin	Capitalized Maintenance	CON	VAR	VAR	VAR	VAR	$1,025	◆	◆	☒
								TOTAL	$52,782			

CC Capitol Corridor
PS Pacific Surfliner
SJ San Joaquin

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM ALLOCATED PROJECTS

(NUMBERS IN THOUSANDS)

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	CORRIDOR	AGENCY	PROJECT TITLE	DELIVERY PHASE	ALLOCATION DATE	BEGIN PHASE	END PHASE	% COMPLETE	END CLOSEOUT	PROGRAMMED	ALLOCATED	EXPENDITURES	SCOPE	BUDGET	SCHEDULE
1.1	CC, PS, SJ	Caltrans	Procurement of Locomotives and Railcars	CON	12/2011	11/2012	09/2018	15%	03/2019	$42,000	$42,000	$6,736	☑	☑	☒
1.2	CC, PS, SJ	Caltrans	Option Locomotives	CON	12/2014	10/2015	09/2019	14%	03/2020	$103,000	$103,000	$10,476	☑	☑	☑
1.3	CC, PS,SJ	Caltrans	On-Board Information System (OBIS)	CON	12/2014	04/2012	09/2020	63%	03/2021	$5,000	$5,000	$971	☑	☑	☒
3	SJ	Caltrans	Oakley-Port Chicago Double Track Segment 3	CON	10/2011	12/2012	02/2017	100%	08/2017	$25,450	$25,450	$23,019	☑	☑	☑
5.1	PS	SCRRA	Van Nuys North Platform	PS&E	12/2013	06/2014	02/2017	100%	08/2017	$4,000	$4,000	$3,532	☑	☑	☒
5.2	PS	SCRRA	Van Nuys North Platform	CON	01/2016	04/2017	04/2019	0%	01/2020	$30,500	$30,500	$129	☑	☑	☑
6	CC	CCJPA	Capital Corridor Track, Bridge and Signal Upgrade	CON	05/2014	06/2014	05/2017	77%	11/2017	$1,305	$1,305	$1,004	☑	☑	☑
7	PS	SCRRA	Ventura County Sealed Corridor Crossing Improvement	CON	08/2014	12/2014	10/2016	99%	04/2017	$218	$218	$0	☑	☑	☑
8	CC	CCJPA	Wayside Power and Storage	CON	05/2016	05/2016	05/2019	6%	11/2019	$900	$900	$603	☑	☑	☑
9.1	PS	Caltrans, UPRR	Seacliff Siding	PA&ED	10/2016	11/2013	06/2019	30%	12/2019	$1,000	$1,000	$0	☑	☑	☑
									TOTALS	$213,373	$213,373	$46,470			

CC Capitol Corridor
PS Pacific Surfliner
SJ San Joaquin

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM COMPLETED PROJECTS

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	CORRIDOR	AGENCY	PROJECT TITLE	PROJECT PHASE	ALLOCATION DATE	BEGIN PHASE	END PHASE	END CLOSEOUT	PROGRAMMED	ALLOCATED	EXPENDITURES	CLOSE OUT REPORT RECIEVED
2.1	PS	SANDAG	San Onofre to Plugas Double Track Phase 1 & 2	PA&ED	01/2010	01/2010	05/2011	06/2017	$3,146,000	$3,146,000	$3,146,000	☑
2.2	PS	SANDAG	San Onofre to Plugas Double Track Phase 2	PS&E	09/2015	09/2015	02/2015	06/2017	$1,100,000	$1,100,000	$972,000	☑
2.3	PS	SANDAG	San Onofre to Plugas Double Track Phase 1	CON	03/2013	09/2013	06/2016	06/2017	$25,754,000	$25,754,000	$22,363,000	☑
4.1	PS	LACMTA	Raymer to Bernson Double Track	PS&E	01/2014	04/2014	06/2016	12/2016	$6,500,000	$6,500,000	$6,080,563	☑
12	PS	Caltrans	Commerce/Fullerton Triple Track	CON	08/2008	02/2009	06/2012	05/2013	$31,992,000	$31,992,000	$31,991,132	☑
13	PS	Caltrans	New Station Track at LA Union Station	CON	04/2008	07/2009	06/2015	12/2015	$21,800,000	$21,800,000	$20,098,290	☑
14	SJ	Caltrans	Kings Park Track and Signal Improvements	CON	08/2008	10/2008	06/2012	10/2012	$3,500,000	$3,500,000	$3,500,000	☑
15	CC, SJ	Caltrans	Wireless Network for Northern California IPR Fleet	CON	01/2011	04/2011	06/2015	06/2015	$3,750,000	$3,750,000	$2,926,814	☑
16	PS	Caltrans	Santa Margarita Bridge and Double Track	CON	04/2008	08/2008	05/2014	12/2015	$16,206,000	$16,206,000	$15,748,000	☑
17	CC, SJ	Caltrans	Emeryville Station and Track Improvements	CON	05/2008	09/2008	07/2012	07/2012	$6,151,000	$6,151,000	$6,150,678	☑
18	CC	Caltrans	Bahia Benicia Crossover	CON	04/2008	09/2008	07/2012	03/2014	$3,445,000	$3,445,000	$3,444,434	☑
19	PS	Caltrans	SCRRA Sealed Corridor	CON	04/2008	11/2011	07/2012	03/2014	$2,782,000	$2,782,000	$2,781,257	☑
								TOTALS	$126,126,000	$126,126,000	$119,202,168	

CC Capitol Corridor
PS Pacific Surfliner
SJ San Joaquin

ACTION PLANS

Project 1.1 - Procurement of Locomotives, Railcars and Install On-Board Information System

Statute requires at least $125 million be used for the procurement of intercity passenger railcars and locomotives. A total of $150 million was allocated for new railcars, new locomotive and on board passenger information systems. A significant delay for bi-level railcar due to design and testing issues.

Project 1.3 - On-Board Information Systems

Amtrak is working to deploy On-Board Information Systems (OBIS) nationally. The State of California is the first intercity rail network in the United States to develop and deploy this type of communication system. The new railcars will be deployed with OBIS installed. Ongoing nationwide integration issues have caused delays with the installation of the real-time communication system. The critical path to the installation is the development of the software that communicates with Amtrak's Central network. The software is projected to be fully developed in spring 2017.

Project 4.2 - Raymer to Bernson - Construction

3rd. Qtr. LA Metro closed PS&E December 29, 2016. Metro will not pursue full double track and funding should be reprogrammed with a program amendment.
2nd Qtr. The construction phase consists of $12.9 million in unallocated IRI 1B construction funds and $60.8 million in unallocated Interregional Improvement Program funds programed in FY 2020-21.

Project 5.1 - Van Nuys North Platform - Plans, Specifications & Estimate

L.A. Metro has requested a time extension to April 2017. Southern California Regional Rail Authority (SCRRA) is expected to award the construction contract in March and issue notice to proceed in April 2017.

Project 5.2 - Van Nuys North Platform - Construction

Southern California Regional Rail Authority (SCRRA) is scheduled to award the construction contract by the end of April 2017. The delay in award was caused by the change in recipient agency and delay in PS&E.

Project 7 – Ventura County Sealed Corridor Crossing Improvement - Construction

This project is funded primarily by the STIP of which 75 percent has been expended. Once that funding has been drawn down, the agency intends to fully expend the Prop. 1B funding.
Completed the Erringer signal house and a task order was issued to modify pedestrian handrail at Sycamore and replace signage at Erringer.

Project 9 - Seacliff Track Realignment and Siding Extension - Construction

The Division of Rail and Mass Transportation (DRMT) is currently in negotiation with the Union Pacific Railroad (UPRR) to clarify the phasing and schedule of the project. One million dollars has been identified for PA&ED. Awaiting signature from Procurement and Contracts division. The remaining $20,526,000 will fund permits and construction in January 2021.

Project 10 - Northern California Maintenance Facility - Construction

Project amendment for Prop 1B funds from the Nor Cal project to Capitol Corridor Sac to Roseville Third Track Phase 1 project to program some funds at the June 2017 meeting.

Project 11 – Capitalized Maintenance

This is strategized to use as Rail funds spread over three corridors to develop funding. Scope, schedule and budget yet to be determined.

Closed Projects this quarter pending final delivery report and invoice

- San Onofre to Plugas Double Track – pending final invoice.
- Raymer to Bernson Double Track (PS&E) – pending final invoice.
- Oakley-Port Chicago Double Track Segment 3 (Con) – pending FDR.
- Van Nuys North Platform (PS&E) – pending final invoice.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2016-17 Third Quarter Report Trade Corridors Improvement Fund Program

Quarterly Report to the California Transportation Commission

Trade Corridors Improvement Fund
Progress Report

SUMMARY

This report covers the third quarter of Fiscal Year (FY) 2016-17 (January through March) for the Trade Corridors Improvement Fund (TCIF) program. At the close of the third quarter, there were a total of 98 projects with a TCIF programmed value of $2,436,802,960 and a total project value of $9,388,595,000. The California Transportation Commission (Commission) has approved all baseline agreements. Commission updated the Savings Policy to extend the savings utilization deadline by three years. Newly programmed projects must be allocated by June 2019 and awarded by December 2019.

To date, 93 projects have received bond allocations totaling $2,412,399,960. Fifty-two of the allocated projects have been completed. The available unallocated TCIF funds from savings, total $37,600,040, of which $13,197,040 is available for programming. Construction schedule for one project to be determined based on pending baseline agreement.

	Target Available per AB 268	Programmed	Allocated	Available Funds Unallocated
SCCG Total	**$1,500,000,000**	**$1,491,996,000**	**$1,470,593,000**	**$29,470,000**
Bond	$1,200,205,000	$1,192,201,000	$1,170,798,000	$29,470,000
SHOPP	$299,795,000	$299,795,000	$299,795,000	$0
NCTCC Total	**$640,000,000**	**$634,807,000**	**$631,807,000**	**$8,193,000**
Bond	$449,795,000	$444,611,000	$441,611,000	$8,184,000
SHOPP	$190,205,000	$190,196,000	$190,196,000	$9,000
SDBR - Bond	**$250,000,000**	**$249,999,960**	**$249,999,960**	**$40**
OTHER - Bond	**$60,000,000**	**$60,000,000**	**$60,000,000**	**$0**
TOTAL	**$2,450,000,000**	**$2,436,802,960**	**$2,412,399,960**	**$37,600,040**

The benefits derived from the completed grade separation, new and relocated railroad tracks, and operations improvements include congestion and emission reductions, safety enhancements, increased velocity, and reliability.

CURRENT STATUS

The tables below show the actions that were taken during this quarter. The spreadsheets that follow separate the projects into three categories: Projects Unallocated, Projects Allocated, and Projects Completed.

Allocations
None this quarter

Programming Actions							
ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond $ x1000	Total $ x1000	Action
124	4	SON		US-101 Marin Sonoma Narrows HOV Lane Project Phase 2, *Resolution TCIF-P-1617-08, Approved 01/18/17*	$3,000	$37,662	Project added to TCIF program.
125	7	LA		Durfee Avenue Grade Separation Project, Resolution TCIF-P-1617-09, Approved 03/15/17	$2,620	$91,143	Project added to TCIF program

Baseline Agreement Approvals							
None this quarter							
124	4	SON		US-101 Marin Sonoma Narrows HOV Lane Project Phase 2, *Resolution TCIF-P-1617-08, Approved 01/18/17*	$3,000	$37,662	Approve Baseline Agreement.

Baseline Agreement Amendments							
ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond $ x1000	Total $ x1000	Action
24	7	LA		Ports Rail System – Tier 1 (Pier F Support Yard Project), *Resolution TCIF-AA-1617-03, Approved 03/15/17*	$4,093	$29,129	De-allocate $2,843,000 in project savings

Environmental Actions
None this quarter

BACKGROUND

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, provided $2 billion for the TCIF. In the TCIF Guidelines, the Commission recognized the need for goods movement improvements far exceed the amount authorized in the TCIF program, that other funding sources should be explored, and that delivery challenges could limit project funding. The Commission supported increasing TCIF funding by approximately $500 million from the State Highway Account to fund state-level priorities that are critical to goods movement.

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Unallocated

Phase Complete

No Known Scope, Budget or Schedule Impact
Known Scope, Budget or Schedule Impact
Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	DIVISION	END ENVIRO	END DESIGN	END RIGHT OF WAY	BEG N CONSTR	APPROVED END CONSTR	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (x1 000)	TCIF COST (x 1 000)	ENVIRO COST (PAED) (x 1 000)	DESIGN COST (PS&E)(x 1 000)	RIGHT OF WAY COST (X1 000)	CONSTR COST (X1 000)	SCOPE	BUDGET	SCHEDULE
117	8	RIV	Riverside County		ACE. Avenue 66/UP Railroad Grade Separation Bypass	DLA	7/29/17	12/29/17	7/29/18	7/30/19	7/29/21	Env 100% Des 100% RW 100% Const	$39,080	$5,709	$2,530	$2,350	$2,500	$31,700	☑	☑	☑
121	7	LA	Port of Long Beach		Middle Harbor Terminal Redevelopment Project Phase 2	DOR				12/1/17			$151,000	$12,600					☑	☑	☑
123	12	ORA	Orange County Transportation Authority		San Juan Creek Bridge Replacement	DPM	2/28/17	5/31/17	2/6/18	10/31/18	10/31/20		$34,200	$3,094	$0	$0	$0	$34,200	☑	☑	☑
124	4	SON	Northern California Trade Corridors Coalition/Sonoma County Transportation Authority		US-101 Marin Sonoma Narrows HOV Lane Project Phase 2	DPM	10/29/09	8/11/17	8/11/17	12/30/17	12/31/19		$37,662	$3,000		$2,642	$20	$15,000	☑	☑	☑
125	7	LA	Alameda Corridor East Construction Authority		Durfee Avenue Grade Separation Project	DLA							$91,143	$2,620					☑	☑	☑
													$ 353,085	$ 27,023							

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Allocated Projects

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ALLOCATION DATE	AWARD DATE	BEGIN CONSTR	APPROVED END CONSTR	CURRENT PHASE (% COMPLETE)	APPROVED END CLOSEOUT	TOTAL PROJECT COST (x1 000)	TCIF COST (x 1 000)	ENVIRO COST (PAED) (x 1 000)	DESIGN COST (PSE)(x 1 000)	RIGHT OF WAY COST (X1 000)	CONSTR COST (X1 000)	CONSTR EXPENDITURES (X1 000)	SCOPE	BUDGET	SCHEDULE
3.1	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 1-Environmental Remediation]*	N/A	01/01/10		10/15/18	Const 96%	04/16/19	$11,400	$0	$0	$0	$0	$11,400	$11,111	☑	☑	☑
3.3	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 3 - City Site Prep Work and Backbone Infrastructure 3]*	05/07/13	10/14/13		10/15/18	Const 97% Design-Build	04/16/19	$247,241	$176,341	$4,500	$25,900	$0	$216,841	$171,214	☑	☒	☑
3.4	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 4 - Recycling Facilities]*	N/A		06/30/13	07/31/18	Const 0%	12/31/18	$46,600	$0	$0	$600	$0	$46,000		☑	☑	☒
3.5	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 5 - City Trade and Logistics Facilities]*	N/A		06/30/13	12/31/19	Const 21%	06/30/20	$99,400	$0	$0	$3,500	$0	$95,900	$19,500	☑	☑	☑
4	4	ALA	Metropolitan Transportation Commission	880	I-880 Reconstruction, 29th & 23rd Avenues, Oakland *[SHOPP/TCIF]*	08/06/13	04/30/14		07/31/17	Const 51%	08/31/18	$97,912	$73,000	$4,200	$7,387	$6,325	$80,000	$45,188	☑	☑	☑
10	10	SJ	San Joaquin Council of Governments	4	State Route 4 West Crosstown Freeway Extension Stage 1	06/11/13	12/16/13		12/01/16	Const 90%	12/01/17	$165,678	$69,458	$4,000	$10,400	$44,600	$106,678	$69,764	☑	☑	☒
11	10	SJ	Port of Stockton / Contra Costa County		San Francisco Bay to Stockton Ship Channel Deepening Project	05/23/12	06/29/12		11/30/13	Const 95%	06/30/14	$15,000	$7,200	$100	$500	$0	$14,400	$5,261	☑	☑	☒
15 01	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Phase I - Archaeological Services]*	10/26/11	08/22/11		09/30/17	Const 91%	10/31/18	$4,000	$4,000	$0	$0	$0	$4,000		☑	☑	☑
15 02	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Phase II - Trench and Fiber Optic relocation]*	10/26/11	07/23/12		09/30/17	Const 87%	10/31/18	$302,758	$233,778	$0	$34,021	$33,034	$235,703	$304,589	☑	☑	☑
15 12	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Montebello Corridor - Match]*	N/A		11/30/19	11/30/22	Env. 100% Des. 100% RW	05/31/23	$142,000	$0		$8,738	$28,771	$40,872		☑	☑	☑
20	7	LA	Port of Los Angeles	110	I-110 Freeway & C Street Interchange Improvements	06/11/13	12/30/13		10/31/16	Const 97%	04/30/17	$39,385	$8,300	$801	$3,491	$0	$35,093	$25,990	☑	☑	☒
21	7	LA	City of Commerce		Washington Boulevard Widening & Reconstruction	06/25/14	12/02/14		03/01/16	Const 95%	07/01/16	$32,000	$5,800	$39	$2,524	$3,198	$26,239	$18,795	☑	☑	☒
23	7	LA	Port of Long Beach	710	Gerald Desmond Bridge Replacement *[Design-Build] [SHOPP/TCIF]*	06/22/11	10/01/12		06/27/16	Const 68%	09/26/16	$1,336,061	$299,795	$11,862	$38,239	$324,700	$961,260	$700,359	☑	☒	☒
35	12	ORA	Orange County Transportation Authority		State College Boulevard Grade Separation	06/11/13	02/04/14		08/01/16	Const 82%	08/01/19	$74,644	$35,890	$305	$3,595	$19,092	$51,652	$38,593	☑	☑	☒
40	12	ORA	Orange County Transportation Authority		Lakeview Avenue Overcrossing	08/06/13	11/25/13		12/01/15	Const 94%	12/01/18	$87,873	$27,629	$631	$7,867	$39,688	$39,687	$27,134	☑	☑	☒
46	8	RIV	City of Banning		Sunset Avenue Grade Separation	06/11/13	12/03/13		02/28/16	Const 95%	08/01/16	$33,042	$8,278	$900	$2,300	$1,142	$28,700	$25,281	☑	☑	☒
48	8	RIV	Riverside County		Avenue 56 Grade Separation	06/11/13	11/05/13		02/28/16	Const 94%	10/15/16	$29,394	$12,802	$295	$2,268	$3,289	$23,542	$24,521	☑	☑	☒
50	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing	06/11/13	12/17/13		06/15/16	Const 94%	12/15/16	$30,806	$13,247	$502	$2,843	$7,385	$20,076	$20,894	☑	☑	◆
53	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	06/11/13	12/10/13		06/01/16	Const 95%	11/30/16	$51,609	$17,673	$563	$3,700	$1,923	$45,423	$42,208	☑	☑	◆
54	8	RIV	City of Riverside	215	March Inland Cargo Port Airport I-215 Van Buren Boulevard - Ground Access Improvements	10/26/11	08/13/12		04/30/14	Const 99%	09/30/14	$66,776	$8,835	$3,463	$4,786	$7,000	$51,527	$53,392	☑	☑	☒
61	8	SBD	San Bernardino Associated Governments		ACE South Milliken Avenue Grade Separation	06/11/13	12/03/13		06/01/16	Const 96%	02/01/17	$75,649	$21,846	$750	$4,745	$5,221	$64,933	$50,200	☑	☑	☒
68.2	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Segment 2 - SR 11 and Commercial Vehicle Enforcement Facility]*	N/A		10/30/13	06/30/16	Des 35% Const	10/30/18	$245,400	$0	$0	$17,500	$52,000	$175,900		☑	☑	☒
68.3	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Segment 3 - East Otay Mesa Land POE]*	N/A		09/30/13	03/31/16	Des 35% Const	04/30/18	$336,900	$0	$0	$10,000	$41,900	$285,000		☑	☑	☒
89	4	SOL	Northern California Trade Corridors Coalition	80/ 680/ 12	Solano I-80/680/12 Connector *[SHOPP/TCIF]*	08/06/13	03/19/14		01/31/16	Const 93%	01/31/17	$101,580	$22,847	$3,500	$8,880	$23,160	$66,040	$59,472	☑	☑	☒
91	7	VEN	Ventura County Transportation Commission	101	Route 101 Improvements	06/11/13	11/21/13		08/10/15	Const 98%	12/08/15	$46,525	$10,346	$1,600	$5,197	$500	$39,228	$39,323	☑	◆	☒
92.3	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 3 - Washington Overpass]*	N/A		06/01/13	07/01/13	Env 100% Des 100% RW 100%	12/01/13	$1,540	$0	$0	$0	$0	$1,540		☑	☑	◆
92.4	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 4 - Loop Track]*	N/A		01/15/14	08/15/14	Env 100% Des 100% RW 100%	12/01/14	$1,124	$0	$3	$100	$5	$1,016		☑	☑	◆

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Allocated Projects

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ALLOCATION DATE	AWARD DATE	BEGIN CONSTR	APPROVED END CONSTR	CURRENT PHASE (% COMPLETE)	APPROVED END CLOSEOUT	TOTAL PROJECT COST (x1 000)	TCIF COST (x 1 000)	ENVIRO COST (PAED) (x 1 000)	DESIGN COST (PSE)(x 1 000)	RIGHT OF WAY COST (X1 000)	CONSTR COST (X1 000)	CONSTR EXPENDITURES (X1 000)	SCOPE	BUDGET	SCHEDULE
95	7	LA	Alameda Corridor East Construction Authority		ACE Puente Avenue Grade Separation	03/20/14	06/23/14		09/30/17	Const 74%	03/31/18	$99,019	$48,000	$300	$9,090	$32,868	$56,761	$28,431	☑	☑	☑
96	7	LA	Alameda Corridor East Construction Authority		ACE Fairway Drive Grade Separation	06/25/14	10/27/14		06/30/18	Const 25%	12/31/18	$142,213	$71,000	$300	$8,456	$38,655	$94,802	$27,088	☑	☑	☑
99	12	ORA	Orange County Transportation Authority		Raymond Avenue Grade Separation	01/29/14	02/04/14		07/15/18	Const 79%	07/15/21	$112,190	$11,890	$0	$5,370	$34,901	$71,919	$56,076	☑	☑	☑
100	8	SBD	San Bernardino Associated Governments	10	Tippecanoe Interchange Improvements, Phase II	03/20/14	11/05/14		02/01/17	Const 99%	08/01/17	$57,811	$8,691	$0	$5,189	$34,175	$18,447	$17,073	☑	☑	☒
102	7	LA	Port of Los Angeles		TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair	01/22/15	10/19/15		08/30/16	Const 74%	08/30/17	$5,681	$2,841	$0	$376	$0	$5,305	$8,237	☑	☑	☒
103	4	SOL	City of Fairfield		Fairfield/Vacaville Intermodal Station - New track and Grade Separation	08/20/14	11/18/14		11/01/16	Const 89%	03/01/17	$22,600	$11,000	$0	$0	$0	$22,600	$9,810	☑	☑	☒
104	11	SD	San Diego Association of Governments	905/ 125	State Route 905/State Route 125 Northbound Connectors	01/22/15	07/31/15		10/19/16	Const 93%	10/21/17	$22,235	$16,099	$0	$2,700	$800	$18,735	$15,081	☑	☑	☒
105	5	MON	City of Salinas	101	Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension	01/22/15	07/07/15		07/28/15	Const 55%	07/26/16	$4,300	$1,700	$0	$0	$0	$4,300	$2,304	☑	☑	☒
106	7	LA	Southern California Regional Rail Authority		Vincent Siding at CP Quartz and 2nd Platform at Vincent Grade/Acton	12/10/14	05/15/15		12/31/16	Const 97%	04/30/17	$17,400	$8,200	$350	$650	$0	$16,400	$7,296	☑	☑	☒
108.1	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program *(Phase 1 - Berth/Wharf Improvements)*	03/26/15	06/18/15		05/12/17	Const 95%	05/31/18	$45,115	$8,401	$2,600	$2,549		$39,966	$38,566	☑	☑	☑
108.2	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program *(Phase 2 - On-Dock Railyard)*	06/30/16	01/09/17	03/01/16	11/30/16	Const 0%	12/31/17	$6,083	$1,132	$0	$357		$5,726		☑	☑	☒
109	8	SBD	San Bernardino Associated Governments	10	I-10 Pepper Avenue Interchange	05/28/15	01/06/16		08/17/17	Const 78%	8/17/18	$10,111	$1,158	$64	$561	N/A	$9,486	$6,606	☑	☑	☑
110	8	SBD	Southern California Regional Rail Authority		Hellman Avenue Crossing Improvements	06/30/16		08/01/16	12/31/16	Const 0%	12/31/17	$3,580	$1,790		$200		$3,380	$16,523	☑	☑	☒
111	7	LA	Southern California Regional Rail Authority		Citrus Avenue Crossing Improvements	06/30/16		10/30/16	04/30/18	Const 0%	04/30/19	$3,485	$1,455	$250	$325		$2,910	$37	☑	☑	☒
112	7	LA	Southern California Regional Rail Authority		Ramona Boulevard Crossing Improvements	06/30/16		10/30/16	04/30/18	Const 0%	4/30/19	$3,485	$1,455	$250	$325		$2,910	$26	☑	☑	☒
113	7	LA	Southern California Regional Rail Authority		Control Point Soledad Speed Increase Project	06/30/16		10/01/16	04/30/18	Const 0%	04/30/19	$6,648	$2,708	$616	$616		$5,416		☑	☑	☒
114	7	LA	Alameda Corridor East Construction Authority		Fullerton Road Grade Separation Project	12/09/15	03/28/16		09/30/19	Const 9%	03/30/20	$145,184	$35,060	$0	$11,107	$32,123	$101,954	$10,369	☑	☑	☑
115.1	4	ALA	Port of Oakland		Cool Port Oakland Project	06/30/16		08/01/16	06/30/17	Const 0%	10/1/17	$8,605	$5,000	$105	$300	$0	$8,200	$900	☑	☑	☒
115.2	4	ALA	Port of Oakland		Cool Port Oakland Project	06/30/16		08/01/16	10/01/17	Const 0%	10/01/17	$83,300	$0	$0	$1,700	$0	$81,600		☑	☑	☒
118	11	SD	San Diego Association of Governments		San Elijo Lagoon Double Track	06/30/16	02/01/17	09/16/16	09/16/18	Const 0%	09/17/23	$70,254	$4,343	$1,378	$7,669	$1,585	$59,622		☑	☑	☒
119	10	SJ	Port of Stockton		Navy Drive Widening	06/30/16		07/01/16	10/01/17	Const 0%	06/01/18	$6,813	$2,000	$200	$650	$0	$5,963		☑	☑	☒
120	8	SBD	SBCAG		Monte Vista Ave Grade Separation	08/17/16		02/07/17	05/01/19	Const 0%	3/5/2020	$26,685	$2,113	$0	$0	$0	$26,685		☑	☑	☒
122	12	ORA	Orange County Transportation Authority		I-405 HOV Lane (Design-Build)	10/19/16		01/30/17	08/31/26	Const 0%	8/31/2027	$1,506,136	$7,771	$84,622	$269,052	$298,651	$853,771		☑	☑	☒
												$ 6,131,230	$ 1,310,872					$ 4,074,482			

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Completed Projects

Phase Complete
Behind Schedule

No Known Scope, Budget, or Schedule Impact
Known Scope, Budget, or Schedule Impact
Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Actual End Const)	SFDR DUE DATE (Six months after Actual End Closeout)	TOTAL PROJECT COST (x1 000)	TCIF COST (x 1 000)	ENVIRO COST (PAED)(x 1 000)	DESIGN COST (PSE)(x 1 000)	RIGHT OF WAY COST (X1 000)	CONSTR COST (X1 000)	CONSTR EXPENDITURES (X1 000)	FDR/SFDR STATUS	COMMENTS, ETC ACTIONS DURING QUARTER
2	4	CC	Caltrans / BNSF		Richmond Rail Connector	12/31/16	10/01/15	09/30/17	06/30/17		$72,650	$10,880	$300	$550	$4,590	$17,210	$15,883		
3.2	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 2 - Rail Access Improvements and Manifest Yard]*	03/30/17	12/31/15	09/30/17	09/30/17		$74,600	$65,800	$100	$8,700	$0	$65,800	$71,572		
3.6	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 6 - Unit Train Support Rail Yard]*	03/30/17	07/01/16	09/30/17	09/30/17		$20,000	$0	$0	$5,000	$0	$15,000	$19,428		
5	4	ALA	Metropolitan Transportation Commission	580	I-580 Eastbound Truck Climbing Lane *[SHOPP/TCIF]*	12/31/16	12/01/15	07/29/17	06/30/17		$44,903	$44,903	$2,490	$5,140	$105	$37,168	$53,643		
6	6	KER	Caltrans / BNSF		Tehachapi Trade Corridor Rail Improvement	12/31/16	03/31/17	04/30/18	06/30/17		$26,040	$12,270	$9,500	$1,000	$0	$15,540	$12,270		
9.1	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation *[Phase 1 - Initial Project]*						$80,636	$25,266	$3,143	$8,349	$0	$69,145	$69,145	☑	
9.2	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation *[Phase 2 - West Ped-Bicycle Tunnel Ramps]*						$3,747	$0	$0	$0	$0	$3,747	$3,747	☑	
12	4	SOL	Metropolitan Transportation Commission	80	I-80 Eastbound Cordelia Truck Scales Relocation *[SHOPP/TCIF]*	03/31/15	12/31/15	12/31/15	09/30/15		$88,392	$38,292	$6,800	$12,200	$7,500	$61,892	$60,457	☒	
15.3	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Brea Canyon Grade Separation - Match]*	08/31/08	08/31/10	08/31/10			$38,922	$0	$0	$538	$9,708	$28,676		☑	Segmented project. Requested FDR/SFDR to conform with updated policy
15.6	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Ramona Boulevard Grade Separation - Match]*	04/30/08	05/31/10	05/31/10			$14,965	$0	$0	$34	$2,959	$11,972		☑	Segmented project. Requested FDR/SFDR to conform with updated policy
15.7	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Reservoir Street Grade Separation - Match]*	07/31/08	09/30/11	09/30/11			$12,480	$0	$0	$0	$1,125	$11,355		☑	Segmented project. Requested FDR/SFDR to conform with updated policy
15.8	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Sunset Avenue Grade Separation - Match]*	12/31/10	06/31/12	06/31/12			$35,208	$0	$0	$339	$3,226	$31,643		☑	Segmented project. Requested FDR/SFDR to conform with updated policy
15.9	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Temple Avenue Train Diversion - Match]*	03/30/10	12/31/14	12/31/14			$45,177	$0	$0	$540	$2,923	$41,714		☑	Segmented project. Requested FDR/SFDR to conform with updated policy
17	7	LA	City of Santa Fe Springs		ACE: Gateway-Valley View Grade Separation Project					02/12/16	$63,997	$18,012	$0	$4,000	$15,281	$44,716	$40,959	☑	FDR approved
18	7	LA	Southern California Regional Rail Authority		New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains						$14,700	$7,200	$0	$1,500	$0	$13,200	$9,742	●	FDR/SFDR Approval pending audit.
19	7	LA	Port of Los Angeles	47/110	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening		06/30/16	05/01/17	03/30/17		$40,773	$13,205	$700	$5,568	$0	$34,505	$28,668	☒	Agency is working on FDR
22	7	LA	Port of Los Angeles		South Wilmington Grade Separation					11/01/15	$74,844	$15,021	$520	$6,631	$0	$67,693	$51,827	☑	FDR approved
24	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier F Support Yard)					06/30/16	$29,129	$4,093	$88	$4,265	$0	$24,776	$29,129	☑	FDR approved
25	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Track Realignment at Ocean Boulevard)					06/30/16	$44,756	$16,216	$4,270	$2,850	$0	$37,636	$34,233	☑	FDR approved
32.1	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) *[Segment 1 - Berth 200 Rail Yard Improvements]*					05/31/16	$111,956	$40,718	$6	$7,980	$0	$103,970	$91,527	☑	FDR approved
32.2	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) *[Segment 2 - Berth 200 Rail Yard Track Connections]*	12/31/16	01/01/15	03/31/17	06/30/17		$24,611	$9,423	$0	$1,000	$0	$23,611	$19,381		
34	12	ORA	Orange County Transportation Authority	91	State Route 91 Connect Aux. Lanes through Interchange on Westbound State Route 91 between State Routes 57 and I-5	12/01/15	11/01/16	11/01/16			$62,977	$27,227	$1,400	$6,234	$7,066	$48,277	$37,623		
36	12	ORA	Orange County Transportation Authority		Placentia Avenue Undercrossing					01/30/15	$72,843	$9,548	$21	$3,401	$15,371	$54,050	$34,558	☑	FDR approved
37	12	ORA	Orange County Transportation Authority		Orangethorpe Avenue Grade Separation	12/31/16	07/01/19	12/31/16	06/30/17		$108,595	$41,632	$631	$8,292	$24,863	$74,809	$50,105		

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Completed Projects

Phase Complete
Behind Schedule

No Known Scope, Budget, or Schedule Impact
Known Scope, Budget, or Schedule Impact
Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Actual End Construct)	SFDR DUE DATE (Six months after Actual End Closeout)	TOTAL PROJECT COST (x1 000)	TCIF COST (x 1 000)	ENVIRO COST (PAED)(x 1 000)	DESIGN COST (PSE)(x 1 000)	RIGHT OF WAY COST (X1 000)	CONSTR COST (X1 000)	CONSTR EXPENDITURES (X1 000)	FDR/SFDR STATUS	MILESTONES - CTC ACTIONS DURING QUARTER
38	12	ORA	Orange County Transportation Authority		Kraemer Boulevard Undercrossing					01/30/15	$53,185	$15,513	$631	$5,043	$9,382	$38,129	$40,099	☑	FDR approved
41	12	ORA	Orange County Transportation Authority		Tustin Avenue / Rose Drive Overcrossing	12/31/16	09/01/18	08/31/16	06/30/17		$88,175	$30,862	$601	$7,085	$32,245	$48,244	$33,599		
42	8	RIV	City of Riverside		Columbia Avenue Grade Separation						$33,003	$4,953	$143	$1,657	$6,800	$24,403	$21,594	☑	FDR/SFDR Approved
43	8	RIV	City of Corona		Auto Center Drive Grade Separation		05/30/14	10/30/16	03/30/16		$32,675	$16,000	$630	$1,370	$2,720	$27,955	$16,035	☒	FDR approval pending
44	8	RIV	City of Riverside		Magnolia Avenue Grade Separation - UPRR						$50,248	$17,288	$160	$2,500	$23,500	$24,088	$24,322	☑	FDR/SFDR Approved
45	8	RIV	City of Riverside		Iowa Avenue Grade Separation					06/01/15	$32,000	$13,000	$500	$1,500	$5,500	$24,500	$19,528	☑	FDR Approved.
47	8	RIV	City of Riverside		Streeter Avenue Grade Separation					02/20/17	$36,000	$15,500	$1,500	$1,000	$7,500	$26,000	$23,048	☑	FDR Approved.
51	8	RIV	City of Riverside		Riverside Avenue Grade Separation						$32,154	$10,434	$1,047	$1,453	$6,892	$22,762	$20,713	☑	FDR Approved.
56	8	SBD	San Bernardino Associated Governments	10	Route 10 Cherry Avenue Interchange Reconstruction		06/30/14	11/08/16	11/23/16		$77,806	$30,773	$935	$5,822	$9,503	$61,546	$57,052	☒	
58	8	SBD	San Bernardino Associated Governments	10	Route 10 Riverside Ave Interchange Reconstruction						$31,170	$9,837	$0	$2,185	$1,723	$27,262	$27,262	☑	FDR/SFDR Approved
59	8	SBD	San Bernardino Associated Governments		ACE Glen Helen Parkway Grade Separation					05/19/16	$25,885	$7,172	$0	$2,650	$6,400	$16,835	$18,038	◆	FDR Approved.
63	8	SBD	San Bernardino Associated Governments		Palm Avenue Grade Separation		09/01/15	12/23/16	12/07/15	06/02/16	$22,597	$1,900	$774	$2,024	$8,320	$11,479	$10,995	☒	Agency is working on FDR
64	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation		05/01/16	12/30/16	03/18/16	09/19/16	$31,154	$8,276	$0	$4,409	$4,792	$21,953	$19,706	☒	FDR approval pending.
66	7	VEN	City of Oxnard	101	Route 101 Rice Avenue Interchange Reconstruction						$73,597	$14,194	$3,458	$3,766	$26,594	$39,779	$36,445	☑	FDR Approved
67	11	SD	San Diego Association of Governments	905	State Route 905					02/11/18	$82,953	$66,804	$0	$499	$0	$82,454	$81,329	☑	FDR Approved
68	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Parent - Environmental Programming for Entire Corridor]*	N/A	04/01/18	04/01/18			$12,300	$0	$12,300	$0	$0	$0		☑	Segmented project. Requested FDR/SFDR to conform with updated policy
68.1	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Segment 1 - SR 11/SR 905 Freeway to Freeway Connectors]*	03/15/16	04/30/18	04/30/18	09/15/16		$117,025	$71,625	$0	$11,700	$33,700	$71,625	$64,733	☑	Segmented project. Requested FDR/SFDR to conform with updated policy
69	11	SD	Port of San Diego	5/15	Bay Marina Drive at I-5 At-Grade Improvements					06/03/15	$3,172	$792	$440	$345	$20	$2,367	$1,956	☒	FDR Approved. Agency is working on SFDR.
70	11	SD	Port of San Diego		10th Avenue/Harbor Drive At-Grade Improvements	09/30/14	08/25/17	03/30/15	03/30/15	09/30/16	$4,551	$748	$1,121	$880	$186	$2,364	$1,759	☑	FDR Approved
72	11	SD	Port of San Diego	5	Civic Center Drive at Harbor Drive and I-5 At-Grade Improvements					06/03/15	$2,193	$361	$531	$300	$37	$1,325	$860	☒	FDR Approved. Agency is working on SFDR.
74	11	SD	San Diego Association of Governments		Southline Rail Improvements - San Ysidro Yard Expansion	01/01/15	04/02/15	01/31/17			$40,460	$25,900	$540	$2,482	$6,870	$30,568	$25,900		
75.1	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 1 - Aerial Cabling]*	07/15/12	09/30/12	07/31/14			$4,458	$4,458	$0	$0	$0	$4,458	$4,458	☑	Segmented project. Requested FDR/SFDR to conform with updated policy
75.2	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 2 - Signaling for Reverse Running and Initial Track Improvements]*	06/30/14	10/31/13	07/30/15	01/01/16		$10,431	$10,010	$0	$0	$0	$10,431	$10,010	☑	Segmented project. Requested FDR/SFDR to conform with updated policy
75.3	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 3 - Palomar Siding and Mainline Track*	09/30/15	12/21/15	08/24/16	09/29/16		$3,445	$3,445	$0	$0	$0	$3,445	$3,445	☑	Segmented project. Requested FDR/SFDR to conform with updated policy

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Known Scope, Budget, or Schedule Impact
Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Actual End Const)	SFDR DUE DATE (Six months after Actual End Closeout)	TOTAL PROJECT COST (x1 000)	TCIF COST (x 1 000)	ENVIRO COST (PAED)(x 1 000)	DESIGN COST (PSE)(x 1 000)	RIGHT OF WAY COST (X1 000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1 000)	FDR/SFDR STATUS	COMMENTS - STC ACTIONS DURING QUARTER
75.4	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *(Phase 4 - Final Palomar Siding and System Upgrades)*	12/31/16	01/01/16	02/28/17	06/30/17		$30,591	$21,621	$220	$8,750	$0	$21,621	$21,621		
76	11	SD	San Diego Association of Governments		LOSSAN N Rail Corridor at Sorrento						$44,000	$10,800	$2,024	$3,774	$7,553	$35,649	$35,649	☑	FDR/SFDR Approved
77	11	IMP	Imperial Valley Association of Governments	78/ 111	Brawley Bypass State Route 78/111					11/30/16	$70,305	$43,122	$1,206	$6,500	$18,569	$44,030	$43,097	☒	FDR Approved. Agency is working on SFDR.
81	10	SJ	Northern California Trade Corridors Coalition		Sperry Road Extension					06/30/16	$56,582	$23,582	$1,000	$5,000	$7,000	$43,582	$36,935	☒	FDR Approved. Agency is working on SFDR.
82	4	CC	Northern California Trade Corridors Coalition		Marina Bay Parkway Grade Separation	06/30/16	06/01/15	09/30/16	12/30/16		$42,180	$18,975	$500	$2,780	$100	$38,800	$39,011	☒	
83	8	SBD	Caltrans / BNSF / UP		Colton Crossing Project					02/29/16	$83,477	$27,847	$3,689	$5,570	$433	$73,785	$73,784	☑	FDR Approved
84	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation	12/31/16	01/30/16	03/06/17	06/30/17		$58,725	$23,583	$0	$4,657	$11,053	$43,016	$41,746		FDR approval pending.
85	8	RIV	Riverside County		Avenue 52 Grade Separation	06/30/16	09/01/15	09/30/16	12/30/16		$29,866	$10,000	$2,668	$0	$3,000	$24,198	$23,732	☑	Agency is working on FDR
86	7	LA	Port of Los Angeles		Alameda Corridor West Terminus Intermodal Railyard -West Basin Railyard Extension	04/30/16	02/28/17	04/30/17	10/30/16		$72,987	$20,712	$0	$3,292	$0	$69,695	$72,751	☒	
87.1	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 1	04/24/14	05/31/15	06/30/16	10/24/14		$26,695	$12,705	$0	$1,285	$0	$25,410	$39,166	☑	Segmented project. Requested FDR/SFDR to conform with updated policy
87.2	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 2	12/31/16	09/30/18	03/30/18	06/30/17		$143,000	$26,664	$0	$8,470	$0	$134,530	$105,684		
88	7	LA	Alameda Corridor East Construction Authority		Baldwin Avenue Grade Separation					03/02/16	$71,625	$27,739	$0	$1,902	$41,930	$27,739	$27,739	☑	FDR/SFDR Approved
90	7	VEN	Ventura County Transportation Commission / Alameda		Hueneme Road Widening					03/31/17	$2,924	$1,462	$0	$0	$0	$2,924	$2,618	☑	FDR Approved
92.1	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *(Phase 1 - UPRR Track Improvements)*		06/30/12				$7,500	$0	$0	$0	$0	$7,500		☑	Segmented project. Requested FDR/SFDR to conform with updated policy
92.2	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *(Phase 2 - Cemex Track/Unit Track 2)*	12/31/15	06/28/12				$1,800	$0	$0	$100	$0	$1,700		☑	Segmented project. Requested FDR/SFDR to conform with updated policy
92.5	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *(Phase 5 - Pioneer Bluff Bridge)*	12/31/15	06/30/15	06/30/16	06/30/16		$10,561	$9,678	$210	$653	$20	$9,678	$11,350	☑	FDR Approved
93	11	SD	San Diego Association of Governments		Sorrento Valley Double Track	06/30/16	11/01/20	11/01/20	12/30/16		$36,381	$12,994	$3,352	$1,653	$345	$31,031	$27,083	☑	
94	4	SCL	Metropolitan Transportation Commission	101	US-101 Freeway Performance Initiative (FPI) *(SHOPP/TCIF)*	10/30/15	10/24/15	10/30/16	04/30/16		$24,764	$13,840	$2,120	$2,120	$67	$20,457	$15,815	☒	
97	3	YUB	Yuba County	70	SR 70 / Feather River Boulevard Interchange	11/30/15	06/01/16	06/01/16	05/30/16		$19,350	$4,361	$900	$950	$1,000	$16,500	$15,175	☒	
98	3	SAC	Northern California Trade Corridors Coalition	50	Natoma Overhead Widening and Onramp Improvements *(SHOPP/TCIF)*	12/31/16	12/01/17	12/01/17	06/30/17		$8,459	$7,959	$125	$198	$253	$7,883	$6,524		
101	10	SJ	San Joaquin Council of Governments /Caltrans	99	State Route 99 Ramp Improvements *(SHOPP/TCIF)*	03/22/16	05/01/16	03/31/18	09/22/16		$2,973	$2,333	$130	$400	$110	$2,333	$2,605	☒	
107	10	SJ	San Joaquin Council of Governments /Caltrans	99	Southbound State Route 99 from Hammer Lane to Fremont Street Interchanges Ramp Metering *(SHOPP/TCIF)*	07/24/16	08/24/17				$2,000	$2,000	$0	$0	$0	$2,000	$0		
											$ 2,904,283	$ 1,101,578					$ 4,001,455		

TCIF Project Action Plan Report
Third Quarter FY 2016-17

Each project in the program is being monitored at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. Listed below are project action plans that have been identified to address known scope, cost, or schedule issues on projects.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
3.3	4	ALA	N/A	*City of Oakland* Outer Harbor Intermodal Terminals (OHIT) Segment 3 – City Site Prep Work and Backbone Infrastructure	$176,341	$247,241	Budget
3.4	4	ALA	N/A	*City of Oakland* Outer Harbor Intermodal Terminal (OHIT) Segment 4 – Recycling Facilities	$0	$46,600	Schedule
3.5	4	ALA	N/A	*City of Oakland* Outer Harbor Intermodal Terminals (OHIT) [Segment 5 - City Trade & Logistics Facilities]	$0	$99,400	Budget

Project Action Plan:
#3.3: Construction cost has increased due to pricing for construction coming in higher than originally anticipated due primarily to the cost and quality of available soils required for import as well as additional environmental remediation requirements.

#3.4: The Project milestone schedule for Segment 4 has changed from baseline agreement as a result of extenuated difficulty effectuating a rail easement exchange with Burlington Northern Santa Fe Railway in addition to having to renegotiate price and terms with the Port of Oakland for the sale of an adjoining the 1.6 acre parcel (the "Inner Claw) which will provide primary and emergency access as well as additional on-site parking at the southern end of the North Gateway parcel to and from the East Burma Road for one of the two proposed Recycling Facilities. The rail easement has been resolved, executed and recorded. The purchase and sale agreement with the Port will be concluded by the end of May 2017and begin construction prior to the end of the second quarter of 2018. Construction is currently scheduled to be complete prior to the end of the fourth quarter of 2019 and closeout prior to the end of the second quarter 2020.

#3.5: The City of Oakland has notified the CTC in presentations and communications that there will be a funding increase in the future. The money is coming from the Alameda County Transportation Commission (ACTC) in the amount of $41 million. The agreement is partially executed but currently not signed by all parties. Once the agreement is fully executed the City will include the information in the quarterly reports.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
10	10	SJ	4	State Route 4 West Crosstown Freeway Extension Stage 1	$69,458	$165,678	Schedule

Project Action Plan:
#10: There were significant delays to the construction schedule as a result of utilities that were not relocated before construction started.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
11	10	SJ	N/A	San Francisco Bay to Stockton Ship Channel Deepening Project	$7,200	$15,000	Schedule

Project Action Plan:
#11: No change from previous report.
Due to US Army Corps of Engineers scheduling of annual over dredging, annual contract specifications require work to commence in the Sacramento River, the Stockton Deep Water Channel work is scheduled to be the last reach of the contract. In order to maximize work in the annual dredging window, the Port has solicited for a supplemental Operations and Maintenance over dredging contract to advance the dredging work typically delayed by the USACOE contractor to the end of the dredging season. The dredging contractor hired by the Port may operate under the supplemental contract within the Stockton Deep Water Channel while the USACOE contractor is working in the Sacramento River.

Once the USCOE contractor locates to the Stockton Deep Water Channel, by Federal Regulations, the Port supplemental contractor must cease operations and allow the USACOE contractor to dredge under the USACOE contract.

The supplemental over dredging contract will enable the Port to meet the revised completion date.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
20	7	LA	110	I-110 Freeway & C Street Interchange Improvements	$8,300	$39,385	Schedule Budget

Project Action Plan:
#20: The End Construction date has been delayed due to several Notice of Potential Claims filed by the contractor. The Agency is currently in negotiations with the contractor. The estimated end of construction date is July 26, 2017.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
21	7	LA	N/A	Washington Boulevard Widening & Reconstruction	$5,800	$32,000	Schedule

Project Action Plan:
#21: No change from previous report.
The end of construction date has changed due to delays in relocating utility poles prior to the start of construction. After a six month delay with the utility company, the contractor was approved to start working on the south side of the project site in order to allow utility pole relocation work on the north end. The original delay has not produced any additional cost to the projected project budget. The estimated end of construction date is revised from March 1, 2016 to April 30, 2017.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
23	7	LA	710	Gerald Desmond Bridge Replacement	$299,795	$1,336,061	Schedule Budget

Project Action Plan:
#23: Gerald Desmond Bridge (Also in the CMIA program) – $47,960,000 in additional SHOPP were allocated at the October 2016 CTC meeting. The funds will be used for Redesign of the tower - Construction Capital and Capital Outlay Support oversight to complete the project. The Main Span Bridge Released for Construction design is delayed as well as the main towers construction, the estimated end of construction date is February 15, 2019.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
35	12	ORA	N/A	State College Boulevard Grade Separation	$35,890	$74,644	Schedule

Project Action Plan:
#35: The bid advertisement date and subsequent start of construction were delayed due to the Buy America issues and approval of the Construction and Maintenance (C&M) Agreement by BNSF Railway. The start of construction was further delayed due to untimely completion of advanced utility relocations by various utility agencies. The estimated end of construction date is revised from August 1, 2016 to June 30, 2018.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
40	12	ORA	N/A	Lakeview Avenue Overcrossing	$27,629	$87,873	Schedule

Project Action Plan:
#40: No change from previous report. The bid advertisement date and subsequent start of construction were delayed due to the approval of the Construction and Maintenance (C&M) Agreement by BNSF Railway. The start of construction was further delayed due to untimely completion of advanced utility relocations by various utility agencies. The estimated end of construction date is September 30, 2017.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
46	8	RIV	N/A	Sunset Avenue Grade Separation	$8,278	$33,042	Schedule

Project Action Plan:
#46: Construction is almost complete. However, three years have been added to the End Construction date due to a 3-year re-vegetation establishment requirement.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
48	8	RIV	N/A	Avenue 56 Grade Separation	$12,802	$29,394	Schedule

Project Action Plan:
#48: The End Construction date has been delayed due to several Notice of Potential Claims filed by the contractor. The County is currently in negotiations with the contractor. The schedule will be updated once the disputed issues are resolved.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
54	8	RIV	N/A	March Inland Cargo Port Airport-I-215 Van Buren Blvd-Ground Access Improvements	$66,766	$8,835	Schedule

Project Action Plan:
#54: The End Construction date was delayed due to processing landscape maintenance agreements and to complete the plant establishment activities. All construction items are now complete and accepted. Construction Contract Acceptance is awaiting Relief of Maintenance document processing.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
61	8	SBD	N/A	ACE South Milliken Avenue Grade Separation	$21,846	$75,649	Schedule

Project Action Plan:
#61: The End Construction date was delayed due to issues with providing power to a service cabinet. Remaining items on the project include punch list items, fiber optic conduit, and cable installation. The estimated end of construction date is May 31, 2017

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
68.2	11	SD	11	Segment 2 – SR 11 and Commercial Vehicle Enforcement Facility	$0	$245,400	Schedule

Project Action Plan:
#68.2: No change from previous report.
Project delivery is delayed from FY 2016-17 to 2017-18 in order to gain time to achieve consensus in some areas, including the Intelligent Transportation Systems concept of operations on both sides of the border (i.e., flexible lanes, Port of Entry approach lanes), and agreements for the proposed facility regarding operations, maintenance and staffing commitments.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
68.3	11	SD	11	Segment 3 – East Otay Mesa Land Port of Entry	$0	$336,900	Schedule

Project Action Plan:
#68.3: No change from previous report.
Project delivery is delayed from FY 2016-17 to 2017-18 in order to gain time to achieve consensus in some areas, including the Intelligent Transportation Systems concept of operations on both sides of the border (i.e., flexible lanes, Port of Entry approach lanes), and agreements for the proposed facility regarding operations, maintenance and staffing commitments.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
89	4	SOL	80 680 12	Solano I-880/680/12 Connector	$22,847	$101,580	Schedule Budget

Project Action Plan:
#89: The construction support cost increase is due to constructability issues. During construction, the proposed abutment piles and wing walls, shown on the plans, were identified to be in conflict with the temporary retaining wall. Since this work was on the critical path of the project schedule, multiple re-design alternatives were studied to determine a cost effective solution with minimal delays. This resulted in the need for work re-sequencing. The new construction sequencing has changed the critical path of the project and has added 93 working days to the project schedule. As a

result of these additional working days, more resources are needed in order to perform the additional construction administration work associated with the construction delay. In addition to the constructability issue delay, other schedule delays were a result of Buy American issues, a Bid Protest, and Plant Establishment Period not taken into account.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
91	7	LA	101	Route 101 Improvements	$10,346	$46,525	Schedule

Project Action Plan:
#91: Construction completion was delayed due to additional work needed on a retaining wall/sound wall because of field conditions. The additional work had to be evaluated and designed. This work affected the overall project schedule. Approval of additional Local funds held suspended construction completion for approximately 6 months. The new CCA, including Plant Establishment Period is the end of November 2017.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
100	8	SBD	10	Tippecanoe Interchange Improvements, Phase II	$8,691	$57,811	Schedule

Project Action Plan:
#100: The End Construction date was delayed due to the plant establishment activities. The new CCA, including Plant Establishment Period is the end of July 5, 2017.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
102	7	LA		TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair	$2,841	$5,681	Schedule Budget

Project Action Plan:
#102: The Port of Los Angeles has rejected all bids received on May 21, 2015 and re-advertised the project in July 2015 to ensure the most competitive bids and lowest cost to the Port. The Port has extended the overall schedule to include the re-bid phase and construction schedule increase for subsurface exploration, procurement of long lead items, and installation of overhead cranes by others. Structural steel welding, roof panels and crane installation are complete. The estimated end of construction date is May 31, 2017.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
103	4	SOL		Fairfield/Vacaville Intermodal Station-New track and Grade Separation	$11,000	$22,600	Schedule Budget

Project Action Plan:
#103: The End Construction date was delayed due the project having both PTA and TCIF funding on two separate contracts. The PTA contract was set to expire October 31, 2016, but was amended and extended to match the TCIF funding. The estimated end of construction date is August 31, 2017.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
104	11	SD	905/ 125	State Route 905/State Route 125 Northbound Connectors	$16,099	$22,235	Schedule

Project Action Plan:
#104: CCA was held up because an incorrect state furnished material, a sign was delivered and had to be reordered/fabricated. The estimated end of construction date is April 1, 2017.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
105	5	MON	101	Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension	$1,700	$4,300	Schedule

Project Action Plan:
#105: The schedule change is due to conflicts with Overhead PG&E Utility lines. The 60kV overhead wire brought about a vertical clearance conflict with the proposed 6' surcharge over the ground for consolidation. The consolidation method for the soil was modified to avoid the vertical clearance issue. Additional soils tested were done to design for new consolidation method and final report was completed February 2016. The contractor and resident engineer are working on the schedule to reduce the critical path to shorten the time for construction. Additionally, the new settlement method is mitigating time lost.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
106	7	LA		Vincent Siding at CP Quartz and 2nd Platform at Vincent Grade/Action	$8,200	$17,400	Schedule

Project Action Plan:
#106: The project is almost done with construction, remaining items on the project include punch list items. The estimated end of construction date is August 31, 2017.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
108.2	10	SJ	99	YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program	$1,132	$6,083	Schedule

Project Action Plan:
#108.2: Project received allocation on June 29, 2016. Dates for construction start and end were revised from first quarter of 2017 to second Quarter of 2017. The dates were modified based on the tenant's request. Project was awarded on January 9, 2017. The tenant requested to delay construction until mid-April for operation and scheduling purposes. Pre-construction meeting with the Contractor was held on 4/6/17. Notice to Proceed is scheduled for 4/19/17.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
110	8	SB	N/A	Hellman Avenue Crossing Improvements	$1,790	$3,580	Schedule

Project Action Plan:
#110: The City of Ranchos Cucamonga's schedule is delayed due to complications with contract negotiation. The projected notice to proceed (NTP) date is changed from 12/31/16 to 04/01/17 due to the delay of the receipt of the fully

executed funding agreement. Caltrans does not have delegated authority and was dependent on the Division of Procurement and Contracts to execute agreement.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
111	7	LA	N/A	Citrus Avenue Crossing Improvements	$1,455	$3,485	Schedule

Project Action Plan:
#111: The notice to proceed date was changed due to delay of the receipt of the fully executed funding agreement. Caltrans does not have delegated authority and was dependent on the Division of Procurement and Contracts to execute agreement. The overall project construction end schedule remains the same. The project was awarded on December 9, 2016.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
112	7	LA	N/A	Ramona Boulevard Crossing Improvements	$1,455	$3,485	Schedule

Project Action Plan:
#112: The notice to proceed date was changed due to delay of the receipt of the fully executed funding agreement. Caltrans does not have delegated authority and was dependent on the Division of Procurement and Contracts to execute agreement. The overall project construction end schedule remains the same. The project was awarded on December 9, 2016.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
113	7	LA	N/A	Control Point Soledad Speed Increase Project	$2,708	$6,648	Schedule

Project Action Plan:
#113: The notice to proceed date changed due to delay of the receipt of the fully executed funding agreement. Caltrans does not have delegated authority and was dependent on the Division of Procurement and Contracts to execute agreement. The project was awarded on December 9, 2016. The overall project construction end schedule remains the same.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
115.1	4	ALA	N/A	Cool Port Oakland Project	$5,000	$8,605	Schedule
115.2	4	ALA	N/A	Cool Port Oakland Project	$0	$83,300	Schedule

Project Action Plan:
#115.1 and 115.2: The schedule to award the contract has been delayed because of two factors. The first, negotiations with relocating the tenant have taken longer than anticipated. Second, the construction schedule is reliant on the Union Pacific Railroad that is reviewing and approving the rail design which needs to be finalized before requesting bids. Contract award is anticipated to occur June 2017.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
118	11	SD	N/A	San Elijo Lagoon Double Track	$4,343	$70,254	Schedule

Project Action Plan:
#118: The schedule to award the contract has been delayed. The project is one of six pilot projects in the State. It is utilizing the Construction Management/General Contractor (CM/GC) best value procurement rather than the typical low bid method. The final contract negotiations for the project have taken longer than anticipated. Contract was awarded February 2017 and construction has begun.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
119	10	SJ	N/A	Navy Drive Widening	$2,000	$6,813	Schedule

Project Action Plan:
#119: The project is currently behind schedule. The agency has advertised the project and is currently in the bid phase.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
120	8	SBD		Monte Vista Ave Grade Separation	$2,113	$26,685	Schedule

Project Action Plan:
#120: The project is currently behind schedule. The agency is advertising the project on April 10, 2017 and anticipates awarding the project on July 12, 2017.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
122	12	ORA		I-405 HOV Lane	$7,771	$1,506,136	Schedule

Project Action Plan:
#122: The project is currently behind schedule. The project received allocation October 19, 2016 and the agency has advertised the project.

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

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

SUSAN BRANSEN, Executive Director

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

CALIFORNIA TRANSPORTATION COMMISSION

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SACRAMENTO, CA 95814
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
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http://www.catc.ca.gov

DRAFT

August 17, 2017

Ms. Diana Antony
Audit Manager
Department of Finance
915 L Street, 6th Floor
Sacramento, CA 95814

Dear Ms. Antony,

Senate Bill 88 designates the California Transportation Commission (Commission) as the administrative agency for the Corridor Mobility Improvement Account, State Route 99 Corridor Account, Trade Corridor Improvement Fund, State & Local Partnership Program, Traffic Light Synchronization Program, Local Bridge Seismic Retrofit Account, Highway Railroad Crossing Safety Account, State Transportation Improvement Program Augmentation and State Highway Operation & Protection Program funded by Proposition 1B (collectively Proposition 1B Programs). As the administrative agency, the Commission is required to report on a semi-annual basis to the Department of Finance on the progress of the projects in these Proposition 1B Programs. The purpose of the report is to convey whether the projects are executed in a timely manner and within the approved scope and budget.

In accordance with Senate Bill 88, the Commission has prepared the attached Proposition 1B Semi-Annual Status Report (Report). The Report provides an overview of the status of the Proposition 1B Programs for which the Commission is the administrative agency, as well as an analysis of the key issues impacting the programs at this time.

In addition, as the administrative agency, the Commission requires recipient agencies to report on the activities and progress made toward the implementation of the bond funded projects on a quarterly basis. The most recent quarterly reports are attached for your information.

If you have any questions, please feel free to contact the Commission's Deputy Director/Chief Engineer, Stephen Maller at (916) 653-2070.

Sincerely,

SUSAN BRANSEN
Executive Director

Attachments

cc: Brian P. Kelly, Secretary, California State Transportation Agency
Malcolm Dougherty, Director, Department of Transportation
Rambabu Bavirisetty, Bond Program Manager, Department of Transportation

DRAFT

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 48

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.2c.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Philip J. Stolarski, Chief
Division of Environmental Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-17-53?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-17-53.

BACKGROUND:

09-Iny-395, PM 29.2/41.8
RESOLUTION E-17-53

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:

- United States Route 395 (U.S. 395) in Inyo County. Widen and realign a portion of U.S. 395 near the town of Olancha. (PPNO 0170)

This project in Inyo County will construct two new lanes (one new lane in each direction) on a portion U.S. 395 near the town of Olancha. The project will increase safety and the Level of Service. The project is not fully funded. The project will be funded from State Transportation Improvement Program (STIP) funds and is currently programmed in the 2016 STIP for an estimated $16.6 million Right of Way (capital and support). Construction is estimated to begin in Fiscal Year 2020-21. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 STIP.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include community impacts, noise, water quality, air quality, cultural resources, paleontological resources, hazardous waste, aesthetics, and biological resources.

Potential impacts associated with the project can all be mitigated to below significance. As a result, an FEIR was prepared for the project.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
09-Iny-395, PM 29.2/41.8
Resolution E-17-53

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- United States Route 395 (U.S. 395) in Inyo County. Widen and realign a portion of U.S. 395 near the town of Olancha. (PPNO 0170)

1.2 **WHEREAS**, the Department has certified that a Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.

1.4 **WHEREAS,** the project will have a significant effect on the environment.

1.5 **WHEREAS,** Findings were made pursuant to the State CEQA Guidelines.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.

FINDINGS

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS FOR

THE OLANCHA/CARTAGO PROJECT TO WIDEN AND REALIGN U.S. HIGHWAY 395 TO FOUR LANES FROM POST MILE 29.2 TO POST MILE 41.8 IN INYO COUNTY

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15901) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Chapter 11, Section 1501). 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.

Cultural Resources

Adverse Environmental Effects:

This finding of effects document for the Olancha/Cartago Four-Lane Project has been prepared in compliance with the 2014 Programmatic Agreement (PA) and 36 CFR 800. Construction of the new U.S. Highway 395 alignment will directly impact known historic properties, resulting in the destruction of portions of those properties. The project cannot be redesigned in a way that reduces the extent of impacts to historic properties. Therefore, Caltrans finds that the project will adversely affect historic properties, pursuant to Stipulation X.C of the 2014 PA.

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:

FHWA proposes to resolve the adverse effects through development and implementation of a Historic Properties Treatment Plan under a project specific Programmatic Agreement (PA) among the FHWA, the BLM and the SHPO, and developed in consultation with Tribes and other consulting parties. The plan will outline the methods and timing Caltrans will use to insure a complete inventory, evaluation and treatment of historic properties within the APE. Specific aspects

addressed will include, but won't be limited to, frequent consultation with Tribes and other consulting parties, methods to eliminate to the extent possible the overlap of site boundaries, implementation of a geomorphologic study to identify sensitivity for buried resources, consultation with the SHPO concerning the National Register of Historic Places eligibility of potential properties, methods to identify and protect properties that can reasonably be preserved in conjunction with development of project design details, and a research design or plan for the mitigation, analysis and sharing of study results for properties which cannot be avoided, including integration of those results into a synthesis that can inform ongoing management of cultural resources in the project area and surrounding region to address cumulative and indirect effects.

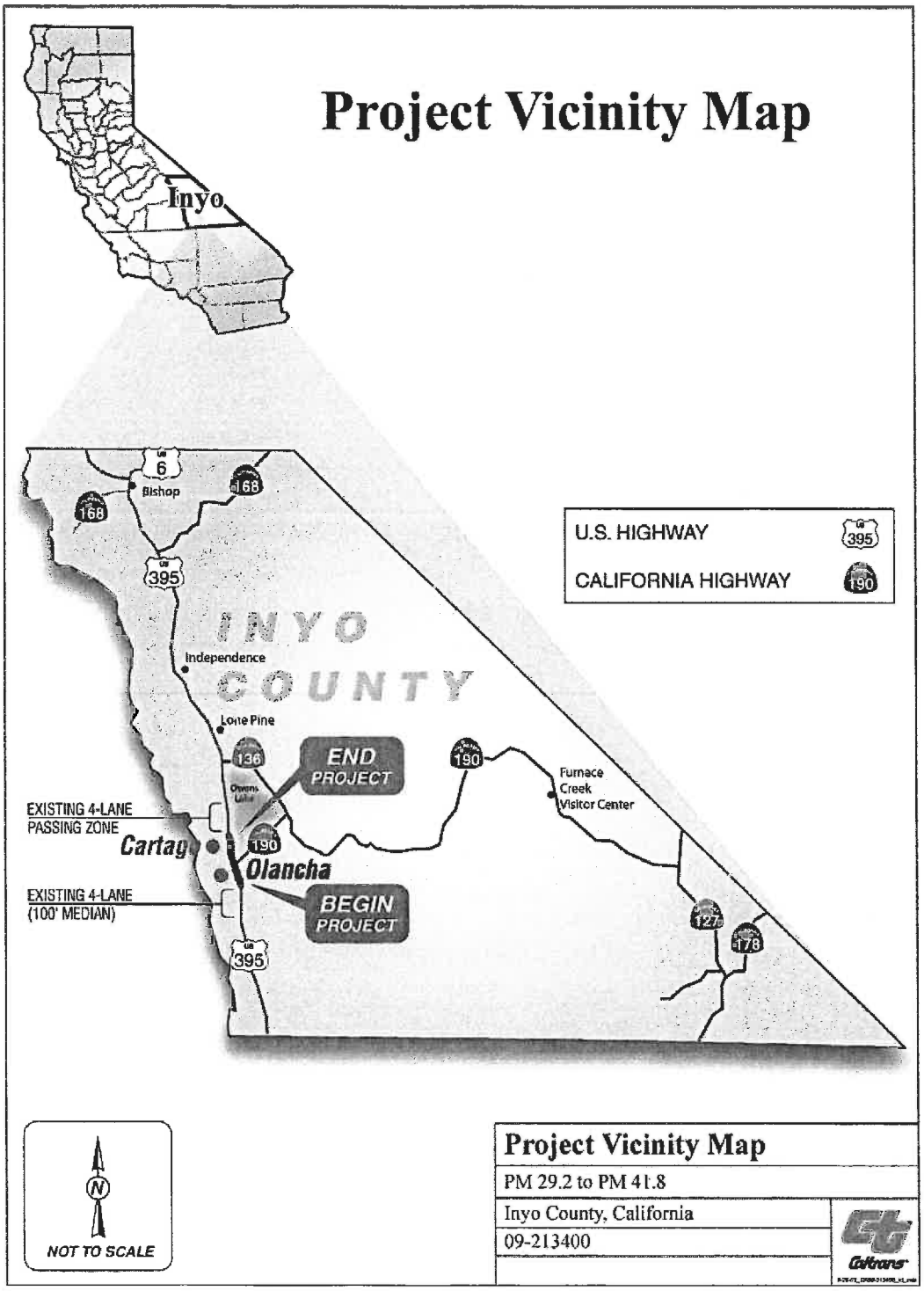


Figure 1.1 Project Vicinity Map

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: Olancha/Cartago Four-Lane Project

2010091023	John Thomas	(559) 445-6451
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): United States Route 395 in Inyo County.

Project Description: Construct roadway improvements including additional lanes on a portion of U.S. 395 in Inyo County.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on August 16-17, 2017, and has made the following determinations regarding the above described project:

1. The project (__will / **X** will not) have a significant effect on the environment.
2. **X** An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   __A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were / __were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (__was / **X** was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (__was / **X** was not) adopted for this project.
6. Findings (**X** were / __were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 9, 500 Main St., Bishop, CA 93514

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 49

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.2c.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Philip J. Stolarski, Chief
Division of Environmental Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-17-54?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-17-54.

BACKGROUND:

09-Mno-395, PM 88.42/91.55
RESOLUTION E-17-54

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:

- United States Route 395 (U.S. 395) in Mono County. Widen shoulders on a portion of U.S. 395 in the town of Bridgeport. (PPNO 2600)

This project in Mono County will widen shoulders on U.S. 395 in the town of Bridgeport. The project will improve safety and operations for the traveling public. The project will be funded from State Highway Operation and Protection Program (SHOPP) funds and is programmed in the 2016 SHOPP for an estimated $14.2 million Construction (capital and support) and Right of Way (capital and support). Construction is estimated to begin in Fiscal Year 2018-19. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 SHOPP.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include visual and aesthetics, cultural resources, noise, and biological resources.

Potential impacts associated with the project can all be mitigated to below significance. As a result, an FEIR was prepared for the project.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
09-Mno-395, PM 88.42/91.55
Resolution E-17-54

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- United States Route 395 (U.S. 395) in Mono County. Widen shoulders on a portion of U.S. 395 in the town of Bridgeport. (PPNO 2600)

1.2 **WHEREAS**, the Department has certified that a Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.

1.4 **WHEREAS,** the project will have a significant effect on the environment.

1.5 **WHEREAS,** Findings were made pursuant to the State CEQA Guidelines.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.

FINDINGS

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS FOR

A SHOULDER WIDENING THAT WOULD CREATE 8-FOOT SHOULDERS

ALONG U.S. HIGHWAY 395 FROM POST MILE 88.42 TO POST MILE 91.55 IN

MONO COUNTY

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15901) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Chapter 11, Section 1501). 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.

Cultural Resources

Adverse Environmental Effects:

In accordance with 36 CFR 800, a Finding of Adverse Effect has been determined for one site, P-26-005879. The site has been identified as having further research potential. Project redesign to completely avoid the site proved to be infeasible; however, much of the site will be avoided.

Findings:
Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:
A Data Recover Plan will be implemented to recover the information associated with site P-26-005879 prior to the start of construction. Further precautionary measures include monitoring by a qualified archaeologist during construction. Environmentally sensitive area fencing will be used to avoid impacts to the remaining portions of the site.

Biological Resources

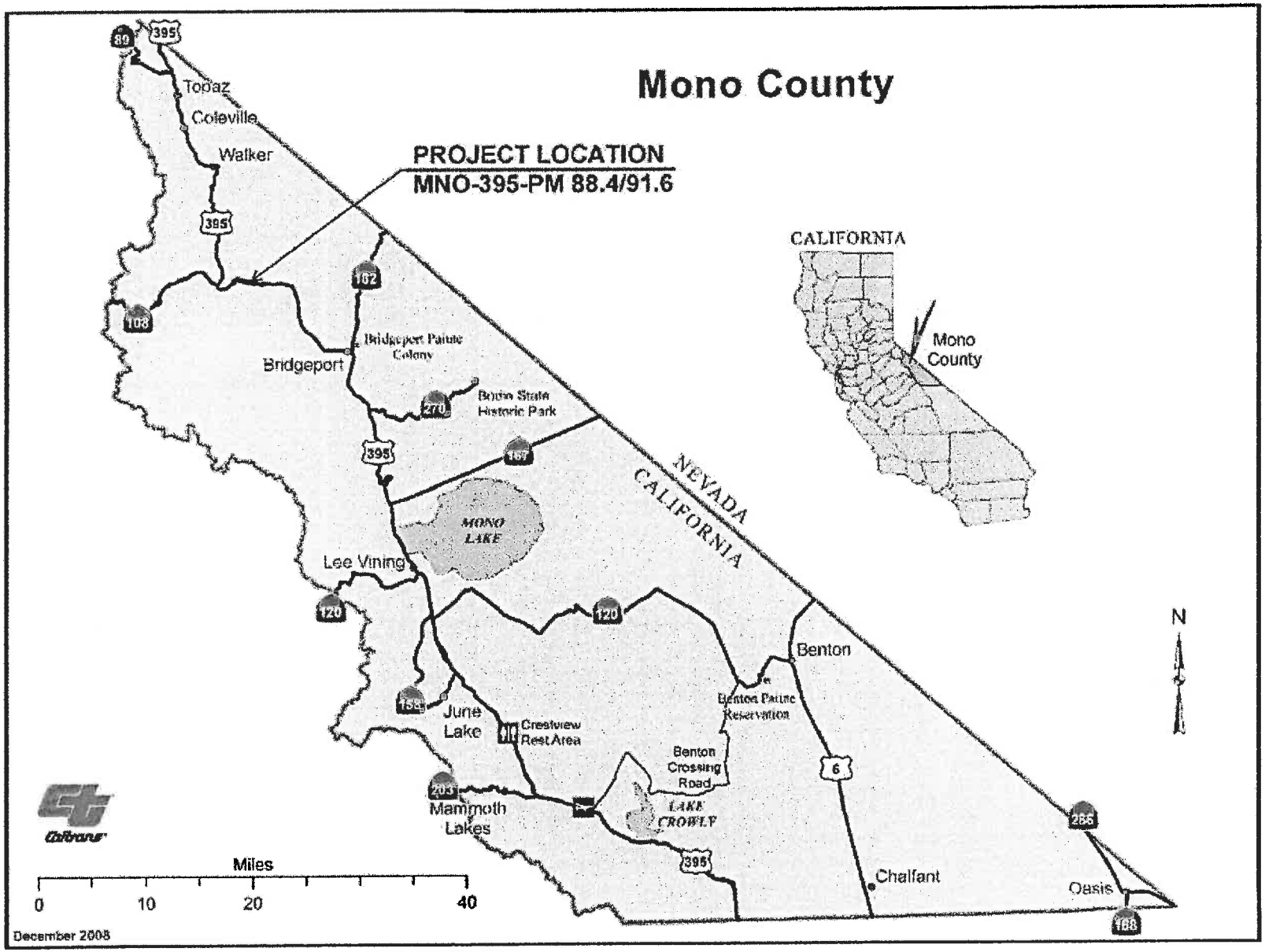
Adverse Environmental Effects:
The project's design by definition would have a significant impact on wetlands because the alignment of U.S. 395 through the project area passes through

wetlands and riparian habitat. Any widening of the shoulders would significantly impact these areas. Project redesign to mitigate these resources proved feasible and all impacts to wetlands and riparian habitat will be mitigated.

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:
In accordance with state and federal permit requirements, effects to wetlands and WOUS and riparian vegetation would be compensated. Caltrans Biologist will work with CDFW, LRWQCB and USACE to identify suitable mitigation. Mitigation acreage would be replaced at a minimum ratio of 1.5:1 (1.5 compensation acres for each impacted acre) to mitigate effects to wetlands below a level of significance. Caltrans Biologist will also perform preconstruction surveys to confirm the presence of State listed plant species (Hall's meadow hawksbeard and cut-leaf checkerbloom). Transplanting individual plants and or hand-collecting seeds to spread in selected locations outside the project impact area may be necessary to mitigate effects to these plant species to a level below significance. A transplanting plan will be created in coordination with CDFW.

Vicinity Map



NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: Aspen Fales Shoulder Widening Project

2015071051	Angela Calloway	(760) 872-2424
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): United States Route 395 in Mono County.

Project Description: Construct roadway improvements including shoulder widening on a portion of U.S. 395 in Mono County.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on August 16-17, 2017, and has made the following determinations regarding the above described project:

1. The project (__will / **X** will not) have a significant effect on the environment.
2. **X** An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   __A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were / __were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (**X** was / __was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (__was / **X** was not) adopted for this project.
6. Findings (**X** were / __were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 9, 500 Main St., Bishop, CA 93514

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 50

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.2c.(7)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Philip J. Stolarski, Chief
Division of Environmental Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-17-57?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-17-57.

BACKGROUND:

07-LA-110, PM 24.0/30.4
RESOLUTION E-17-57

The attached resolution proposes to approve for future consideration of funding the following project for which a Final Environmental Impact Report (FEIR) has been completed:

- State Route 110 (SR 110) in Los Angeles County. Construct roadway improvements on a portion of SR 110 in the cities of Los Angeles and South Pasadena. (PPNO 4617)

This collision reduction project will upgrade metal beam guardrail, construct concrete barrier, remove raised islands, and install safety lighting on SR 110 from Stadium Way to Arroyo Drive in Los Angeles County. The project will be funded from State Highway Operation and Protection Program (SHOPP) funds and is programmed in the 2016 SHOPP for an estimated $6.8 million Construction (capital and support) and Right of Way (capital and support). Construction is tentatively scheduled to begin in Fiscal Year 2017-18. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 SHOPP.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include utilities, emergency services, visual, cultural resources, water quality, air quality, hazardous waste, noise, and biological resources.

Potential impacts associated with the project can all be mitigated to below significance with the exception of impacts to cultural resources for which a Statement of Overriding Considerations was prepared. As a result, an FEIR was prepared for the project.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
07-LA-110, PM 24.0/30.4
Resolution E-17-57

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- State Route 110 (SR 110) in Los Angeles County. Construct roadway improvements on a portion SR 110 in the cities of Los Angeles and South Pasadena. (PPNO 4617)

1.2 **WHEREAS**, the Department has certified that a Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.

1.4 **WHEREAS,** the project will have a significant effect on the environment.

1.5 **WHEREAS,** A Statement of Overriding Considerations was made pursuant to CEQA Guidelines.

1.6 **WHEREAS,** Findings were made pursuant to the State CEQA Guidelines.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.

FINDINGS

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS FOR SR-110 SAFETY ENHANCEMENT PROJECT

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15901) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Chapter 11, Section 1501). 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.

Cultural Resources

Adverse Environmental Effects:

In accordance with 36 CFR 800, a Finding of Adverse Effect has been determined for the Arroyo Seco Parkway Historic District.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which substantially lessen the significant environmental effect as identified in the final EIR. However, Caltrans is still unable to mitigate said improvements below a level of significance, and thus prepared a Memorandum of Agreement (MOA). Since there are significant impacts associated with the project, a Statement of Overriding Considerations is necessary and has been prepared.

Statement of Facts:
A Memorandum of Agreement (MOA) will be implemented which requires Caltrans to develop a Treatment Plan as recommended in the Historic Arroyo Seco Parkways Corridor Partnership Plan (October 2012). The Treatment Plan will include a preservation maintenance plan that integrates the ongoing operational and routine maintenance needs in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

STATEMENT OF OVERRIDING CONSIDERATIONS

CALIFORNIA DEPARTMENT OF TRANSPORTATION STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE SR-110 SAFETY ENHANCEMENT PROJECT LOCATED IN THE ARROYO SECO PARKWAY HISTORIC DISTRICT

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15903), and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21 California Code of Regulations, Chapter 11, Section 1501). 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 cannot be fully mitigated: Caltrans finds that feasible mitigation measures (CUL-3 to CUL-6) have been incorporated into the SR-110 Safety Enhancement Project to reduce the significant environmental effects identified in the Final EIR to the maximum extent feasible. These mitigation measures are implemented during project review to mitigate project specific and cumulative impacts to cultural and historical resources to the maximum extent feasible. However, even with mitigation measures, residual impacts to historic resources remain significant and unavoidable.

Overriding considerations that support approval of this recommended project are as follows:

A. The SR-110 Safety Enhancement Project will upgrade highway facilities to meet current design standards. The SR-110 Safety Enhancement Project will reduce accidents and severity of those accidents. In order to protect highway workers from extended traffic exposure, this project will also provide safe access points and features to reduce repetitive maintenance activities.
B. The SR-110 Safety Enhancement Project, with policies and development standards protect and preserve historical resources to the maximum extent feasible in accordance with State and Federal applicable laws/ and or regulations.
C. The SR-110 Safety Enhancement Project's Memorandum of Agreement (MOA) provides clarity for future Caltrans projects. The MOA's clear and updated policies and development standards will streamline the project-review process for individual applications for future projects on the Arroyo Seco Parkway by providing a framework that can reduce the amount of future project-specific review, environmental review, time, uncertainty, and cost in the coordination process with the State Historic Preservation Office (SHPO).

FIGURE 1-2

LEGEND

Project Area

N

0 3000 6000

FEET

SOURCE: Bing Maps, 2017

I:\CDT1603\G\Proj_Vicinity.cdr (3/3/2017)

SR-110 Safety Enhancement Project

Project Vicinity

07-LA-110-PM 24.0/30.4

2975U/0713000194

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: SR-110 Safety Enhancement Project

2016071077	Jason Roach	(213) 897-0357
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route 110 in Los Angeles County.

Project Description: Construct roadway safety improvements on a portion of SR 110 in the cities of Los Angeles and South Pasadena.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on August 16-17, 2017, and has made the following determinations regarding the above described project:

1. The project (_**X**_will / __will not) have a significant effect on the environment.
2. **X** An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   __A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were / __were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (**X** was / __was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (**X** was /__was not) adopted for this project.
6. Findings (**X** were / __were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans District 7, 100 South Main St., Los Angeles, CA 90012

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 51

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.5d.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: John Bulinski
District 08 - Director

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT (PPNO 08-0215C)**
RESOLUTION FP-17-09

ISSUE

Should the California Transportation Commission (Commission) approve the allocation request for $192,630,000 for the State Transportation Improvement Program (STIP) Kramer Junction project (PPNO 0215C) on State Route 58 in San Bernardino County?

RECOMMENDATION

The California Department of Transportation (Department) recommends that the Commission approve an allocation of $192,630,000 ($77,800,000 for Fiscal Year 2017-18, $84,235,000, for Fiscal Year 2018-19, and $30,595,000 for Fiscal Year 2019-20 with funding only available in the years that they are programmed) for the STIP Kramer Junction project (PPNO 0215C) on State Route 58 in San Bernardino County.

This is a STIP Construction Manager/General Contractor (CMGC) project and the funds are programmed in three different fiscal years. The requested allocation amount eliminates any funding uncertainty and provides an incentive to the Contractor to deliver the project more quickly and efficiently.

Programming Schedule				
Component	**FY 17-18**	**FY 18-19**	**FY 19-20**	**Total**
CON SUP (CT)	$7,800,000	$9,032,000	$3,168,000	$20,000,000
CON	$70,000,000	$75,203,000	$27,427,000	$172,630,000
TOTAL	$77,800,000	$84,235,000	$30,595,000	$192,630,000

RESOLUTION

Resolved, that $172,630,000 in Construction Capital be allocated from the Budget Act of 2016, Budget Act Items 2660-301-0890 and 2660-301-0042 and that $20,000,000 in Construction Support be allocated from Budget Act Item 2660-001-0890, to provide funds to award the following project.

Dist-Co-Rte	Construction Component	Programmed Amount	Program Adjustment	Funds Request	% Over Programmed Amount
08-SBD-58	Capital	$139,427,000	$33,203,000	$172,630,000	23.8 %
	Support	$15,668,000	$4,332,000	$20,000,000	27.6 %
		Total Allocation Request		**$192,630,000**	

PROJECT DESCRIPTION

This project is located on State Route 58 (SR-58) in San Bernardino County from the Kern/San Bernardino County Line to 7.5 miles east of United States Route 395 (US-395). The project proposes to realign and widen 12.9 miles of SR-58 from a two-lane conventional highway to a four-lane divided expressway. The project will implement route continuity on SR-58 with its adjacent segments, increase capacity, reduce congestion, improve traffic safety, meet community and environmental needs along the corridor through integrated management of the transportation network and provide new state route access.

REASON FOR INCREASE

This project was programmed in the STIP for $139,427,000 in Construction Capital and $15,668,000 in Construction Support with delivery scheduled in October 2016. It was originally going to be delivered using the traditional Design-Bid-Build method. However, the Department selected this project as a pilot project for the CMGC delivery method.

The CMGC method is innovative and allows a greater flexibility for delivery. Due to the recent statewide STIP Program funding shortfall, it was determined to keep this project in the STIP, it would need to be programmed over three fiscal years with no cost adjustment allowed during the 2016 programming.

CMGC process results in a more accurate construction cost at award and reduces change orders due to the early involvement of the contractor in project design. The CMGC process also requires an Independent Cost Estimate to verify the construction cost of the project is reasonable. After implementing numerous innovations and completing negotiations, the agreed contract price for this project was set at $162,800,000, which is within 3.3 percent of the Independent Cost Estimate. In addition, the capital cost increased because the Department determined that adding a long life pavement treatment to the SR-58 project would reduce the amount of required future maintenance. The total construction capital cost including contingencies, state furnished materials, and supplemental work for this project is $172,630,000.

The increase in construction support is twofold. Firstly, the delay of a year due to the unexpected underfunding of the STIP; which resulted in an escalation of the cost by $633,000. Second, during design, the work plan was revisited and it was determined that the construction support cost should be increased based on a similar project in the area. The support/capital ratio for this project was increased to 11.6 percent which is consistent with the Hinkley SR-58 re-alignment project which is completing construction this month. The Hinkley project is 22 miles away, in a remote location similar to Kramer, with a support/capital ratio of 11.4 percent. This accounts for the remaining $3,699,000 of the $4,322,000 cost increase for construction support.

The Department is ready to award this project upon approval of this funds request.

RISK ANALYSIS

The Department and contractor have completed a robust risk analysis. The availability of water for this project has been identified as a risk. The Department has included contingency as part of this request for this risk.

CONSEQUENCES

The Department has determined that if this allocation request for $192,630,000 is not approved, the purpose and benefits to the traveling public will not be attainable as the Department will have to down scope the project significantly to the funding level originally programmed.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5d.(1)	**Allocations for Projects with Cost Increase Greater than 20 Percent**			**Resolution FP-17-09**
1 $192,630,000 Department of Transportation SBCTA San Bernardino 08-SBd-58 R0/R12.9	Kramer Junction. In Kramer Junction, from the Kern County line to 7.5 miles east of the Route 395 junction. Final Project Development (IIP) Support Estimate: $21,514,000 Programmed Amount: $16,600,000 Adjustments: (Debit) $4,914,000 Final Right of Way (IIP) Right of Way Estimate: $30,792,000 Programmed Amount: $23,143,000 Adjustments: (Debit) $7,649,000 (CON ENG increase of $4,332,000 to come from interregional share balance.) (CONST increase of $33,203,000 to come from interregional share balance.) (Future consideration of funding approved under Resolution E -15-58; October 2015.) (Right of Way Certification approved 6/21/2017.) The project is being delivered using Construction Manager and General Contractor (CMGC) method of project delivery that requires three Progress Payments which are scheduled in Fiscal Years 2017-18, 2018-19, and 2019-20. This allocation is for the combined amount of these three payments. However,charges against the second and third progress payment amount can not be made until the beginning of that particular Fiscal Year. Outcome/Output: Realign highway and construct grade separations.	08-0215C IIP/17-18 CON ENG $7,800,000 CONST $70,000,000 IIP/18-19 CON ENG ~~$4,700,000~~ **$9,032,000** CONST ~~$42,000,000~~ **$75,203,000** IIP/19-20 CON ENG $3,168,000 CONST $27,427,000 0800000616	001-0890 FTF 20.10.025.700 2016-17 301-0042 SHA 301-0890 FTF 20.20.025.700 001-0890 FTF 20.10.025.700 2016-17 301-0042 SHA 301-0890 FTF 20.20.025.700 001-0890 FTF 20.10.025.700 2016-17 301-0042 SHA 301-0890 FTF 20.20.025.700	$7,800,000 $1,400,000 $68,600,000 $70,000,000 $9,032,000 $1,504,000 $73,699,000 $75,203,000 $3,168,000 $549,000 $26,878,000 $27,427,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 52

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.5d.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Carrie Bowen
District 07 - Director

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT (PPNO 07-4617)**
RESOLUTION FP-17-06

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department's) allocation request for $9,491,000 for the State Highway Operation Protection Program (SHOPP) Collision Reduction project (PPNO 4617) on State Route 110, in Los Angeles County?

RECOMMENDATION

The Department recommends that the Commission approve an allocation of $9,491,000 for the Collision Reduction project (PPNO 4617) on State Route 110, in Los Angeles County.

RESOLUTION

Resolved, that $8,660,000 in Construction Capital be allocated from the Budget Act of 2017, Budget Act Items 2660-302-0890 and 2660-302-0042 and $831,000 in Construction Support be allocated from Budget Act Item 2660-001-0890, to provide funds to advertise the following project.

Dist-Co-Rte	Construction Component	Programmed Amount	Program Adjustment	Funds Request	% Over Programmed Amount
07-LA-110	Capital	$6,031,000	$2,629,000	$8,660,000	43.6 %
	Support	$710,000	$121,000	$831,000	17.0 %
		Total Allocation Request		**$** 9,491,000	

PROJECT DESCRIPTION

This collision reduction project is located on State Route 110 from Stadium Way to Arroyo Drive and on the connector from northbound State Route 110 to northbound Interstate 5. The scope of work includes upgrading metal beam guardrail, installing concrete barrier, removing raised island, and installing safety lighting.

REASON FOR INCREASE

This portion of State Route 110 from downtown Los Angeles to the city of Pasadena, also known as Arroyo Seco Parkway, is one of the oldest routes in Southern California. The route has three narrow lanes, complex curvilinear alignment, shoulders that vary from zero to six feet, and on and off ramps designed for speeds as low as 5 mph. Extended lane closures and full freeway closures are not viable, because the Arroyo Seco Parkway is the only route connecting the cities of Pasadena and South Pasadena to downtown Los Angeles, with no viable parallel major arterials.

Repair of the exposed concrete barrier will result in the removal of the existing raised sidewalk, which requires intensive manual labor. Due to the lack of shoulders to perform the work and the inability to close lanes for an extended period, the contractor will be required to constantly re-mobilize to perform the work behind K-rails. This will make project traffic handling much more expensive than previously estimated. In addition, the unit costs for many material items were adjusted to reflect the intensive manual labor involved in repair of the concrete barrier and the construction of specific items of work.

CONSEQUENCES

The Department has determined that if this allocation request for $9,491,000 is not approved, the purpose and benefits to the traveling public will not be attainable as the Department will have to down scope the project significantly to the funding level originally programmed.

Attachment

2.5 Highway Financial Matters

Project # 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
2.5d.(2)	**Allocations for Projects with Cost Increase Greater than 20 Percent**			**Resolution FP-17-06**
1 $9,491,000 Los Angeles 07-LA-110 23.6/30.0	In the cities of Los Angeles, Pasadena and South Pasadena, from Stadium Way to Arroyo Drive and on northbound off-ramp to Route 5. Outcome/Output: Install metal beam guardrail, concrete barrier, safety lighting, remove raised islands and curb/gutter and relocate overhead signs. Performance Measure: Planned: 45.0, Actual: 45.0 Collisions Reduced Preliminary Engineering Budget Expended PA&ED $897,000 $1,918,606 PS&E $1,116,000 $0 R/W Supp $33,000 $0 (CEQA - EIR, 6/27/2017) (NEPA - FONSI, 6/27/2017) (Concurrent consideration of funding under Resolution E-17-57; August 2017.) (EA 29750, PPNO 07-4617 combined with EA 29530, PPNO 07-4588 for construction under EA 2975U, Project ID 0716000144.)	07-4617 SHOPP/16-17 CON ENG ~~$710,000~~ **$831,000** CONST ~~$6,031,000~~ **$8,660,000** 0713000194 4 29750	001-0890 FTF 20.10.201.015 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.015	$831,000 $173,000 $8,487,000 $8,660,000

2.5 Highway Financial Matters

TAB 52
Reference 2.5d.(2)
REPLACEMENT ITEM

Project # / 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
2.5d.(2)	**Allocations for Projects with Cost Increase Greater than 20 Percent**			**Resolution FP-17-06**
1 $9,491,000 Los Angeles 07-LA-110 23.6/30.0	In the cities of Los Angeles, Pasadena and South Pasadena, from Stadium Way to Arroyo Drive and on northbound off-ramp to Route 5. Outcome/Output: Install metal beam guardrail, concrete barrier, safety lighting, remove raised islands and curb/gutter and relocate overhead signs. Performance Measure: Planned: 45.0, Actual: 45.0 Collisions Reduced ~~Preliminary Engineering Budget Expended~~ ~~PA&ED $897,000 $1,918, 606~~ ~~PS&E $1,116,000 $0~~ ~~R/W Supp $33,000 $0~~ Preliminary Engineering Budget Expended PA&ED **$2,297,000** $1,918, 606 PS&E **$2,034,000** $0 R/W Supp $33,000 $0 **Changes to the Budget Amounts for PA&ED and PS&E made via the Yellow Replacement Item distributed at the August 2017 CTC meeting.** (CEQA - EIR, 6/27/2017) (NEPA - FONSI, 6/27/2017) (Concurrent consideration of funding under Resolution E-17-57; August 2017.) (EA 29750, PPNO 07-4617 combined with EA 29530, PPNO 07-4588 for construction under EA 2975U, Project ID 0716000144.)	07-4617 SHOPP/16-17 CON ENG ~~$710,000~~ **$831,000** CONST ~~$6,031,000~~ **$8,660,000** 0713000194 4 29750	001-0890 FTF 20.10.201.015 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.015	$831,000 $173,000 $8,487,000 $8,660,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 53

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.5d.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Carrie Bowen
District 07 - Director

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT (PPNO 07-4685)**
RESOLUTION FP-17-07

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department's) allocation request for $17,767,000 for the State Highway Operation Protection Program (SHOPP) Pavement Rehabilitation project (PPNO 4685) on U.S. Highway 126 (US126) in Ventura County?

RECOMMENDATION

The Department recommends that the Commission approve an allocation of $17,767,000 for the State Highway Operation Protection Program (SHOPP) Pavement Rehabilitation project (PPNO 4685) on U.S. Highway 126 in Ventura County.

RESOLUTION

Resolved, that $15,837,000 in Construction Capital be allocated from the Budget Act of 2017, Budget Act Items 2660-302-0890 and 2660-302-0042 and $1,930,000 in Construction Support be allocated from Budget Act Item 2660-001-0890, to provide funds to advertise the following project.

Dist-Co-Rte	Construction Component	Programmed Amount	Program Adjustment	Funds Request	% Over Programmed Amount
07-VEN-126	Capital	$12,800,000	$3,037,000	$15,837,000	23.7 %
	Support	$1,700,000	$230,000	$1,930,000	13.5 %
		Total Allocation Request		**$** 17,767,000	

PROJECT DESCRIPTION

This project, in the cities of Ventura and Santa Paula, from U.S. Highway 126 to Haun Creek Bridge proposes to rehabilitate the pavement and upgrade Americans with Disabilities Act (ADA) curb ramps to revised ADA standards. The scope of the project also includes the rehabilitation of the mainline, on and off-ramps, connectors and shoulders. The project will also replace distressed and damaged concrete slabs with rapid strength concrete, repair failed base course under the damaged slabs and upgrade guard rails, thrie-beam barriers and crash cushions within the project limits.

REASON FOR INCREASE

This project achieved the Ready-To-List milestone on June 29, 2017. However, there is an increase of $3,037,000 in the construction capital cost.

The unit costs of the following items were underestimated during programming and are being adjusted to be consistent with recent contract bids. The item quantities remain unchanged. The cost increase associated with these items is about 44 percent of the project cost increase.

- Rubberized hot mix asphalt
- Grinding of the existing concrete pavement
- Midwest Guardrail System - Replacing existing metal beam guardrail, where necessary, was originally estimated as a lump sum quantity. This cost of this item was calculated during Project, Specification and Estimate (PS&E) phase.

In addition, the following items listed below were originally assumed to be as a percentage of the overall cost when the project was programmed. These items have been estimated in the PS&E phase. The cost increase associated with these items is approximately 27 percent of the project cost increase.

- Mobilization and State furnished materials
- Cost of the price index fluctuation of asphalt was not considered during programming.

The Department has also increased the slab replacement quantity to address the project risk identified in the Construction phase Risk Register. The final calculated quantity for the slab replacement item was increased by about 12 percent to adjust for the additional quantity of rapid set concrete required to fill up base and/or subbase material that will be excavated during slab removal. The cost increase associated with this item is approximately 29 percent of the project cost increase.

RISK ANALYSIS

The Department performed a robust risk analysis for the project. Additional concrete may be needed to replace base/subbase material that will be excavated during slab removal and the replacement of distressed slabs. There may also be additional grinding needed when replacing the slabs in Lane #2. Both of these risks have been identified the Construction phase Risk Register. The Department has increased the unit cost and/or quantity of these items associated with these risks.

CONSEQUENCES

The Department has determined that if this allocation request for $17,767,000 is not approved, the purpose and benefits to the traveling public will not be attainable as the Department will have to down scope the project significantly to the funding level originally programmed.

Attachment

2.5 Highway Financial Matters

Project # 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
2.5d.(3)	**Allocations for Projects with Cost Increase Greater than 20 Percent**			**Resolution FP-17-07**
1 $17,767,000 Ventura 07-Ven-126 0.0/R13.6	In and near the cities of Ventura and Santa Paula, from Route 101 to Haun Creek Bridge. Outcome/Output: Rehabilitate pavement and overlay with rubberized hot mix asphalt, grind and replace slabs with rapid set concrete. Reconstruct curb ramps to meet current ADA standards. The project is necessary to extend the pavement service life and improve ride quality and pedestrian access. Performance Measure: Planned: 40.0, Actual: 40.0 Lane Miles Preliminary Engineering Budget Expended PA&ED $120,000 $377,424 PS&E $1,040,000 $871,583 R/W Supp $50,000 $0 (CEQA - CE, 12/22/2016) (NEPA - CE, 12/22/2016)	07-4685 SHOPP/16-17 CON ENG ~~$1,700,000~~ **$1,930,000** CONST ~~$12,800,000~~ **$15,837,000** 0713000481 4 30220	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$1,930,000 $317,000 $15,520,000 $15,837,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 54

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.5d.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Carrie Bowen
District 07 - Director

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT (PPNO 07-4681)**
RESOLUTION FP-17-08

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department's) allocation request for $39,143,000 for the State Highway Operation Protection Program (SHOPP) Roadway Preservation project (PPNO 4681) on Interstate 110, in Los Angeles County?

RECOMMENDATION

The Department recommends that the Commission approve an allocation of $39,143,000 for the SHOPP Pavement Rehabilitation project (PPNO 4681) on Interstate 110, in Los Angeles County.

RESOLUTION

Resolved, that $33,403,000 in Construction Capital be allocated from the Budget Act of 2017, Budget Act Items 2660-302-0890 and 2660-302-0042 and $5,740,000 in Construction Support be allocated from Budget Act Item 2660-001-0890, to provide funds to advertise the following project.

Dist-Co-Rte	Construction Component	Programmed Amount	Program Adjustment	Funds Request	% Over Programmed Amount
07-LA-110	Capital	$33,823,000	<$420,000>	$33,403,000	-1.1%
	Support	$3,000,000	$2,740,000	$5,740,000	91.3 %
		Total Allocation Request		**$** 39,143,000	

BACKGROUND

This project is located on Interstate 110, in the cities of Los Angeles and Carson, from Gaffey Street to College Street. The work involves extending the service life of the existing pavement by (1) cold planing and overlaying mainline, shoulders and ramps; (2) removing and replacing damaged concrete slabs; (3) installing new concrete barrier; (4) installing new metal beam guardrail; (5) upgrading existing metal beam guardrail; (6) removing and replacing approach and departure slabs; and (7) upgrading curb ramps to meet current Americans with Disabilities Act (ADA) design standards.

REASON FOR INCREASE

The Department's historic data for similar projects call for 19 percent support to capital ratio for construction support. However, this project was programmed for only 10 percent support to capital ratio and is not sufficient to complete the project as scoped. Therefore, an adjustment from the original 10 percent to 16 percent of the construction support amount is now being requested.

This 24-mile project passes through heart of urbanized Los Angeles, with over 300 work locations, making it a very challenging construction zone, as it relates to traffic handling, construction staging and mobilization. This project includes:

- 45,000 linear feet of metal beam guard rail
- 2,000 linear feet of concrete barrier
- 465,000 square yards of cold plane asphalt concrete pavement
- 700,000 square yards of grind existing pavement
- 1,000 concrete slabs replaced
- 1,100,000 linear feet of thermoplastic striping

Due to the challenging traffic handling, the length of the project limits, and the urbanized zone it traverses, the cost of construction inspection will be higher than originally programmed.

The scope of this pavement rehabilitation project also includes over 120 locations that require ADA curb ramp improvements. Based on recent ADA curb ramp projects, the construction support cost is expected to be much higher than previously planned. Additional construction inspection, surveying, and construction staking is needed to ensure that curb ramp elevations and slopes are constructed in compliance with ADA requirements. This work was not adequately estimated when this project was programmed.

CONSEQUENCES

The Department has determined that if this allocation request for $39,143,000 is not approved, the purpose and benefits to the traveling public will not be attainable as the Department will have to down scope the project significantly to the funding level originally programmed.

Attachment

2.5 Highway Financial Matters

Project # 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
2.5d.(4)	**Allocations for Projects with Cost Increase Greater than 20 Percent**			**Resolution FP-17-08**
1 $39,143,000 Los Angeles 07-LA-110 R0.7/R24.1	In and near the cities of Los Angeles and Carson, from Gaffey Street to College Street. Outcome/Output: Cold plane and overlay mainline, shoulders and ramps, remove and replace damaged concrete slabs, install new concrete barrier and guardrail, remove and replace approach and departure slabs. The project is necessary to extend pavement service life and improve ride quality and safety. Performance Measure: Planned: 192.0, Actual: 192.0 Lane Miles Preliminary Engineering Budget Expended PA&ED $1,439,000 $1,326,399 PS&E $2,050,000 $2,249,233 R/W Supp $150,000 $0 (CEQA - CE, 2/1/2016; Re-validation 6/5/2017) (NEPA - CE, 2/1/2016; Re-validation 6/5/2017) (As part of this allocation request, the Department is requesting to extend the completion of construction an additional 12 months beyond the 36 month deadline).	07-4681 SHOPP/16-17 CON ENG ~~$3,000,000~~ **$5,740,000** CONST ~~$33,823,000~~ **$33,403,000** 0714000238 4 3009U	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$5,740,000 $668,000 $32,735,000 $33,403,000

2.5 Highway Financial Matters

TAB 54
Reference 2.5d.(4)
REPLACEMENT ITEM

Project # / 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
2.5d.(4)	**Allocations for Projects with Cost Increase Greater than 20 Percent**			**Resolution FP-17-08**
1 $39,143,000 Los Angeles 07-LA-110 R0.7/R24.1	In and near the cities of Los Angeles and Carson, from Gaffey Street to College Street. Outcome/Output: Cold plane and overlay mainline, shoulders and ramps, remove and replace damaged concrete slabs, install new concrete barrier and guardrail, remove and replace approach and departure slabs. The project is necessary to extend pavement service life and improve ride quality and safety. Performance Measure: Planned: 192.0, Actual: 192.0 Lane Miles	07-4681 SHOPP/16-17 CON ENG ~~$3,000,000~~ **$5,740,000** CONST ~~$33,823,000~~ **$33,403,000** 0714000238 4 3009U	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$5,740,000 $668,000 $32,735,000 $33,403,000

~~Preliminary Engineering~~	~~Budget~~	~~Expended~~
~~PA&ED~~	~~$1,439,000~~	~~$1,326,399~~
~~PS&E~~	~~$2,050,000~~	~~$2,249,233~~
~~R/W Supp~~	~~$150,000~~	~~$0~~

Preliminary Engineering	Budget	Expended
PA&ED	$1,439,000	$1,326,399
PS&E	**$4,039,000**	$2,249,233
R/W Supp	**$454,000**	$0

Changes to the Budget Amounts for PS&E and R/W Supp made via the Yellow Replacement Item distributed at the August 2017 CTC meeting.

(CEQA - CE, 2/1/2016; Re-validation 6/5/2017)
(NEPA - CE, 2/1/2016; Re-validation 6/5/2017)

(As part of this allocation request, the Department is requesting to extend the completion of construction an additional 12 months beyond the 36 month deadline).

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m Tab 55

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 4.12
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Mary Ann Mitchell
Division of Business,
Facilities and Security

Subject: **2018 FACILITIES INFRASTRUCTURE PLAN (FIVE YEAR CAPITAL PLAN)**

SUMMARY:

Government Code Section 13100 – 13104, requires the Governor to annually submit a Five-Year Capital Outlay Infrastructure Plan in conjunction with the Governor's Budget. The California Department of Transportation (Department) will be transmitted to the California Transportation Commission (Commission) its Draft 2018 Facilities Infrastructure Plan (Facilities Infrastructure Plan) its prior to their August 2017 meeting.

The Department will also offer a presentation on the Facilities Infrastructure Plan to the Commission at its August 16-17, 2017 meeting, as an informational item.

BACKGROUND:

The California Department of Finance issues an annual Budget Letter that specifies requirements and instructions to State departments for submittal of their plans. Only the Department's office facilities are required as part of the Budget Letter process.

In addition to office facilities, the workforce for the Department conducts business in a wide array of other buildings and structures (facilities). These transportation-related facilities include equipment shops, maintenance stations, materials laboratories, and transportation management centers.

The Facilities Infrastructure Plan includes the reporting requirements for the Five-Year Capital Outlay Infrastructure Plan. The Facilities Infrastructure Plan also provides information pertaining to the Department's transportation-related facilities.

Attachment

Rev.6.0
DRAFT

Fiscal Years 2018-19 through 2022-23

Office Buildings, Equipment Shops, Maintenance Facilities, Materials Laboratories, & Transportation Management Centers

CALIFORNIA DEPARTMENT OF TRANSPORTATION

2018 Facilities Infrastructure Plan

District 8 Headquarters District Office
San Bernardino, California

Prepared by:
Division of Business, Facilities and Security
Long Range Facilities Planning
1120 "N" Street, Suite 6301
Sacramento, California
July 2017

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EXECUTIVE SUMMARY

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EXECUTIVE SUMMARY

Introduction

Government Code sections 13100-13104 require the Governor to submit an annual Five-Year Capital Outlay Infrastructure Plan in conjunction with the Governor's Budget. The California Department of Finance (DOF) issues an annual Budget Letter that specifies requirements and instructions to state departments for submittal of their plans. The California Department of Transportation (Caltrans) is required to provide information for office facilities to the DOF.

In addition to office facilities, the Caltrans workforce conducts business in a wide array of other buildings and structures (facilities). These Transportation-Related Facilities (TRFs) include equipment shops, maintenance facilities, materials laboratories, and transportation management centers.

The Caltrans 2018 Facilities Infrastructure Plan (FIP) includes the office facilities reporting requirements for the Five-Year Capital Outlay Infrastructure Plan. It also provides information pertaining to Caltrans TRFs.

Facilities Infrastructure Planning and Reporting

In conjunction with the annual DOF reporting requirement, Caltrans is required to present plans and needs for rehabilitation and improvement of office and transportation-related facilities via the State Highway Operations and Protection Program (SHOPP) process.

State Highway Operation and Protection Program

Caltrans is required to prepare a SHOPP plan for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. The four-year SHOPP must be submitted to the California Transportation Commission (CTC) each even-numbered year in accordance with Government Code section 14526.5, Streets and Highways Code section 164.6, and strategies outlined in the Department's Policy for Management of the SHOPP. Office facilities projects and transportation-related facilities projects are included in the SHOPP.

Government Code section 14524.3 modifies the role of the CTC in approving the SHOPP, increasing the CTC's level of commitment to the SHOPP by upgrading its responsibility from approval of the SHOPP, to adoption of the SHOPP. The 2016

SHOPP is the most recent four-year program adopted by the CTC. The SHOPP must also be transmitted to the Legislature and the Governor.

State Highway Operation and Protection Program 10-Year Plan and the New State Highway System Management Plan (SHSMP)

Streets and Highways Code section 164.6 requires Caltrans to prepare a "10-year plan for the rehabilitation and reconstruction … of all state highways and bridges owned by the state". The 2017 State Highway System Management Plan (SHSMP) is a new integrated plan that encompasses the Streets and Highway Code section 164.6 requirements for the State Highway Operation and Protection Program (SHOPP) 10-Year Plan and the Five-Year Maintenance Plan. The plan fundamentally changes the way Caltrans manages the available funding by placing the focus on measured condition and performance objectives.

Caltrans is required to submit a ten-year plan to the CTC, the Legislature and the Governor each odd-numbered year. The most recent submittal was the 2017 SHSMP submitted in January 2017.

Comparison of Facilities Infrastructure Plan and SHOPP

The chart below shows the chronology and fiscal year relationships of one complete cycle for the SHOPP and the FIP.

Chronology and Fiscal Year Relationships: Facilities Infrastructure Plan and SHOPP

		Fiscal Years										
	Approximate Due Date	*2016-17*	*2017-18*	*2018-19*	*2019-20*	*2020-21*	*2021-22*	*2022-23*	*2023-24*	*2024-25*	*2025-26*	*2026-27*
2017 Ten-Year SHSMP	Jan 2017					10-Year Plan						
2016 Four-Year Programmed SHOPP	Jan 2016		4-Year Plan									
2018 Facilities Infrastructure Plan	July 2017				5-Year Plan							
2018 Four-Year Programmed SHOPP *	Jan 2018				4-Year Plan							

* The 2018 Four-Year Programmed SHOPP is tied to the 2017 Ten-Year SHSMP.

Facilities Infrastructure Plan Summary

The FIP is comprised of four chapters. The first two chapters meet the DOF requirements for the state's Five-Year Capital Outlay Infrastructure Plan. Caltrans presents additional information in Chapters 3 and 4 that are not part of the DOF reporting requirements. Chapter 3 of the FIP focuses on TRFs that the CTC approves through the SHOPP. Chapter 4 provides an overview of Caltrans' facility resource conservation efforts.

The 2018 FIP identifies approximately $80.6 million in total project costs during the five-year plan period (Fiscal Years (FY) 2018-19 through 2022-23), with approximately $57.5 million in construction and land acquisition costs and approximately $23.1 million in associated capital outlay support costs (e.g., engineering and right of way acquisition staff). A summary of these costs is presented in the table below. This does not include a $10 million reservation set aside for TRFs for FY 2019-20.

Projected Facilities Infrastructure Needs
Construction, Land, Capital, and Support

Fiscal Years 2018-19 through 2022-23

	2016 SHOPP Fiscal Years		2018 Facilities Infrastructure Plan Fiscal Years					2018 SHOPP Candidate Projects Fiscal Years
SHOPP Programmed and Candidate Projects Location/Descriptions	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2018 FIP Total
Office Buildings	$0	$0	$5,400,000	$1,800,000	$0	$0	$0	**$7,200,000**
Equipment Shops	$0	$23,400,000	$0	$0	$0	$0	$0	**$0**
Maintenance Facilities	$12,450,000	$2,757,000	$14,028,000	$0	$17,000,000	$6,000,000	$0	**$37,028,000**
Materials Laboratories	$0	$0	$0	$0	$10,700,000	$0	$0	**$10,700,000**
Transportation Management Center	$0	$0	$0	$0	$0	$0	$0	**$0**
Construction Totals	**$12,450,000**	**$26,157,000**	**$19,428,000**	**$1,800,000**	**$27,700,000**	**$6,000,000**	**$0**	**$54,928,000**
Land	$20,000	$520,000	$27,000	$0	$2,010,000	$500,000	$0	**$2,537,000**
Sub-total (Capital)	$12,470,000	$26,677,000	$19,455,000	$1,800,000	$29,710,000	$6,500,000	$0	**$57,465,000**
Support	$9,015,000	$10,418,000	$9,774,000	$540,000	$9,800,000	$3,000,000	$0	**$23,114,000**
Grand Total (Capital + Support)	**$21,485,000**	**$37,095,000**	**$29,229,000**	**$2,340,000**	**$39,510,000**	**$9,500,000**	**$0**	**$80,579,000**

**Note: This table does not reflect $10M in reservation funds set aside for Transportation Related Facilities for Fiscal Year 2019-20*

The first two years of the 2018 FIP coincide with the last two years of the 2016 Four-Year Programmed SHOPP (refer to the chart on page vi). The 2016 Four-Year SHOPP includes an average annual cost (construction cost) of $13.2 million and the 2018 FIP includes $11.0 million average annual (construction cost) for programmed projects. The chart below presents a comparison by facility type of the average annual construction cost for the 2016 Four-Year Programmed SHOPP and 2018 FIP. Commencing in the last two years of the 2016 SHOPP (Fiscal Years 2018-19 and 2019-20) and as noted in SHOPP Decision Document 2015-1, the SHOPP will allocate an average of $10 million to transportation-related facilities on an annual basis[1].

Average Annual Construction Cost Comparison /1
2016 SHOPP and 2018 Facilities Infrastructure Plan
(Dollars in millions)

Facility Type	2016 SHOPP /2	2018 FIP
Office Facilities	$0.0	$1.4
Equipment Facilities	$5.9	$0.0
Maintenance Facilities	$7.3	$7.4
Materials Laboratories	$0.0	$2.1
Transportation Management Centers	$0.0	$0.0
Totals 3/:	**$13.2**	**$11.0**

Notes:
1) The "Annual Averages" do not include land acquisition or support cost.
2) The 2016 SHOPP Total does not include $10 million in SHOPP reservation funds for Transprotation-Related Facilities for Fiscal Year 2019-20
3) Minor Variation due to rounding.

[1] SHOPP allocation amount of $10 million is comprised of capital and support costs. The transportation-related facilities includes: maintenance facilities, equipment shops, material laboratories and transportation management centers.

CHAPTER 1

DEPARTMENT OVERVIEW

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INTRODUCTION

This chapter provides a summary description of the California Department of Transportation (Caltrans). It illustrates Caltrans' structure, including its hierarchy within the state government and its district organization. It provides general budget and program information as well as information about the facilities that house Caltrans' workforce.

Structure

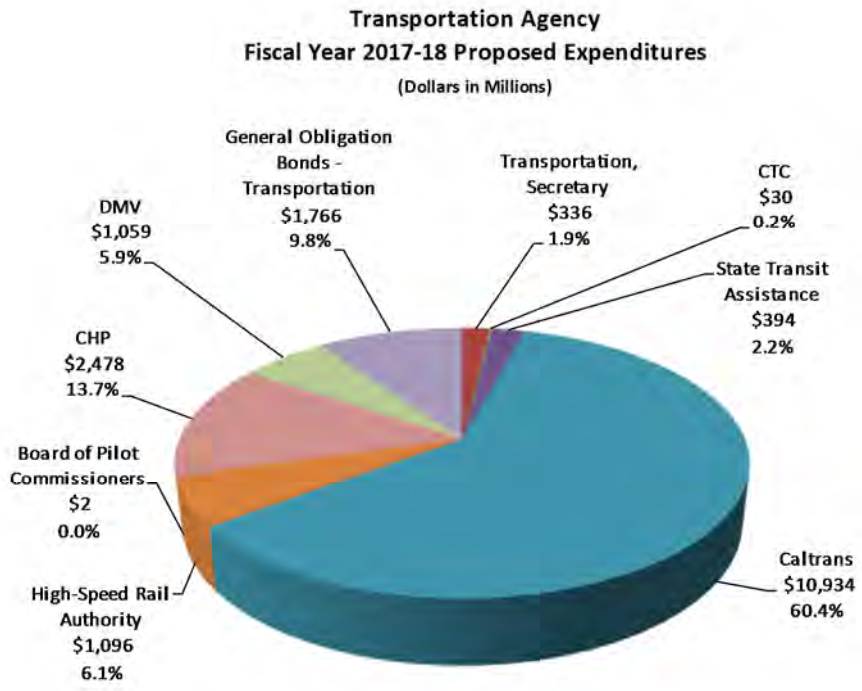
Transportation Agency

The Transportation Agency, established as part of the Governor's 2012 Reorganization Plan, effective July 1, 2013. It is responsible for developing and coordinating the policies and programs of the state's transportation entities to improve the mobility, safety, and environmental sustainability of the state's transportation system. The Transportation Agency oversees and coordinates the activities of Caltrans, California Transportation Commission (CTC), High-Speed Rail Authority (HSRA), Department of Motor Vehicles (DMV), California Highway Patrol (CHP), and the Board of Pilot Commissioners. The Office of Traffic Safety operates within the Office of the Secretary for Transportation and the New Motor Vehicle Board operates within the DMV.

The Governor's Proposed Budget for Fiscal Year 2017-18 allocates approximately 60% of the Transportation Agency budget to Caltrans, as shown in the table below and figure on the following page.

Transportation Agency
Fiscal Year 2017-18 Proposed Expenditures
(Dollars in Millions)

Department	Proposed Expenditures	Percent of Total
Transportation, Secretary	$ 336	1.9%
California Transportation Commission (CTC)	$ 30	0.2%
State Transit Assistance	$ 394	2.2%
Caltrans	$ 10,934	60.4%
High-Speed Rail Authority	$ 1,096	6.1%
Board of Pilot Commissioners	$ 2	0.0%
California Highway Patrol (CHP)	$ 2,478	13.7%
Department of Motor Vehicles (DMV)	$ 1,059	5.9%
General Obligation Bonds - Transportation	$ 1,766	9.8%
Total	**$ 18,095**	**100%**



California Department of Transportation

Caltrans has approximately 19,000 employees and a budget of approximately $11 billion. Caltrans designs and oversees the construction of state highways, operates and maintains the highway system, funds three intercity passenger rail routes, and provides funding for local transportation projects. Caltrans maintains approximately 50,000 road and highway lane miles and approximately 13,000 bridges and other structures, providing transportation access to every region of the State. The largest sources of funding for transportation projects are excise taxes paid on fuel consumption, federal funds also derived from fuel taxes, and weight fees on trucks. In addition, on April 28, 2017 the Governor approved Senate Bill 1 (SB1) that will increase funding to Caltrans to address deferred maintenance on the state highway system and the local street and road systems.

Program Descriptions[1]

Caltrans identifies six programs that relate to staff. The programs are: Aeronautics, Highway Transportation, Mass Transportation, Transportation Planning, Administration, and Equipment. The table below identifies the programs, their respective codes, and number of proposed positions for Fiscal Year 2017-18. The following is a description of each of the programs listed numerically, by their program code.

Governor's Proposed Budget
Fiscal Year 2017-18

Code	Program	FY 2017-18 Positions
10	Aeronautics	24.0
20	Highway Transportation	16,003.4
30	Mass Transportation	106.4
40	Transportation Planning	667.4
50	Administration	1,577.5
60	Equipment	634.6
	Total Proposed Positions:	**19,013.3**

[1] Source: Citation taken from the California Department of Finance, Proposed Governor's Budget for Fiscal Year 2017-18.

10 AERONAUTICS

The Division of Aeronautics supports California's aviation activities by promoting safe and effective use of existing airports and heliports. This program ensures that airports and heliports comply with safety regulations, provides engineering and financial assistance for safety and infrastructure improvements. Financial assistance is provided through state-matching funds for the federal aviation grant program. In addition, the division maintains California's Aviation System Plan to reflect changes in aviation network, provides guidance for land use compatibility in areas around airports, administers airport noise standards regulations, enhances goods movement to and from airports through improved ground access, and promotes and maintains aviation safety.

20 HIGHWAY TRANSPORTATION

The Highway Transportation Program operates, maintains, and continues development of California's state highways. Development and delivery of capital projects make up the largest portion of these efforts. The program also meets its objectives through: (1) coordination and control required by federal and state law for implementing transportation projects, (2) furnishing assistance to city and county transportation programs, and (3) management of traffic through a system of monitoring, analysis, and control. In addition, this program strives to improve highway travel, safety, and the environment through testing, research, and technology development.

30 MASS TRANSPORTATION

The objective of the Mass Transportation Program is to support the state's transportation system by providing leadership in the implementation of safe, effective public transportation, improved air quality, and environmental protection. The program achieves its objective through: (1) the administration of intercity rail service in California, including capital projects and rail car management, (2) management of state and federal capital and operations grant programs, (3) planning, support, and coordination of mass transportation services, and (4) administering the Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Bond Act). Additionally, the Mass Transportation Program serves to: (1) improve intercity bus passenger service through enhanced services and facilities, (2) improve public transportation needs for all persons, including the elderly, the disabled, and the economically-disadvantaged, (3) improve urban/commuter rail services, and (4) enhance mobility in congested corridors.

40 TRANSPORTATION PLANNING

The Transportation Planning Program implements statewide transportation policy through coordination at the local and regional levels and develops transportation plans and projects. Caltrans prepares the long-range state transportation plan required by state and federal law and provides long-range transportation system planning and transportation planning studies as input to the regional transportation plans, the State Transportation Improvement Program (STIP), and departmental policies and programs such as Goods Movement, Climate Action, and Regional Blueprint Planning. Caltrans also prepares the Interregional Transportation Strategic Plan, which guides investment of the Interregional Improvement Program funds in the STIP.

50 ADMINISTRATION

The Administration Program provides the functions required to support the programmatic responsibilities of the Department. Major activities include accounting, budgeting, auditing, office facility operations and management, information technology, and a wide range of administrative services including human resources, procurement and contracting, training, workforce planning, and labor relations.

60 EQUIPMENT

The Equipment Program provides mobile fleet equipment and services to other departmental programs through: (1) purchasing new vehicles, (2) receiving, servicing, and equipping new units, (3) assembling equipment components into completed units, (4) managing the fleet, (5) repairing and maintaining the fleet, including payments for fuel and insurance, and (6) disposing of used vehicles.

Caltrans Districts

Caltrans is comprised of 12 districts, each under the leadership of a District Director. The district boundaries and a listing of the counties within each district are shown below. District Headquarters offices are located in the cities of Eureka, Redding, Marysville, Oakland, San Luis Obispo, Fresno, Los Angeles, San Bernardino, Bishop, Stockton, San Diego, and Santa Ana. The Caltrans Headquarters office is located in Sacramento.

DISTRICT 1
1656 Union Street
Eureka
Del Norte
Humboldt
Lake
Mendocino

DISTRICT 2
1657 Riverside Drive
Redding
Lassen
Modoc
Plumas
Shasta
Siskiyou
Tehama
Trinity

DISTRICT 3
703 B Street
Marysville
Butte
Colusa
El Dorado
Glenn
Nevada
Placer
Sacramento
Sierra
Sutter
Yolo
Yuba

DISTRICT 4
111 Grand Avenue
Oakland
Alameda
Contra Costa
Marin
Napa
San Francisco
San Mateo
Santa Clara
Solano
Sonoma

DISTRICT 5
50 Higuera Street
San Luis Obispo
Monterey
San Benito
San Luis Obispo
Santa Barbara
Santa Cruz

DISTRICT 6
1352 West Olive Street
Fresno
Fresno
Kern
Kings
Madera
Tulare

DISTRICT 7
100 South Main Street
Los Angeles
Los Angeles
Ventura

DISTRICT 8
464 West 4th Street
San Bernardino
Riverside
San Bernardino

DISTRICT 9
500 South Main Street
Bishop
Inyo
Mono

DISTRICT 10
1976 East Dr. Martin Luther King Jr. Blvd.
Stockton
Alpine
Amador
Calaveras
Mariposa
Merced
San Joaquin
Stanislaus
Tuolumne

DISTRICT 11
4050 Taylor Street
San Diego
Imperial
San Diego

DISTRICT 12
1750 East 4th Street, #100
Santa Ana
Orange

Future Space Needs

Future space needs are driven, in part, by population. Population generates traffic that creates the need for highways and their associated planning, operations, and maintenance, which produces the need to house staff performing those respective activities. Caltrans houses employees in a wide array of facilities: maintenance stations, equipment shops, office buildings, material laboratories, and transportation management centers. Determining where the need exists for future facilities depends in part on those areas of the state with the greatest projected population increase. The California counties with the greatest population increases are located within Caltrans districts of Oakland, San Bernardino, Fresno, and Los Angeles. This is based on projected statewide population increases provided by the California Department of Finance (DOF) report on State and County Population Projections. The table below ranks Caltrans' districts by the greatest population increases through year 2060.

District Population Projections
Years 2010 through 2060

District Number and Name		District Population Year 2010	District Population Year 2060	Numeric Increase [1/]	Percentage Increase [1/]
1	Eureka	315,882	343,285	27,403	8%
2	Redding	363,748	402,896	39,148	10%
3	Marysville	2,693,735	4,197,911	1,504,176	36%
4	Oakland	7,171,673	10,468,398	3,296,725	31%
5	San Luis Obispo	1,425,222	1,825,151	399,929	22%
6	Fresno	2,519,434	4,104,223	1,584,789	39%
7	Los Angeles	10,661,478	12,235,988	1,574,510	13%
8	San Bernardino	4,240,365	6,839,444	2,599,079	38%
9	Bishop	32,556	33,043	487	1%
10	Stockton	1,618,892	2,562,030	943,138	37%
11	San Diego	3,275,636	4,426,918	1,151,282	26%
12	Santa Ana	3,014,962	3,617,223	602,261	17%
	California	**37,333,583**	**51,056,510** [2/]		

[1/] Data Source: California Department of Finance's Bienniel Report on State & County population, February 2017

[2/] Minor Variation Due to Rounding

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CHAPTER 2

OFFICE FACILITIES

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INTRODUCTION

Government Code sections 13100-13104 require that the state shall establish and annually update a five-year plan for funding infrastructure for consideration to the Legislature. The infrastructure plan shall contain information regarding identification of new, rehabilitated, modernized, improved, or renovated infrastructure requested by state agencies. Furthermore, the code requires state departments to submit a Five-Year Capital Outlay Infrastructure Plan (Plan), Capital Outlay Budget Change Proposals (COBCPs), and Capital Outlay Concept Papers (COCPs) for major capital outlay projects proposed for inclusion in the Governor's Budget. The Plan must include all COBCPs and COCPs for the same five-year period as that covered by the Governor's Budget with which it is being submitted. This year's plan spans Fiscal Years (FY) 2018-19 through 2022-23. Only the California Department of Transportation's (Caltrans) office facilities require COBCPs or COCPs and therefore, are required as part of the process.

REQUIREMENTS

The California Department of Finance (DOF) issues an annual Budget Letter requiring Caltrans to identify existing office facilities infrastructure, including their deficiencies, and the net need for the infrastructure. The general DOF Budget Letter requirements are found in this chapter. Those reporting requirements include a description of Caltrans' office building infrastructure, the projects needed to correct office building deficiencies, a linkage to the prior year's plan, and a summary of office building projects currently in progress.

INFRASTRUCTURE DESCRIPTION

Caltrans has 12 district office sites and a headquarters building for a total of 13 office building locations. Of these locations, 12 are state-owned and one is leased. Five (5) of Caltrans' 12 locations with state-owned buildings are 30 years of age or less. Their location and the year of their construction completion are as follows: Oakland, 1991; San Bernardino, 1997; Los Angeles, 2004; San Diego, 2006; and Marysville, 2010.

District 5 Headquarters Office Building
San Luis Obispo, California

The average life-cycle of an office building is 50 years of age. Caltrans has seven state-owned office facilities that are at least older than 50 years of age. The table below provides a list of Caltrans' office buildings and the respective year of construction. Caltrans works with the California Department of General Services (DGS) to obtain facility and infrastructure studies that evaluate the condition of the existing building(s) and if necessary, the feasibility of replacing the structure(s).

State and District Headquarters Office Buildings

	District	Address	Year Built
1	Eureka	1656 Union Street	1953
2	Redding	1657 Riverside Drive	1953
3	Marysville	703 B Street	2010
4	Oakland	111 Grand Avenue	1991
5	San Luis Obispo	50 Higuera Street	1955
6	Fresno	1352 West Olive Street	1958
7	Los Angeles	100 South Main Street	2004
8	San Bernardino	464 West 4th Street	1997
9	Bishop	500 South Main Street	1954
10	Stockton	1976 East Dr. Martin Luther King Jr. Blvd.	1955
11	San Diego	4050 Taylor Street	2006
12	Santa Ana	1750 East 4th Street	NA [1/]
HQ	Sacramento	1120 N Street	1936

[1/] The District 12 office building is a leased facility located in Santa Ana.

Previous studies found that many of the buildings are functionally obsolete, energy inefficient, and expensive to maintain. Additionally, the heating ventilation and air conditioning (HVAC), electrical, elevator, and plumbing systems carry relatively high on-going maintenance and upgrade cost. From an operations standpoint, the buildings' space is inefficient due to the numerous columns, wide corridors, and hard-walled offices that constrain configuration and layout of modular furniture. Caltrans recently performed an updated infrastructure study of its oldest building, the Headquarters office building in Sacramento, in order to obtain an assessment of its current condition. A complete listing of all the infrastructure studies performed for Caltrans can be found in the Appendix, Exhibit 2.

Leased and Owned Office Space

Caltrans occupies approximately 3.0 million net square feet of office space among its districts and Headquarters (Sacramento). The amount of office space in each district is depicted in the table below. A listing of Caltrans' office space inventory is shown in the Appendix, Exhibit 3.

Caltrans continues to take steps to improve facility management of its state-owned facilities. In an effort to optimize the use and occupancy of existing state-owned facilities and leased office space, Caltrans evaluates office space needs and consolidates staff from leased facilities into state-owned building and/or reduces leased office space, whenever possible. In 2016, Caltrans completed lease reductions in the District 12 Santa Ana Headquarters office building and District 5 San Luis Obispo office building.

Leased and Owned Office Space

Department Summary by District

District		Owned (Gross SF)	Owned (Net SF)	Leased	Total (Net + Leased)
1	Eureka	91,456	63,789	0	63,789
2	Redding	50,362	34,423	47,027	81,450
3	Marysville	230,000	160,444	6,260	166,704
4	Oakland	750,000	511,553	0	511,553
5	San Luis Obispo	41,700	27,690	40,897	68,587
6	Fresno	78,000	56,935	149,348	206,283
7	Los Angeles	716,200	332,489	0	332,489
8	San Bernardino	417,000	205,885	0	205,885
9	Bishop	37,496	25,847	0	25,847
10	Stockton	90,174	61,460	0	61,460
11	San Diego	301,000	221,447	0	221,447
12	Santa Ana	0	0	106,864	106,864
RO	Regional Offices	0	0	8,950	8,950
HQ	State Headquarters	506,735	391,952	484,445	876,397
	Statewide Total[1/]:	**3,310,123**	**2,093,915**	**843,791**	**2,937,706**

1/ Minor variation due to rounding

Projects

The 2018 FIP identifies three projects at approximately $8.5 million in total project costs during the five-year plan period (Fiscal Years (FY) 2018-19 through 2022-23), with approximately $7.2 million in construction and land acquisition costs and approximately $1.3 million in associated capital support costs. Additionally there are six office bulding projects that are identified with unfunded needs that span beyond the five years of the FIP, totaling $482.8 million in estimated construction costs.

OFFICE BUILDINGS

PROGRAMMED AND CANDIDATE PROJECTS	2016 SHOPP Fiscal Years		2018 SHOPP Candidate Projects Fiscal Years					
			2018 Facilities Infrastructure Plan Fiscal Years					
Location/Description	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2018 FIP Total
D4 -District Office Elevator Repair [1]	$0	$0	$3,000,000	$0	$0	$0	$0	$3,000,000
D7 -District Office Boiler Repair [2]	$0	$0	$0	$1,800,000	$0	$0	$0	$1,800,000
D7 -District Office Roof Repair [3]	$0	$0	$2,400,000	$0	$0	$0	$0	$2,400,000
Construction Totals	$0	$0	$5,400,000	$1,800,000	$0	$0	$0	$7,200,000
Land	$0	$0	$0	$0	$0	$0	$0	$0
Sub-total (Capital)	$0	$0	$5,400,000	$1,800,000	$0	$0	$0	$7,200,000
Support	$0	$0	$720,000	$540,000	$0	$0	$0	$1,260,000
Grand Total (Capital + Support)	$0	$0	$6,120,000	$2,340,000	$0	$0	$0	$8,460,000

1. Project Funding in FY: 18/19 is a target only, amendment is based on capacity in the 2018 SHOPP.
2. Project Funding in FY: 19/20 is a target only, amendment is based on capacity in the 2018 SHOPP.
3. Project Funding in FY: 18/19 is a target only, amendment is based on capacity in the 2018 SHOPP.

UNFUNDED NEEDS

Item#	Location/Description	Estimated Construction Cost [1]
1	**Sacramento - Headquarters Building**	$199,600,000
2	**District 2 - Redding District Office Replacement**	$36,800,000
3	**District 5 - San Luis Obispo District Office Replacement**	$38,300,000
4	**District 6 - Fresno District Office Replacement**	$77,700,000
5	**District 9 - Bishop District Office Replacement**	$65,100,000
6	**District 10 - Stockton District Office Replacement**	$65,300,000
Total Unfunded Needs		$482,800,000

[1] Cost is based on most recent Facility Infrastructure Study as indicated in Appendix Exhibit 2

Project Description

2018 SHOPP Candidate Projects[1]: FY 2018-19 through FY 2019-20[2]

District 4, Oakland District Office Elevator Repair – Construction Cost: $3,000,000
The project proposes to repair and/or replace the exisiting 13 elevators, within the district office, in order to extend the service life and improve performance. Many of the elevator components have become obsolete and cannot be expeditiously repaired or serivced. The current elevator condition has resulting in frequent occupant entrapments, technical malfunctions, and service downtime. A replacement would correct conditions that affect perfomance and impact the efficiency of daily business operation.

District 7, Los Angeles District Office Building Roof Repair – Construction Cost: $2,400,000
This project proposes to replace the existing leaky roof with a new roof assembly. A roof condition survey concluded that the existing roof has numerous deficiencies that have caused the roof to fall into poor condition. A replacement would allow for a long-term solution to water intrusion in the building.

District 7, Los Angeles District Office Boiler Repair – Construction Cost: $1,800,000
This project proposes to repair the existing three boiler units that are used to provide heat to the 13-story district office headquarters. The units have exhausted their useful life, failure of the boilers may cause a possible shut-down of the District 7 headquarters building.

[1] Candidate Projects for FY 2018-19 and FY 2019-20 are within the five-year span of the FIP.
[2] Programmed project years are target years only. Projects have not been amended into 2018 SHOPP. Project amendment into the SHOPP will be dependent on capacity of 2018 SHOPP.

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CHAPTER 3

TRANSPORTATION-RELATED FACILITIES

- **Equipment Shops**
- **Maintenance Facilities**
- **Materials Laboratories**
- **Transportation Management Centers**

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INTRODUCTION

This chapter provides Transportation-Related Facility information for the 2018 Facilities Infrastructure Plan (FIP) for Fiscal Years (FY) 2018-19 through 2022-23. These projects are approved by the California Transportation Commission (CTC) as part of the State Highway Operations and Protection Program (SHOPP) and funded through enactment of the annual state budget.

The SHOPP is a four-year program of projects that have a purpose of collision reduction, bridge preservation, roadside preservation, mobility enhancement, and preservation of other transportation facilities related to the state highway system. All Transportation Related Facilities are programmed in the SHOPP with the exception of the major office facility projects that can be financed with bonds.

The 2018 FIP spans the five FYs 2018-19 through FY 2022-23. The facility projects included in the final two years of the 2016 SHOPP (FYs 2018-19 through 2019-20) overlap with the first two years of the 2018 FIP. Facility projects in the preceding two years of the FIP (FY 2020-21 and FY 2021-22) are identified as SHOPP candidate projects that are proposed for the future 2018 SHOPP programming. The table below illustrates the chronology and fiscal year relationships of one complete cycle for the FIP and the SHOPP.

Chronology and Fiscal Year Relationships: Facilities Infrastructure Plan and SHOPP

		Fiscal Years										
	Approximate Due Date	*2016-17*	*2017-18*	*2018-19*	*2019-20*	*2020-21*	*2021-22*	*2022-23*	*2023-24*	*2024-25*	*2025-26*	*2026-27*
2017 Ten-Year SHSMP	Jan 2017					10-Year Plan						
2016 Four-Year Programmed SHOPP	Jan 2016		4-Year Plan									
2018 Facilities Infrastructure Plan	July 2017				5-Year Plan							
2018 Four-Year Programmed SHOPP *	Jan 2018				4-Year Plan							

* The 2018 Four-Year Programmed SHOPP is tied to the 2017 Ten-Year State Highway System Management Plan (SHSMP).

Infrastructure Description

Caltrans transportation-related facilities include approximately 440 sites consisting of approximately 4,000,000 square feet of equipment shops, maintenance facilities, materials laboratories, and transportation management centers, as displayed below.

Summary
Transportation-Related Facilities

Facility Type	Square Feet	Number of Sites
Equipment Shops	666,561	26
Maintenance Facilities	2,742,000	391
Materials Laboratories [1/]	306,893	10
Transportation Management Centers	265,685	13
Total	**3,981,139**	**440**

[1/] Chart only reflects Category I (Program Laboratories) and Category II (Main District Materials Engineering Testing Laboratories). The Field Construction Laboratories (113 sites) are not included in the figures in the table.

SHOPP Decision Document - 'Single Point of Contact for Transportation-Related Facilities'

In June 2015, an important step was taken to improve Caltrans' facility management and address the magnitude of facility needs. SHOPP Decision Document 2015-1, 'Single Point-of-Contact for Transportation-Related Facilities' was approved, identifying a single point-of-contact for transportation-related facilities in the SHOPP and setting aside an average allocation of $10 million annually[1] for transportation-related facilities. The Decision Document helps streamline communication in the SHOPP organizational structure and fund facility needs.[2]

[1] The funding to commence in the last two years of the 2016 SHOPP, Fiscal Years 2018-19 and 2019-20.
[2] A copy of the Decision Document can be found in the Appendix section of this document.

Projects

The 2018 FIP identifies approximately $72.1 million in total project cost during the five-year plan period (FYs 2018-19 through 2022-23), with approximately $50.3 million in construction and land acquisition costs and approximately $21.9 million in associated capital outlay support costs (e.g., engineering and right of way acquisition staff). A summary of these costs is presented in the chart below. Below is a summary of the project costs in the FIP and SHOPP for transportation-related facilities.

Projected Facilities Infrastructure Needs
Construction, Land, Capital, and Support

Fiscal Years 2018-19 through 2022-23

	2016 SHOPP Fiscal Years		2018 SHOPP Candidate Projects Fiscal Years					
			2018 Facilities Infrastructure Plan Fiscal Years					
SHOPP Programmed and Candidate Projects								
Location/Descriptions	**2016-17**	**2017-18**	**2018-19**	**2019-20**	**2020-21**	**2021-22**	**2022-23**	**2018 FIP Total**
Equipment Shops	$0	$23,400,000	$0	$0	$0	$0	$0	**$0**
Maintenance Facilities	$12,450,000	$2,757,000	$14,028,000	$0	$17,000,000	$6,000,000	$0	**$37,028,000**
Materials Laboratories	$0	$0	$0	$0	$10,700,000	$0	$0	**$10,700,000**
Transportation Management Center	$0	$0	$0	$0	$0	$0	$0	**$0**
Construction Totals	**$12,450,000**	**$26,157,000**	**$14,028,000**	**$0**	**$27,700,000**	**$6,000,000**	**$0**	**$47,728,000**
Land	$20,000	$520,000	$27,000	$0	$2,010,000	$500,000	$0	**$2,537,000**
Sub-total (Capital)	$12,470,000	$26,677,000	$14,055,000	$0	$29,710,000	$6,500,000	$0	**$50,265,000**
Support	$9,015,000	$10,418,000	$9,054,000	$0	$9,800,000	$3,000,000	$0	**$21,854,000**
Grand Total (Capital + Support)	**$21,485,000**	**$37,095,000**	**$23,109,000**	**$0**	**$39,510,000**	**$9,500,000**	**$0**	**$72,119,000**

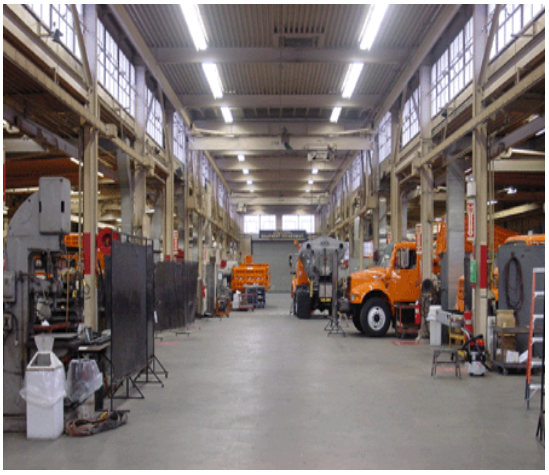
**Note: This table does not reflect $10M in reservation funds set aside for transportation related facilities for Fiscal Year 2019-20*

EQUIPMENT SHOPS

Introduction

The Division of Equipment (DOE) is responsible for Caltrans' fleet of light vehicles and heavy construction equipment consisting of approximately 12,000 vehicles. Light vehicles include automobiles, pickup trucks, and utility vehicles. Heavy construction equipment consists of road graders, loaders, dump trucks, snow blowers, drilling equipment, and other construction-related machineries. Both light vehicles and heavy construction equipment are serviced and repaired by approximately 400 professional equipment mechanics of the DOE.

Equipment Shop Headquarters, Sacramento



Inside Equipment Shop Headquarters, Sacramento

Equipment shops provide space to store tools and materials for mechanics to repair and sustain Caltrans' fleet of vehicles that are used to operate and maintain the state highway system. An equipment shop complex may include structures such as office, shop, warehouse, storage, and other improvements.

Infrastructure Description

DOE maintains 13 shops and 13 sub-shops totaling 26 shops and 666,561 square feet statewide as displayed in the table below.

In addition to the 26 equipment shops/sub-shops, there are 123 resident mechanic facilities and 86 traveling mechanic facilities that are located within 209 of the maintenance facilities, which are under the Division of Maintenance, but are used/occupied by the DOE staff for the repair and maintenance of Caltrans' fleet.

Transportation-Related Facilities
Equipment Shops Inventory

District		Address	City and Shop/Sub-Shop Number	Square Feet
1	Eureka	1650 Albee Street	Eureka Shop (2101)	30,982
1	Eureka	3290 North State Street	Ukiah Sub-Shop (2102)	28,560
2	Redding	1430 George Drive	Redding Shop (2201)	35,532
2	Redding	471-800 Diane Drive	Susanville Sub-Shop (2202)	5,091
3	Marysville	981 North Beale Road	Marysville Shop (2301)	49,043
3	Marysville	10152 Keiser Avenue	Truckee Sub-Shop (2302)	9,089
3	Marysville	2243 Carnelian Drive	Meyers Sub-Shop (2303)	6,460
4	Oakland	1993 Mariana Boulevard	San Leandro Shop (2401)	48,040
4	Oakland	Bay Bridge Toll Plaza	Oakland Sub-Shop (2402)	17,360
4	Oakland	120 Rickard Street	San Francisco Sub-Shop (2403)	3,568
4	Oakland	6010 Monterey, Building "B"	San Jose Sub-Shop (2404)	30,745
4	Oakland	2019 West Texas	Fairfield Sub-Shop (2405)	5,394
5	San Luis Obispo	66 Madonna Road	San Luis Obispo Shop (2501)	25,433
6	Fresno	1385 North West Avenue	Fresno Shop (2601)	33,352
6	Fresno	1200 Olive Avenue	Bakersfield Sub-Shop (2602)	15,700
7	Los Angeles	13204 Golden State Road	Sylmar Shop (2701)	70,681
7	Los Angeles	7301 East Slauson Avenue	Commerce Sub-Shop (2702)	14,600
7	Los Angeles	100 South Main Street	Los Angeles Sub-Shop (2703)	18,865
8	San Bernardino	320 South Sierra Way	San Bernardino Shop (2801)	34,912
8	San Bernardino	1800 Dill Road	Barstow Sub-Shop (2802)	8,400
9	Bishop	11 Jay Street	Bishop Shop (2603)	23,829
10	Stockton	1603 South B Street	Stockton Shop (3001)	24,396
11	San Diego	7179 Opportunity Road	San Diego Shop (3101)	31,800
11	San Diego	1607 Adams Avenue	El Centro Sub-Shop (3102)	4,202
12	Santa Ana	691 South Tustin Street	Orange Shop (2704)	5,500
HQ	Sacramento	34th Street & Stockton Blvd	Sacramento HQ Shop (3201)	85,027
			Total:	**666,561**

Projects

The 2018 FIP identifies no projects during the five-year plan period (FYs 2018-19 through 2022-23). There is one project programmed in the 2016 SHOPP that is outside the five-year scope of the FIP with approximately $23.4 million in construction and land acquisition costs and approximately $8 million in associated capital outlay support costs (e.g., engineering and right of way acquisition staff), for a total project cost of $31.4 million. A summary of these costs is presented in the chart below.

EQUIPMENT SHOPS	2016 SHOPP Fiscal Years		2018 SHOPP Candidate Projects Fiscal Years					
			2018 Facilities Infrastructure Plan Fiscal Years					
PROGRAMMED IN 2016 SHOPP Location/Description	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2018 FIP Total
D7 Southern Regional Equipment Repair Shop	$0	$23,400,000	$0	$0	$0	$0	$0	$0
2018 SHOPP CANDIDATE PROJECTS Location/Description	$0	$0	$0	$0	$0	$0	$0	$0
Construction Totals	$0	$23,400,000	$0	$0	$0	$0	$0	$0
Land	$0	$0	$0	$0	$0	$0	$0	$0
Sub-total (Capital)	$0	$23,400,000	$0	$0	$0	$0	$0	$0
Support	$0	$8,000,000	$0	$0	$0	$0	$0	$0
Grand Total (Capital + Support)	$0	$31,400,000	$0	$0	$0	$0	$0	$0

Project Description

Programmed Projects[4]: FY 2016-17 through FY 2017-18

District 7, Southern Regional Equipment Repair Shop - Construction Cost Estimate: $23,400,000

The project proposes to replace and consolidate the existing Shop 12 in Orange County (closed due to safety and operational concerns) and the existing Commerce Sub-Shop in Los Angeles County with a Southern Regional Equipment Repair Shop at a Caltrans-owned property located at 14044 Freeway Drive, Santa Fe Springs. The proposed facility will comply with new building codes, American Disabilities Act (ADA), and standards set forth by Division of Equipment. The proposed facility will provide a safe working environment for its personnel and help better serve the needs of the customers in the Southern California region.

The two existing facilities that are being replaced by the proposed project were built in the 1960's and 1970's, with construction material containing asbestos and/or lead paint. The existing site is functionally obsolete with insufficient space available for efficient operation and storage or equipment or vehicles.

[4] Projects listed for FY 2016-17 and FY 2017-18 are outside the five-year span of the FIP.

MAINTENANCE FACILITIES

Introduction

The Division of Maintenance is responsible for maintenance of the state highway system in a manner consistent with Caltrans mission of providing a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. This includes ensuring public and employee safety, preserving the highway infrastructure, and providing services that contribute to mobility and promote a clean and healthy environment. The Division of Maintenance consists of approximately 5,800 employees who work in partnership with other state agencies, local agencies, and private contractors to maintain the state highway system.

Together, the Division of Maintenance and its partners maintain approximately 50,000 lane miles of highway, more than 13,000 bridges, 250,000 roadside acres, 25,000 acres of landscaping, 87 rest areas, as well as commercial vehicle enforcement facilities, and countless other items that make up the state highway system inventory. Maintenance facilities are required to house staff, store equipment, and store materials used in the maintenance and repair of the state highway system. These facilities have building features such as: crew office space, equipment storage bays, equipment service bays, dormitories, employee housing, wash racks, material storage bins, bulk fuel, and hazmat storage.

Infrastructure Description

The total maintenance facilities operation space is approximately 2.7 million square feet. Maintenance facilities are of various types and are categorized as follows:

- Highway Maintenance Crew Stations
- Landscape Maintenance Crew Stations
- Special Crew Stations
- Stand-Alone Salt/Sand Storage Sheds
- Satellite Stations

Transportation-Related Facilities Maintenance Facilities Inventory

District		Square Feet
1	Eureka	137,000
2	Redding	317,000
3	Marysville	376,000
4	Oakland	363,000
5	San Luis Obispo	143,000
6	Fresno	227,000
7	Los Angeles	338,000
8	San Bernardino	208,000
9	Bishop	130,000
10	Stockton	214,000
11	San Diego	126,000
12	Santa Ana	163,000
	Total:	**2,742,000**

District 11, El Centro Maintenance Station

Projects

The 2018 FIP identifies seven projects at approximately $55.3 million in total project cost during the five-year plan period (FYs 2018-19 through 2022-23), with approximately $37.6 million in construction and land acquisition costs and approximately $17.8 million in associated capital outlay support costs (e.g., engineering and right of way acquisition staff). There are two projects programmed in the 2016 SHOPP that are outside the five-year scope of the FIP with approximately $15.7 million in construction and land acquisition costs and approximately $11.4 million in associated capital outlay support costs for a total project cost of $27.2[5] million. A summary of these costs is presented in the chart below. FIP project descriptions are provided on the following page.

MAINTENANCE FACILITIES	2016 SHOPP Fiscal Years		2018 SHOPP Candidate Projects Fiscal Years					
			2018 Facilities Infrastructure Plan Fiscal Years					
PROGRAMMED IN 2016 SHOPP								
Location/Description	2016-17	2017-2018	2018-19	2019-20	2020-21	2021-22	2022-23	2018 FIP Total
D2 Adin Maintenance Station	$0	$0	$4,880,000	$0	$0	$0	$0	**$4,880,000**
D3 Floriston Sand/Salt Storage Facility	$0	$0	$2,478,000	$0	$0	$0	$0	**$2,478,000**
D4 San Francisco Oakland Bay Bridge (SFOBB) Maintenance Complex Phase 3 Training Facility	$12,450,000	$0	$0	$0	$0	$0	$0	**$0**
D6 Mojave Maintenance Station Replacement	$0	$2,757,000	$0	$0	$0	$0	$0	**$0**
D8 San Bernardino Maintenance Station	$0	$0	$6,670,000	$0	$0	$0	$0	**$6,670,000**
2018 SHOPP CANDIDATE PROJECTS								
Location/Description								
D8 Fontana Maintenance Station	$0	$0	$0	$0	$17,000,000	$0	$0	**$17,000,000**
D9 Tehachapi Maintenance Station Expansion	$0	$0	$0	$0	$0	$6,000,000	$0	**$6,000,000**
Construction Totals	$12,450,000	$2,757,000	$14,028,000	$0	$17,000,000	$6,000,000	$0	**$37,028,000**
Land	$20,000	$520,000	$27,000	$0	$10,000	$500,000	$0	**$537,000**
Sub-total (Capital)	$12,470,000	$3,277,000	$14,055,000	$0	$17,010,000	$6,500,000	$0	**$37,565,000**
Support	$9,015,000	$2,418,000	$9,054,000	$0	$5,700,000	$3,000,000	$0	**$17,754,000**
Grand Total	**$21,485,000**	**$5,695,000**	**$23,109,000**	**$0**	**$22,710,000**	**$9,500,000**	**$0**	**$55,319,000**

**Note: This table does not reflect $10M in reservation funds set aside for Transportation Related Facilities for Fiscal Year 2019-20*

[5] Minor variation due to rounding.

Project Description

Programmed Projects[7]: FY 2016-17 through FY 2017-18

District 4, San Francisco Oakland Bay Bridge (SFOBB) Maintenance Complex Phase 3 Training Facility – Construction Cost Estimate: $12,450,000
The project proposes to build a new maintenance training facility as part of the San Francisco Oakland Bay Bridge (SFOBB) Maintenance Complex project. The project is located just south of the SFOBB Toll Plaza area at the SFOBB maintenance yard and includes redevelopment of an existing open area to add a new District 4 Maintenance Training Facility building with adjacent parking lot improvements. The new training facility is needed to consolidate all District 4 Maintenance training needs to one location centrally located within the District and address deficiencies such as operations and site requirements

District 6, Mojave Maintenance Station Replacement – Construction Cost Estimate: $2,757,000
The project proposes to demolish the deteriorated facility and construct a new crew room, equipment storage building and modify the existing wash pad. The existing facility has exceeded its service life and is operationally inefficient.

Programmed Projects[8]: FY 2018-19 through FY 2019-20

District 2, Adin Maintenance Station Replacement – Construction Cost Estimate: $4,880,000
The proposed project replaces the office/crew building, equipment storage bay, covered storage canopy, salt storage building, and detention basin. The maintenance yard also needs to be repaved. The existing facility, built in the 1960s, has exceeded its service life, has inadequate work space and is operationally deficient. Furthermore, the National Pollutant Discharge Elimination System (NPDES) requirements for stormwater runoff need to be addressed.

District 3, Floriston Sand/Salt Storage Facility – Construction Cost Estimate: $2,478,000
The project proposes to construct a salt and sand storage facility on Interstate 80 in the vicinity of the California Highway Patrol Donner Pass Inspection Facility and the California Department of Food and Agriculture Truckee Border Protection Station. The new facility will replace the salt and storage facilities at Floriston. The existing Floriston facility is operationally deficient, has exceeded its service life, is in deteriorating condition, and may have negative environmental impacts on the Truckee River. Closing the existing

[7] Projects Programmed for FY 2016-17 and FY 2017-18 are outside the five-year span of the FIP.
[8] Projects Programmed for FY 2018-19 and FY 2019-20 are within the five-year span of the FIP.

Floriston facility during the winter months impacts service to Interstate 80, State Route 89, and State Route 267.

District 8, San Bernardino Maintenance Station Replacement – Construction Cost Estimate: $6,670,000
The facility project proposes to reconstruct the San Bernardino Maintenance Station. Reconstruction will include replacement of three of the existing office buildings and one of the warehouses that were built in 1954. The purpose of the project is to correct deficiencies and expand the capabilities of the maintenance station as the North Regional Manager Headquarters and alternative Emergency Operations Center. The current office staff is working out of three different locations. The facility has exceeded its service life, has inadequate work space, and is operationally deficient for current facility needs.

2018 SHOPP Candidate Projects[9]: FY 2020-21 through FY 2021-22

District 8, Fontana Maintenance Station – Construction Cost Estimate: $17,000,000
The proposed new maintenance station will reduce response time to State Route 210. State Route 210 increased the District's inventory for electrical and landscape workload as well as lane miles. The nearest maintenance station to State Route 210 is the Magana-Ortega Maintenance Station. The emergency response time for the crew at the Magana-Ortega Maintenance Station can be as much as 50 minutes. Additionally, the construction of the Fontana Maintenance Station will be located adjacent to the Southern Regional Laboratory and Transportation Management Center/Emergency Operations Center. Along with the existing emergency facilities, the Fontana Maintenance Station is a critical asset of the State of California Emergency Plan (SEP).

District 9, Tehachapi Maintenance Station Expansion – Construction Cost Estimate: $6,000,000
The project proposes to relocate the existing Tehachapi Maintenance Station to a more suitable site in the Tehachapi area as well as construct utilities, crew and office building, mechanic facilities, truck shed and upgrade electrical system at the new site. The existing facility is functionally obsolete and yard space is operationally deficient for the crews and equipment. The existing building does not meet current building codes and ADA compliance.

[9] Candidate Projects for FY 2020-21 and FY 2021-22 are within the five-year span of the FIP

MATERIALS LABORATORIES

Introduction

Caltrans currently operates approximately 124 materials testing facilities, ranging in size from large complex laboratories to small field construction testing facilities. District Materials Engineering (DME) and Independent Assurance Laboratories are currently located in Districts 1, 2, 3, 5, 6, 8, 9, 10, 11 and at the Caltrans Transportation Laboratory (TransLab) located in Sacramento. Additionally, Caltrans' Southern Regional Laboratory in San Bernardino County was completed in Fiscal Year 2010-11. Each of these laboratories provides support for all phases of the project development process and is required to perform federal and state-mandated quality assurance testing.

State Headquarters
Materials and Testing Laboratory, Sacramento
(Sacramento TransLab)

Staff routinely perform field and laboratory testing of highway materials in the construction phase and are responsible for providing materials information during the planning and design phases, including the Project Materials Report. District laboratories perform routine testing on soils, aggregate, asphalt concrete, and Portland cement concrete. This effort includes the coordination of skid testing, roadway and bridge profilographing, nuclear gauge administration, preliminary testing, calibration of equipment, and pavement coring.

The TransLab and DME laboratories are over 45 years of age, resulting in facilities that are not in compliance with current codes or lack electrical/mechanical capacity to run testing equipment efficiently. These facilities require infrastructure assessments be performed to determine actual facility safety conditions and electrical/mechanical conditions, repair costs, operational issues, and facility code deficiencies.

Infrastructure Description

The materials testing facilities are divided into the following three (3) category types:

- Category I – Program Laboratories (2)
  - Sacramento TransLab
  - Southern Regional Laboratory
- Category II – Main District Materials Engineering Testing Laboratories (9)
- Category III – Field Construction Laboratories (113)
  - Fixed Sites – 42
  - Mobile Sites 71

The facility inventory for Caltrans' Materials Laboratories (Category I and II) total 306,893 square feet as displayed in the table below.

Transportation-Related Facilities
Materials Laboratories Inventory [1/]

District		Address	City	Square Feet
1	Eureka	1726 Albee Street	Eureka	6,400
2	Redding	1657 Riverside Drive	Redding	5,841
3	Marysville	5330 Arboga Road	Olivehurst	13,000
5	San Luis Obispo	50 Higuera Street	San Luis Obispo	3,330
6	Fresno	1352 West Olive	Fresno	5,600
8	San Bernardino	13970 Victoria Street [2/]	Fontana	81,000
9	Bishop	500 South Main	Bishop	2,200
10	Stockton	1976 East Dr. Martin Luther King Jr. Blvd	Stockton	5,617
11	San Diego	7177 Opportunity Road	San Diego	12,710
HQ	Sacramento	5900 Folsom Boulevard	Sacramento	171,195
			Total	**306,893**

[1/] Table only reflects Category I (Program Laboratories) and Category II (Main District Materials Engineering Testing Laboratories).

[2/] The Southern Regional Laboratory in District 8 San Bernardino supports Districts 7, 8, and 12.

Projects

The 2018 FIP identifies two projects at approximately $16.8 million in total project cost during the five-year plan period (FYs 2018-19 through 2022-23), with approximately $12.7 million in construction and land acquisition costs and approximately $4.1 million in associated capital outlay support costs (e.g., engineering and right of way acquisition staff). FIP project descriptions are provided on the following page.

MATERIALS LABORATORIES	2016 SHOPP Fiscal Years		2018 SHOPP Candidate Projects Fiscal Years					
			2018 Facilities Infrastructure Plan Fiscal Years					
PROGRAMMED IN 2016 SHOPP Location/Description	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2018 FIP Total
	$0	$0	$0	$0	$0	$0	$0	**$0**
2018 SHOPP CANDIDATE PROJECTS Location/Description								
D1 - Eureka Materials Laboratory Retrofit/Replacement	$0	$0	$0	$0	$3,200,000	$0	$0	**$3,200,000**
D4 San Bruno Materials Lab Replacement	$0	$0	$0	$0	$7,500,000	$0	$0	**$7,500,000**
Construction Totals	$0	$0	$0	$0	$10,700,000	$0	$0	**$10,700,000**
Land	$0	$0	$0	$0	$2,000,000	$0	$0	**$2,000,000**
Sub-total (Capital)	$0	$0	$0	$0	$12,700,000	$0	$0	**$12,700,000**
Support	$0	$0	$0	$0	$4,100,000	$0	$0	**$4,100,000**
Grand Total	**$0**	**$0**	**$0**	**$0**	**$16,800,000**	**$0**	**$0**	**$16,800,000**

Project Description

2018 SHOPP Candidate Projects[11]: FY: 2020-21 through FY 2021-22

District 1, Eureka Materials Laboratory Retrofit/Replacement – Construction Cost Estimate: $3,200,000

The project proposes to address multiple deficiencies associated with the District 1 Materials Lab in Eureka. The existing functionally obsolete laboratory, built in 1954, has numerous health, safety, and operational deficiencies. The project will include equipment testing areas to accommodate current testing methods, provide a safe work environment for its personnel, and help better serve the needs of the customers in the region.

District 4, San Bruno Materials Lab Replacement – Construction Cost Estimate: $7,500,000

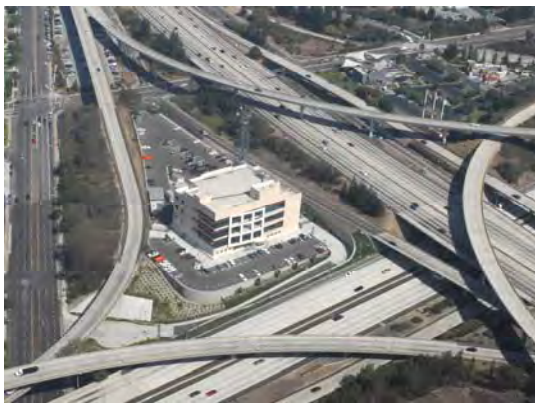
The project proposes to address multiple deficiencies associated with the District 1 Materials Lab in Eureka. The existing functionally obsolete laboratory, built in 1963, is closed due to numerous health, safety, and operational deficiencies. The project will include equipment testing areas to accommodate current testing methods, provide a safe work environment for its personnel and help better serve the needs of the customers in the region.

[11] Candidate Projects for FY 2020-21 and FY 2021-22 are within the five-year span of the FIP.

TRANSPORTATION MANAGEMENT CENTERS

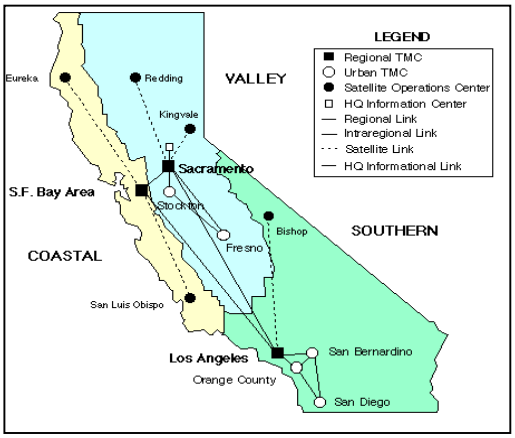
Introduction

A Transportation Management Center (TMC) Master Plan was written in 1997 to develop the framework for standardized statewide strategies for TMCs. Based on geography and population centers, California is divided into three transportation regions that are managed by three regional TMCs located in Districts 3, 4, and 7; five urban TMCs located in Districts 6, 8, 10, 11, and 12; and five smaller TMCs/Satellite Operations Centers (SOCs) located in Districts 1, 2, 3, 5, and 9.



District 7 – Los Angeles Regional Transportation Management

TMCs coordinate with each other and with neighboring states to optimize the efficiency of the transportation system, minimize traveler delays, and increase the safety of the traveling public and the highway workers that maintain the system. The TMCs conduct daily transportation management activities to smooth the flow of traffic, coordinate traffic incident management response in order to limit non-recurring congestion, and provide traveler information to the public to help them make informed travel decisions. The three TMCs designated as regional TMCs provide traffic operations services beyond their urban area as needed.



Transportation Management Center Locations

Since the California Highway Patrol (CHP) conducts incident scene management and other public safety services (e.g., pacing traffic in fog and snow) on the state highways, communication and coordination between Caltrans' Traffic Operations staff and CHP staff is critical. In some cases, CHP staffs (officers, dispatchers, and public information officers) are co-located within the TMCs. Additionally, in some locations, a local or regional Emergency Operations Center may be operated within a TMC due to the coordination and media capabilities they possess.

Infrastructure Description

Caltrans maintains 265,685 square feet of TMC operating space, as shown in the table below. Typical TMCs may include security, communication, and dispatch areas; press coverage and briefing rooms; staff offices; restrooms; and locker areas.

Transportation-Related Facilities
Transportation Management Centers (TMCs) Inventory

District		Address	City	Year Built	Square Feet
1	Eureka	1656 Union Street	Eureka	1953	230
2	Redding	1657 Riverside Drive	Redding	1953	830
3	Marysville	3165 Gold Valley Drive	Rancho Cordova	1999	34,200
3	Marysville	51121 Donner Pass Road [1/]	Kingvale	N/A	1,760
4	Oakland	111 Grand Avenue	Oakland	1992	10,200
5	San Luis Obispo	50 Higuera Street	San Luis Obispo	1955	1,500
6	Fresno	1352 West Olive	Fresno	1958	3,065
7	Los Angeles	2901 West Broadway	Los Angeles	2008	82,300
8	San Bernardino	13970 Victoria Street	Fontana	2011	43,000
9	Bishop	500 South Main Street	Bishop	1954	400
10	Stockton	1976 East Dr. Martin Luther King Jr. Blvd.	Stockton	1957	2,200
11	San Diego	7183 Opportunity Road	San Diego	1996	42,000
12	Santa Ana	6681 Marine Way	Irvine	2001	44,000
				Total	**265,685**

[1/] Winter operation at the Kingvale Maintenance Station

District 12 – TMC Video Wall

District 3 – Changeable Message Sign/Ramp Meter

Projects

The 2018 FIP identifies no Transportation Management Center (TMC) projects for Fiscal Years 2018-19 through 2022-23.

TRANSPORTATION MANAGEMENT CENTERS	2016 SHOPP FISCAL YEARS		2018 SHOPP Candidate Projects Fiscal Years					
			2018 Facilities Infrastructure Plan Fiscal Years					
	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2018 FIP Total
PROGRAMMED IN 2016 SHOPP	$0	$0	$0	$0	$0	$0	$0	$0
Location/Description								
2018 SHOPP CANDIDATE PROJECTS	$0	$0	$0	$0	$0	$0	$0	$0
Location/Description								
Construction Totals	$0	$0	$0	$0	$0	$0	$0	**$0**
Land	$0	$0	$0	$0	$0	$0	$0	**$0**
Sub-total (Capital)	$0	$0	$0	$0	$0	$0	$0	**$0**
Support	$0	$0	$0	$0	$0	$0	$0	**$0**
Grand Total	$0	$0	$0	$0	$0	$0	$0	$0

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CHAPTER 4

RESOURCE CONSERVATION

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RESOURCE CONSERVATION EFFORTS

The California Department of Transportation's (Caltrans') resource conservation policies, practices, and planning efforts are consistent with Governor Edmund G. Brown Jr.'s Executive Order B-16-12, signed on March 23, 2012; Executive Order B-18-12, signed on April 25, 2012; Executive Order B-29-15, signed on April 1, 2015; Executive Order B-30-15 signed on April 29, 2015; Executive Order B-37-16, signed May 9, 2016; and the Executive Order B-40-17, signed April 7, 2017.

Policy

Executive Order B-16-12

Executive Order B-16-12 moves the state toward the integration of zero-emission vehicles (ZEVs) into the mainstream. It directs the state toward establishing an infrastructure that can support increased public and private ZEVs. The Executive Order requires state agencies to increase the number of ZEVs through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are zero-emission by 2015 and at least 25 percent by 2020.

Executive Order B-18-12

Executive Order B-18-12 directs agencies and departments to take steps to green the state's buildings, reduce greenhouse gas emissions, and improve energy efficiency. The Executive Order requires state agencies and departments to:

- Achieve the United States Green Building Council's Leadership in Energy and Environmental Design (LEED) "Silver" certification or higher and to incorporate clean, on-site power generation (such as photovoltaic, solar thermal, wind power generation, and clean back-up power supplies) for new or renovated state buildings larger than 10,000 square feet;
- Set a target of zero net energy consumption for 50 percent of new and renovated state-owned buildings after 2020, zero net energy consumption from all new or renovated state buildings designed after 2025 and zero net energy on 50 percent of square footage of existing state-owned buildings by 2025;
- Reduce grid-based energy purchases and other non-building grid-based retail energy purchases by 20 percent by 2018, as compared to a 2003 baseline;
- Reduce overall water use by 10 percent by 2015 and 20 percent by 2020, as measured against a 2010 baseline;

- Reduce greenhouse gas emissions by 10 percent by 2015 and 20 percent by 2020, as measured against a 2010 baseline;
- Measure and report power usage effectiveness (PUE) annually of data centers that exceed 1,000 square feet to the California Department of Technology using the Power Usage Effectiveness Report. Data Centers that exceed a PUE of 1.5 shall reduce their PUE by a minimum of 10 percent per year until they achieve a 1.5 or lower PUE.

Executive Order B-29-15

Executive Order B-29-15 directs the state to save water, increase enforcement to prevent wasteful water use, streamline the state's drought response and invest in new technologies that will make California more drought resilient. The Governor directed the State Water Resources Control Board to implement mandatory drought reductions in cities and towns across California to achieve a statewide 25 percent reduction in potable urban water usage through February 28, 2016 compared to a 2013 baseline.

Executive Order B-30-15

Executive Order B-30-15 establishes a new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030; in order to ensure California meets a reduction target of 80 percent below 1990 levels by 2050. Furthermore, the Executive Order establishes a process for tracking implementation of adaption activities and requires that state agencies incorporate climate change into their planning and investment decisions using a full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives. Additionally, the California's Five-Year Infrastructure Plan will incorporate current and future climate change impacts in decisions to construct new infrastructure projects and rehabilitate existing ones.

Caltrans continues to work towards reaching the goals articulated in Executive Order B-30-15, Executive Order B-29-15, Executive Order B-16-12, Executive Order B-37-16, and the Executive Order B-40-17. Additionally, Caltrans takes measures to follow Executive Order B-18-12 to support the state's renewable power statutes, "green power" electric grid demand, energy and water conservation, LEED, climate change mandates, and the ZEV mandates.

Executive Order B-37-16

Executive Order B-37-16 aims to bolster California's climate and drought resilience.

This Executive Order directs five state agencies to establish a long-term water conservation framework that will enhance the resiliency of California communities against climate and drought.

Executive Order B-40-17

Executive Order B-40-17 lifts the drought emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne, where emergency drinking water projects will continue to help address diminished groundwater supplies. This Executive order rescinds two emergency proclamations from January and April 2014 and four drought-related Executive Orders issued in 2014 and 2015. This Executive Order also builds on action s in Executive Order B-37-16 to continue making water conservation a way of life in California.

Practice and Planning

Water Efficiency and Conservation

Caltrans continues to build on existing efforts to conserve water, address fundamental changes in its approach to water resource management, and prepare for changes in the future. Since the Governor's drought declaration Caltrans has taken the following measures to conserve water:

Office Facilities

- Continue to work toward reducing water usage by 25 percent.
- Surveyed all facilities to expedite water efficiency retrofits of interior water fixtures, landscape irrigation and planting, and other water-using equipment of facilities.
- Installed low-flow water faucet aerators to reduce interior water usage.
- Checked automatic sensors on faucets, toilets, and urinals to ensure they are operating properly and avoid unnecessary water use.
- Replaced faulty plumbing fixtures with low-volume models, if feasible.
- Ceased supplying water to equipment and areas that are not utilized.
- Ceased building interior and exterior window washing.
- Ceased power washing unless required for health or safety issues.
- Installed "Reduce Water Use" signage.
- Implemented energy-efficiency measures to reduce the need for building and equipment cooling and heating, which will reduce the amount of water required by these systems.
- Ceased watering turf or annuals.
- Ceased the use of water features (i.e., fountains, etc.).

- Ceased state vehicle washing unless for health and safety reasons.
- Designed water-smart landscapes.

Maintenance and Construction

- Ceased landscape irrigation and highway planting work in severe water shortage areas as defined by the California Department of Public Health.
- Ceased irrigation of turf grasses and lawns at all maintenance facilities and roadsides (i.e., State Roadside Rest Areas, Truck Weight Inspection Facilities, etc.).
- Continue to replace inefficient irrigation and plumbing components with water-efficient components.
- Continue to apply mulch and reduce pruning of trees and shrubs (except when addressing safety issues) to reduce water loss through evaporation from the soil.
- Ceased washing state vehicles unless for health and safety reasons.

Other Water Conservation Projects

- The South Lake Tahoe Maintenance Stations installed a wash rack improvements that will reduce water consumptions.
- Since 2014, there were 1,361 water fixtures replaced statewide with more efficient models in office buildings, maintenance stations, and equipment shops.
- A district-wide (Del Norte, Humboldt, Mendocino, and Lake Counties) water retrofit was completed at all District 1 maintenance facilities in 2016.

Energy Efficiency and Conservation

Clean Renewable Energy Bonds

Caltrans requested budget authority in Fiscal Year 2008-09 to spend $20 million from the sale of Clean Renewable Energy Bonds (CREBs) to install roof-mounted solar panels at 70 transportation facilities. The goal is for the 70 sites to generate over 2.4 megawatts (MW) of energy. The funding for the debt service payments will come from the utilities savings in the State Highway Account (SHA) that result from the installation of the photovoltaic systems.

In 2009, the bonds were sold and the design of the 70 projects started. As of mid-January 2013, all 70 projects were completed and generating electricity. The 2.4 megawatts of solar power that Caltrans' 70 sites are expected to produce can power approximately 500 homes per year.

Solar Energy Projects

- The District 8 Transportation Management Center and the Southern Regional Laboratory campus in Fontana installed a 19-acre solar farm under a Public Private Partnership to provide lower cost electricity to these facilities.
- In 2016, Caltrans facilities in Redding, Oakland, San Bernardino, and Irvine plan to participate in the California Department of General Services (DGS) Solar Power Purchase Agreement (PPA) which includes performing a fesibility study to determine viable candidate locations.

Electric Vehicle Projects

- Caltrans installed 96 electric vehicle (EV) charging stations in service and plans to install an additional 147 EV charging stations statewide.
- Caltrans' fleet currently has 134 electric and hydrogen vehicles in service such as, Battery Electric Vehicles (BEV), Plug-in Hybrid Electric Vehicles (PHEV), or Fuel Cell Vehicles (FCV) and plans on acquiring 93 more vehicles.

Efficient Lighting Projects

- Caltrans facilities purchased and distributed 64,000 Light Emitting Diode (LED) luminaries to its statewide district headquarters buildings. These LED tubes will have a longer operational life span, are 40%-50% more energy efficient, and more ecologically friendly than fluourescent lights presently used because they do not contain mercury.
- In 2015,the Headquarters Equipment Shop converted 584 light fixtures to LED luminaries and other field shops are installing or have installed LED luminaries resulting in approximately 40% energy savings.

- Equipment Bays in Adin, Yreka, and Grass Lake Maintenance Stations will replace flourescent lights with LEDs this fiscal year.
- The Division of Maintenance purchased LED luminaries for many of the maintenance stations statewide. This ongoing effort will replace the maintenance yard exterior lights, specifically the cobra head street lighting and wall pack light fixtures that have inefficient lighting units. Additionally all interior lights will be replaced with LEDs. The anticipated savings in energy costs will be approximately 35%-40% from the initial energy usage cost.

Energy Efficiency in Data Centers and Server Rooms

- In 2016 and 2017, all District Office Data Centers were evaluated for Power Use Effectiveness (PUE) in compliance with reporting requirements of B-18-12.

Other Energy Efficiency Projects

- The Sacramento Headquarters Division of Equipment (DOE) office building was recently retrofitted with a modern more efficient Heating, Ventilation and Air Conditioning (HVAC) system.
- In July 2015, the District 1 (Eureka) Fire, Life Safety Modernization Project, included the installation of energy efficient lights and heating and ventilation.
- Caltrans Information Technology (IT) uses a power management software on all workstations and laptops that manages the power options settings and sets them to sleep mode when not active.

Leadership in Energy and Environmental Design (LEED)

In the past 11 years, Caltrans has constructed three new office buildings in Districts 3, 7, and 11 that are sustainable and have obtained a United States Green Building Council LEED Building Rating of Silver or better. The District 7 Headquarters office building was originally certified as LEED Green Building Rating of Silver, but it achieved LEED Green Building Rating of Gold in 2011 after a series of additional changes. The changes included adjusting the thermostat to further reduce heating and cooling loads, committing to the purchase of recycled products, and adopting more sustainable custodial practices. In 2016, a leased office building project in District 5 (San Luis Obispo) achieved a United States Green Building Council LEED

rating of Gold and a leased office building project in District 12 (Santa Ana) achieved a rating of Silver.

In 2011, the construction of the Inland Empire Transportation Management Center, located in Fontana, was completed and a LEED Green Building Rating of Gold was achieved, which is the first essential services facility in the nation to achieve this certification.

The construction of the Phillip S. Raine Rest Area on Highway 99 near Tipton in Tulare County (District 6) that features solar panels, recycled materials, pervious paving, low-flow plumbing, drought-tolerant plants, and an efficient irrigation system was completed and a LEED Green Building Rating of Platinum (the highest rating available) was achieved. It is the first LEED-certified rest area in California.

The San Francisco Oakland Bay Bridge (SFOBB) Maintenance Complex project is designed to meet or exceed the Governor's Executive Order B-18-12, which requires buildings over 10,000 square feet to be designed as LEED – New Construction Silver certification.

Other LEED Projects

- In 2016, Caltrans Headquarters (HQ) building in Sacramento achieved LEED – Existing Building (EB) Operation and Maintenance (OM) Silver certification. Caltrans plans on performing LEED – EB certifications for District 6 (Fresno), District 10 (Stockton), Caltrans Transportation Laboratory (Sacramento), District 1 (Eureka), and District 4 (Oakland).
- The El Centro Maintenance Station project was designed to include a LEED Green Building Rating of Silver.
- The Caltrans District 3 (Marysville) office is on target to be certified as a LEED – EB Green Building Rating of Gold.
- The Caltrans District 7 (Los Angeles) Headquarters office building is targeted to earn a LEED - EB Green Building Rating of Gold.

Other Resource Conservation Projects

- The Caltrans District 4 (Oakland) and District 8 (San Bernadino) Headquarters office buildings have enrolled in Sustainability Circles. A Sustainability Circle is a comprehensive, six-month, peer-learning program that will enable Caltrans to implement sustainability practices and create a five-year action plan.

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APPENDIX

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Reconciliation to Previous Facilities Infrastructure Plan[1]

(2018 FIP reconcile to 2017 FIP)

Programmed Construction Cost in 2016 SHOPP (Fiscal Years 2018-19 through 2019-20[2])

District	Facility Type	Project	Reconciliation	2017 FIP	2018 FIP
D7	Equipment	Southern Regional Equipment Repair Shop	Programmed Project FY: 2017-18	$23,400,000	$0
D2	Maintenance	Adin Maintenance Station	Programmed Project FY: 2018-19	$4,880,000	$4,880,000
D3	Maintenance	Floriston Sand/Salt Storage Facility	Programmed Project FY: 2018-19	$2,478,000	$2,478,000
D8	Maintenance	San Bernardino Maintenance Station	Programmed Project FY: 2018-19	$6,670,000	$6,670,000
D4	Office	District Office Elevator Repair	New for FY: 2018-19 [1]	$0	$3,000,000
D7	Office	District Office Boiler Repair	New for FY: 2019-20 [2]	$0	$1,800,000
D7	Office	District Office Roof Repair	New for FY: 2018-19 [1]	$0	$2,400,000
				$37,428,000	**$21,228,000**

* Project possibly amended to 2018 SHOPP FY: 18-19 dependent on SHOPP capacity

** Project possibly amended to 2018 SHOPP FY: 19-20 dependent on SHOPP capacity

2018 SHOPP Candidate Projects (Fiscal Years 2020-21 through 2021-22[3])

District	Facility Type	Project	Reconciliation	2017 FIP	2018 FIP
D1	Maintenance	Idlewild Maintenance Facility Retrofit	Pushed out to FY: 2023-24	$2,000,000	$0
D8	Maintenance	Fontana Maintenance Station	Planned for FY: 2020-21	$17,000,000	$17,000,000
D9	Maintenance	Tehachapi Maintenance Station Expansion	New for FY: 2021-22	$0	$6,000,000
D1	Material Laboratories	Eureka Material Laboratory Retrofit/Replacement	Revised Estimate	$1,100,000	$3,200,000
D1	Material Laboratories	San Bruno Material Lab Replacement	New for FY: 2020-21	$0	$7,500,000
				$20,100,000	**$33,700,000**
			TOTAL FIP Projects (FY 2018-19 through 2022-23) Construction Costs	**$57,528,000**	**$54,928,000**

1. Unfunded Needs for transportation related facilities (TRF) are no longer listed for those years beyond the scope of the Facilities Infrastructure Plan. Please refer to the 2017 State Highway System Management Plan for total amount of TRF facility needs.

2. The FIP overlaps the last two years of the 2016 SHOPP

3. The 2018 Candidate Projects overlap Fiscal Years 2020/21 - 2021/22 of the FIP

Appendix - Exhibit 1

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Infrastructure Functional and Physical Inadequacies

The California Department of Finance requests departments to provide documentation of the "infrastructure functional and physical inadequacies". The reports documenting these inadequacies are too extensive to include within this report; however, a list of documentation is provided in the table below. These documents are available upon request from Caltrans.

Facility Studies

District	Study	Date
1	DGS Economic Analysis	August 2007
	DGS Infrastructure Study Update	June 2006
2	DGS Facility Study and Economic Analysis	March 2007
	DGS Infrastructure Study	February 2003
	Seismic Study (Risk Level 5)	October 1997
3	Seismic Study, (Risk Level 5), Rutherform & Chekene	January 1998
	DGS Economic Analysis	September 1999
	DGS Facility Study	1994
4	Seismic Report, Degenkolb Engineer/Crosby Group	May 2004
	Physical & Numerical Performance Evaluation of Steel Monument Frames	December 2002
	DGS Seismic Assessment	1990
5	DGS Facility Study and Economic Analysis	March 2007
	DGS Infrastructure Study	February 2003
	Seismic Study (Risk Level 5), Rutherford & Chekene	January 1999
6	DGS Infrastructure Study	Cancelled
	DGS Economic Analysis	September 2000
	DGS Infrastructure Study	November 1990
7	Building Maintenance Assessment, Owens Group	August 2016
8	Seismic Assessment, Wong Hobach and Lau	1998
	Seismic Study (Risk Level 4), Rutherford & Chekene	March 1998
9	DGS Feasibility Study Report, Shah Kawaskai Architects	March 2008
	DGS Feasibility Study Report	October 2007
	DGS Infrastructure Study	October 2003
10	DGS Infrastructure Study	July 2009
	Seismic Study (Risk Level 3), State Architect	September 1997
HQ	Equipment Shop, DGS Study	Cancelled
	Caltrans Headquarters, DGS Infrastructure Study	July 2006
	Caltrans Headquarters, DGS Infrastructure Study - Update	April 2007
	Long-Term Headquarters Consolidation Master Plan Phase One	April 2010
	Caltrans Headquarters, DGS Infrastructure Study - Update	March, 2017

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Calculation of "Net Need"

Caltrans projects a "net need" for office space totaling approximately 138,555 square feet (less than 2% of the statewide total). This year's "net need" calculation does not take into consideration Senate Bill 1 (SB1) that was approved on April 28, 2017. Passage of SB1 provides funding to Caltrans to address deferred maintenance on the state highway system and the local street and road systems. Specific space needs resulting from SB1 are not available for inclusion at the time of production of the 2018 FIP.

A significant amount of Caltrans state-owned office space inventory will exceed 50 years of age during the 2018 Facilities Infrastructure Plan time period. These facilities will require renovation or replacement. Additionally, in some geographic areas a significant[1] number of Caltrans' employees are housed in leased office space.

STATEWIDE SUMMARY OFFICE FACILITIES "NET NEED"					
	Facilities Infrastructure Plan Years				
	Year 1 FY 2018-19	Year 2 FY 2019-20	Year 3 FY 2020-21	Year 4 FY 2021-22	Year 5 FY 2022-23
New Office Building Construction[1] (location of new office building)	-	-	-	-	-
Number of Buildings Vacated[2] (due to new office building construction)	-	-	-	-	-
Number of Leases Eliminated[3] (due to new office building construction)	-	-	-	-	-
Office Space "Supply"[4] (net square feet of owned and leased space)	2,937,706	2,937,706	2,937,706	2,937,706	2,937,706
Office Space "Demand"[5] (220 net square feet per person)	3,076,260	3,076,260	3,076,260	3,076,260	3,076,260
Office Space "Net Need"[6] (supply less demand - in square feet)	*(138,555)*	*(138,555)*	*(138,555)*	*(138,555)*	*(138,555)*
Office Space "Net Need"[7] (supply less demand - as a percentage)	*(4.72)%*	*(4.72)%*	*(4.72)%*	*(4.72)%*	*(4.72)%*

Chart Footnotes:
1) Actual and proposed construction of office facilities by location and fiscal year.
2) The number of office buildings vacated due to the actual or proposed new office facilities.
3) The number of leases terminated due to the actual or proposed new facilities.
4) The amount of office space statewide, stated in net square feet (nsf), based upon the actual inventory of space.
5) The amount of office space needed statewide, stated in net square feet (nsf), based upon 220 nsf per staff person and that office-related positions statewide are assumed stable at 13,983.
6) The surplus or shortage of office space statewide, stated in net square feet (nsf), based upon the actual inventory and the amount needed.
7) The surplus or shortage of office space statewide, stated as a percentage.
8) Office Space "Demand" does not take into consideration space need as a result of Senate Bill 1, Transportation Funding.

[1]Executive Order W-18-91 states that, "The State shall, where possible and feasible, own those real estate facilities necessary for State operations, where the need for the facility is long-term and ownership is economically advantageous over the life of the facility."

Office Facilities "Net Need"

Fiscal Years 2018-19 through 2022-23

District	Address		Owned (O) Leased (L)	Owned Gross	Owned Net	Leased	District Total "gross space" *(Owned Gross & Leased)*	District Total "net space" *(Owned Net & Leased)*	*Other*
District Office Facilities									
D 1	1656 Union Street	Eureka	O	80,800	56,560				
	TMC, 1656 Union Street	Eureka	O		*(230)*				
	1656 Union Street (Modular)	Eureka	O	4,176	2,923				
	1835 6th Street (Modular)	Eureka	O	6,480	4,536				
	District Totals:			**91,456**	**63,789**	**0**	**91,456**	**63,789**	***0***
D 2	1657 Riverside Drive	Redding	O	47,851	33,496				
	TMC, 1657 Riverside Drive	Redding	O		*(830)*				
	1000 Center Street	Redding	O	2,511	1,758				
	1031 Butte Street	Redding	L			47,027			
	District Totals:			**50,362**	**34,423**	**47,027**	**97,389**	**81,450**	***0***
D 3	703 B Street	Marysville	O	230,000	160,444				
	2379 Gateway Oaks Drive	Sacramento	L			6,260			
	District Totals:			**230,000**	**160,444**	**6,260**	**236,260**	**166,704**	***0***
D 4	111 Grand Avenue	Oakland	O	750,000	525,000				
	TMC, 111 Grand Avenue	Oakland	O		*(10,200)*				
	Space adjustment: Childcare center	Oakland	O		*(3,247)*				
	District Totals:			**750,000**	**511,553**	**0**	**750,000**	**511,553**	**-**
D 5	50 Higuera Street	San Luis Obispo	O	41,700	29,190				
	TMC, 50 Higuera Street	San Luis Obispo	O		*(1,500)*				
	20 Higuera Street (Vacant)	San Luis Obispo	O						*7,500*
	2885 S. Higuera Street	San Luis Obispo	L			32,673			
	3232 S. Higuera Street	San Luis Obispo	L			8,224			
	District Totals:			**41,700**	**27,690**	**40,897**	**82,597**	**68,587**	***7,500***
D 6	1352 W. Olive Street	Fresno	O	78,000	60,000				
	TMC, 1352 W. Olive Street	Fresno	O		*(3,065)*				
	2015 E. Shields Avenue	Fresno	L			98,575			
	855 M Street	Fresno	L			50,773			
	District Totals:			**78,000**	**56,935**	**149,348**	**227,348**	**206,283**	***0***
D 7	100 S. Main Street	Los Angeles	O	716,200	501,340				
	Space adjustment: 100 S. Main Street 11th floor	Los Angeles	O		*(47,000)*				
	Space adjustment: 100 S. Main Street LADOT	Los Angeles	O		*(98,486)*				
	Space adjustment: Childcare center	Los Angeles	O		*(4,500)*				
	Space adjustment: Equipment shop	Los Angeles	O		*(18,865)*				
	District Totals:			**716,200**	**332,489**	**0**	**716,200**	**332,489**	***0***
D 8	464 W. 4th Street	San Bernardino	O	336,000	282,125				
	Space adjustment: 464 W. 4th DGS Space Assignments	San Bernardino	O		(114,778)				
	13970 Victoria Street (Southern Regional Lab)	Fontana	O	81,000	56,700				
	Space adjustment: 13970 Victoria Street (Lab Portion)	Fontana	O		(18,162)				
	District Totals:			**417,000**	**205,885**	**0**	**417,000**	**205,885**	***0***
D 9	500 S. Main Street	Bishop	O	20,250	14,175				
	TMC, 500 S. Main Street	Bishop	O		*(400)*				
	500 S. Main Street (Modular Traffic Ops.)	Bishop	O	4,986	3,490				
	500 S. Main Street (Modular Design)	Bishop	O	5,040	3,528				
	500 S. Main Street (Modular IT)	Bishop	O	2,894	2,026				
	500 S. Main Street (Modular Mtce. Engineering)	Bishop	O	4,326	3,028				
	District Totals:			**37,496**	**25,847**	**0**	**37,496**	**25,847**	***0***

Office Facilities "Net Need"

Fiscal Years 2018-19 through 2022-23

District	Address		Owned (O) Leased (L)	Owned Gross	Owned Net	Leased	District Total "gross space" *(Owned Gross & Leased)*	District Total "net space" *(Owned Net & Leased)*	*Other*
District Office Facilities (continued)									
D 10	1976 E. Dr. Martin Luther King Jr. Blvd.	Stockton	O	64,574	45,202				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. R/W)	Stockton	O	5,760	4,032				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. Plan/LA)	Stockton	O	5,760	4,032				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. Permits)	Stockton	O	2,880	2,016				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. Safety)	Stockton	O	960	672				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. Admin)	Stockton	O	3,520	3,002				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. TMC)	Stockton	O		*(2,200)*				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. Surveys I)	Stockton	O	2,880	2,016				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. Surveys II)	Stockton	O	2,880	2,016				
	1976 E. Dr. Martin Luther King Jr. Blvd. (Mod. Video Conf.)	Stockton	O	960	672				
	District Totals:			**90,174**	**61,460**	**0**	**90,174**	**61,460**	***0***
D 11	4050 Taylor Street	San Diego	O	301,000	221,447				*15,428*
	4024 Taylor Street (Vacant Arch. Build.)	San Diego	O						*2,345*
	District Totals:			**301,000**	**221,447**	**0**	**301,000**	**221,447**	***17,773***
D 12	1750 E. 4th Street	Santa Ana	L			106,864			
	District Totals:			**0**	**0**	**106,864**	**106,864**	**106,864**	***0***
	Geographical District Totals:			**2,803,388**	**1,701,962**	**350,396**	**3,153,784**	**2,052,358**	***25,273***
Regional Office Facilities									
D8	21073 Pathfinder Road Suite 200	Diamond Bar	L			8,950		8,950	
	Regional Totals:			**0**	**0**	**8,950**	**8,950**	**8,950**	***0***
State Headquarters Facilities									
HQ	1120 N Street	Sacramento	O	462,392	365,590				
	1120 N Street (CTC leased space)	Sacramento	O		*(4,678)*				
	5900 Folsom Boulevard (Lab)	Sacramento	O	15,146	10,602				
	5900 Folsom Boulevard (Lab; quad I)	Sacramento	O	6,480	4,536				
	5900 Folsom Boulevard (Lab; quad II)	Sacramento	O	6,480	4,536				
	5900 Folsom Boulevard (Lab; quad III)	Sacramento	O	6,480	4,536				
	1900 Royal Oaks Drive (Office space only)	Sacramento	O	9,757	6,830				
	1801 30th Street (FM1)	Sacramento	L			160,900			
	1727 30th Street (FM3)	Sacramento	L			123,736			
	1820 Alhambra Boulevard (FM2)	Sacramento	L			87,423			*1,463*
	1823 14th Street (Backfill)	Sacramento	L			28,181			
	1500 5th Street (Backfill 2415-001)	Sacramento	L			25,248			
	1500 5th Street (2nd floor 2415-003)	Sacramento	L			5,631			
	1500 5th Street (2nd floor 2415-004)	Sacramento	L			3,804			
	1304 O Street	Sacramento	L			18,695			
	1616 29th Street	Sacramento	L			18,101			
	1515 River Park Drive Suite 210	Sacramento	L			6,642			
	3390 Lanatt Street	Sacramento	L			3,769			*26,146*
	1115 P Street	Sacramento	L			2,315			
	State Headquarters Totals:			**506,735**	**391,952**	**484,445**	**991,180**	**876,397**	***27,609***
	Grand Totals:			**3,310,123**	**2,093,915**	**843,791**	**4,153,914**	**2,937,706**	***52,882***

Appendix

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Categories for Existing Infrastructure

1. Critical Infrastructure Deficiencies. Condition of existing facilities impairs program delivery or results in an unsafe environment. Such projects would correct conditions that significantly limit the efficiency and effectiveness of program delivery. Also included are projects that correct code deficiencies that pose a hazard to employees, client populations, or the public, such as compliance with Fire Marshal regulations, flood control projects, seismic projects, and health related issues such as asbestos abatement and lead removal.

2. Facility/Infrastructure Modernization. Building is structurally sound but modernization of facility will result in an upgrade or betterment that will enable or enhance program delivery. Such projects could include lighting, HVAC, utilities (sewer, water, electrical) and remodeling of interior space to increase efficiency.

3. Workload Space Deficiencies. Additional space required to serve existing programs because of increased workload (not Enrollment/Caseload/Population (E/C/P) based). Within this category, departments could divide the category into specified types of space such as offices, storage, laboratories, classrooms, field offices, etc.

4. Enrollment/Caseload/Population (E/C/P). Changes to E/C/P estimates resulting in a reduction or increase in the amount of existing space needed or a change in the use of existing space.

5. Environmental Restoration. Land restoration or modification for environmental purposes i.e. wetlands restoration for habitat purposes.

6. Program Delivery Changes. Modifications to existing facilities necessitated by authorized changes to existing programs or newly required programs.

Categories for New Infrastructure

7. Workload Space Deficiencies. Additional space required to serve existing programs because of increased workload (not E/C/P based). Within this category departments could divide the category into specified types of space such as offices, storage, laboratories, classrooms, field offices, etc.

8. Environmental Acquisitions and Restoration. Land acquisitions and restoration of newly acquired land for the improvement or protection of wildlife habitat.

9. Public Access and Recreation. Acquisitions or projects to facilitate, or allow public access to state resources and landholdings such as coastal and park acquisitions as well as development of access points to beaches for recreation or for open space preservation.

10. Enrollment/Caseload/Population (E/C/P). Changes to E/C/P estimates resulting in the need for additional space.

11. Program Delivery Changes. New facility needs resulting from authorized changes to the existing program delivery systems.

Appendix

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Critical Infrastructure Deficiencies

Fire and Life Safety applies "minimum standards for the prevention of fire and for the protection of life and property against fire, explosion, and panic"[3].

Seismic Deficiency takes into account both seismic rating of the facility (Seismic Risk Level) along with the geographic tendency (Seismic Zone) to a seismic event.

- Seismic Risk Level identifies the risk level (I through VII) as defined by the California Department of General Services.
- Seismic Zone identifies Type "A", "B", or "C" Faults as defined in the Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada, to be used with the 1997 Uniform Building Code, published by International Conference of Building Officials, February, 1998.

Building Deficiencies evaluates on a "cost to cure" basis Building Systems and Tenant Improvements.

- Building Systems include infrastructure such as heating, ventilation, and air conditioning (HVAC); electrical wiring; plumbing; security; fire alarm; and elevators.
- Tenant Improvements include any tenant-added infrastructure in/on the property.

Code Deficiencies examines … "non-critical Fire and Life Safety issues, and all other code deficiencies except Americans with Disabilities Act requirements"[4].

Facility/Infrastructure Modernization

Operational Deficiencies examines the functional utility, or efficient use, of the existing space of the infrastructure.

American With Disabilities Act (ADA) Compliance considers how the existing facility fulfills ADA requirements.

Energy Inefficiencies considers inefficient energy-related systems, such as windows, heating, air-conditioning, gas lines, and water supply.

Security Deficiencies assesses employee and community exposure to criminal activity and other outside threats.

Effective Age evaluates the overall condition of infrastructure taking into account its actual age. Well-maintained infrastructure will have a lower effective age than poorly maintained infrastructure.

[2] DOF and Caltrans staff met February 23, 2005 to review Caltrans' drivers. The result of that and previous meetings is the agreement that Caltrans' drivers are appropriate for the Existing Infrastructure classification.
[3] Source: State Fire Marshal, Title 19. Public Safety, Division 1, Chapter 1, Subchapter 1, Article 1.
[4] Source: State Administrative Manual; Section 6839.

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ALTERNATIVES TO UTILIZING THE CAPITAL OUTLAY PROCESS

State departments are required to explore non-capital outlay alternatives that can be utilized to address net needs. The California Department of Transportation (Caltrans) office space needs are currently met by a combination of state-owned and leased office space. Alternatives that may be considered in lieu of the capital outlay process include: leasing office space, changing program/project delivery methods, alternative work schedules, and public-private partnerships.

Leased Office Space

Utilizing short and/or long-term leased office space may result in increased support costs and may not be cost effective over the long term. Additionally, Executive Order W-18-91 states that, "The State shall, where possible and feasible, own those real estate facilities necessary for State operations, where the need for the facility is long-term and ownership is economically advantageous over the life of the facility."

Change Program/Project Delivery Methods

This alternative would encompass changes that would reduce staffing levels and the corresponding level of office space needs. This alternative may not be cost effective or efficient and could result in a negative impact on Caltrans' project delivery efforts.

Alternate Work Schedules/Telework/Hoteling

Caltrans will consider, when appropriate, the use of telework as a viable management tool (where work performance can be measured) to improve the effectiveness and productivity of employees, optimize facility utilization, and improve asset management without jeopardizing safety, internal controls, Caltrans' needs, or services to the public.

Caltrans may use the telework option, when viable, as one of the strategies to improve safety and health, stewardship and efficiency, sustainability, livability and economy, and organizational excellence by reducing traffic and parking congestion, improving air quality, decreasing the demand for office space or effectively resuming business as part of a disaster recovery or in emergencies. This policy also recognizes the business, societal, and personal benefits made available through a carefully planned and well-managed Telework Program.

Public-Private Partnerships

Caltrans will seek public-private partnerships as authorized by the California Legislature.

Appendix

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BUDGET LETTER

	NUMBER: 17-08
SUBJECT: 2018-19 BUDGET PREPARATION GUIDELINES	DATE ISSUED: MAY 17, 2017
REFERENCES: BUDGET LETTERS 16-18, 16-20, 17-02, 17-05, 17-06, AND 17-07	SUPERSEDES: BL 16-10

TO: Agency Secretaries
Agency Information Officers
Department Directors
Departmental Budget and Accounting Officers
Departmental Chief Information Officers
Department of Finance Budget and Accounting Staff
Department Deputy Director for Legislation

FROM: DEPARTMENT OF FINANCE

NOTE: Budget Officers are requested to forward a copy of this Budget Letter to your facility manager.

The Department of Finance is issuing this technical Budget Letter (BL) to assist departments in planning for the 2018-19 budget development process. This BL contains guidelines that are applicable to the overall budget development process at this time. Finance will provide other technical instructions in future BLs (Attachment I).

Deadlines and Deliverables for Budget Documents due to Department of Finance, unless otherwise noted in subsequent instructions:	
July 17, 2017	To request funding for information technology projects in a fall Budget Change Proposal (BCP), departments are required to submit Special Project Reports, or applicable Project Approval Lifecycle documents, to the California Department of Technology (CDT). Project approval documents are required to be finalized and made public in conjunction with the release of the Governor's Budget unless otherwise approved by Finance.
July 31, 2017	Capital Outlay Budget Change Proposals (COBCP) and Five-Year Infrastructure Plans for 2018-19, including any adjustments needed to conform to the enacted 2017-18 budget, 2017 Five-Year Infrastructure Plans, and construction escalation.
August 17, 2017	Request approval from your Program Budget Manager for any late BCP submittals.
September 1, 2017	Regular BCPs, including Budget Bill and Trailer Bill language changes.
September 12, 2017	BCPs requesting funds for legislation chaptered through August 31. If legislation is enacted after August 31, then BCPs must be submitted to Finance **no later than 10 calendar days after the bill is chaptered.**

STATE OF CALIFORNIA

To Be Determined by Finance Budget Analyst	Enrollment, Caseload, and Population (ECP) updates and local assistance estimates due, including any associated Budget Bill and Trailer Bill language changes.

Deadlines for Financial Reporting Requirements (2016-17 year-end financial reports) due to State Controller's Office, unless otherwise noted in subsequent instructions:	
July 31, 2017	General Fund, feeder funds (0081, 0084, 0085, 0086, 0089, 0090, 0091, 0094, and 0097), and economic uncertainty funds (0374 and 0375).
August 21, 2017	All other funds.
August 21, 2017	Report of Accounts Outside the State Treasury, Report 14, due to the State Treasurer's Office.
August 21, 2017	Report of Expenditures of Federal Funds, Report 13, due to Finance, Fiscal Systems & Consulting Unit (FSCU).
September 1, 2017	Generally accepted accounting principles information, excluding independently audited financial statements.
October 2, 2017	Independently audited financial statements. If a final financial statement is not available by October 2, a draft can be submitted on October 2, with the final statement(s) following on October 16.

This BL provides instructions and information on the following topics:

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X.	Miscellaneous	9-10
	Additional Technical Guidelines to be Issued Later	Attachment I
	Coordination of Information	Attachment II

I. GENERAL INFORMATION

The guidelines in this BL apply primarily to BCPs related to state operations and local assistance. Finance will issue a separate BL for Capital Outlay Budget Change Proposals (COBCPs) guidelines. Unless specifically identified as COBCPs, the term BCP refers to state operations and local assistance proposals, not capital outlay; however, this BL does include components that require identification for potential facility or capital outlay costs related to state operations and local assistance BCPs.

Budget Preparation Calendar: Budget Calendars in the Budget Analyst Guide will be updated, if needed, and will be available at: http://www.dof.ca.gov/budget/budget_calendars/Budget_Calendars.html

Price Letter Standards: Price Letter Standards for 2018-19 are currently targeted for distribution in early September 2017. The Department of General Services (DGS) has published an updated version of its web-based 2016-17 Price Book that lists both the 2016-17 and proposed 2017-18 rates for its services, which can be viewed here: http://www.dgs.ca.gov/ofs/NewsEvents/PriceBookAnnouncement.aspx.

State Administrative Manual (SAM): The budget chapter (Chapter 6000) of SAM is a valuable source of information on the technical aspects of the budget and legislative processes. Access SAM Chapter 6000 at: http://sam.dgs.ca.gov/Home.aspx. SAM will be updated to reflect FI$Cal changes, as needed. In the interim, please use Budget Letters and Finance FI$Cal webpage for specific technical Hyperion instructions at: http://www.dof.ca.gov/budget/fiscal_resources_for_budget/index.html.

Timeliness and Confidentiality: Strict adherence to all schedules and due dates stipulated in this memo and in the attachments is required. **Until release of the Governor's Budget, all information contained in budget documents used during the Governor's Budget development process is strictly confidential. Any BCPs or ECPs not released to the Legislature by Finance remain working papers subject to the Governor's deliberative process privilege indefinitely. These documents are to be released only if that privilege is waived by the Governor's Office or pursuant to court order. For purposes of the Public Records Act, the Governor's deliberative process privilege is reflected in Government Code section 6255.**

II. BUDGET CHANGE PROPOSALS

Forms

Departments are to use the latest form DF-46 to prepare the narrative portion of non-Capital Outlay proposals. The latest version of the narrative portion of the BCP form is available in a Word document.

Departments using FI$Cal/Hyperion should provide all necessary budget information in Hyperion either by keying data in the system directly or by utilizing upload templates for data input. To reduce errors and ensure the latest program or chart of account information is current, always use the latest template available online at: http://www.dof.ca.gov/budget/fiscal_resources_for_budget/index.html. This prevents unintended data from being entered in the system. Contact your Finance budget analyst for assistance, if necessary.

Departments are still required to submit BCPs in hard copy form with appropriate signatures.

Timeframe

BCPs (including Budget Bill and Trailer Bill language changes) must be submitted to Finance no later than Friday, **September 1, 2017**, or by an earlier date established by the Finance Program Budget Manager. (**Exception**: BCPs for chaptered legislation and late requests approved by Finance [see below]). All major COBCPs and the Five-Year Infrastructure Plans for 2018-19, including minor COBCPs, Capital Outlay Concept Papers (COCPs), and adjustments that are needed to conform to the enacted 2017-18 budget or required changes to the escalation of construction costs are due by Monday, **July 31, 2017.**

BCPs requesting funding for information technology (IT) projects require California Department of Technology (CDT) approval of Special Project Report(s) (SPR), or the applicable Project Approval Lifecycle (PAL) documents upon release of the Governor's Budget unless otherwise approved by Finance. Pursuant to Government Code section 11545, et seq., CDT is responsible for approving and overseeing IT projects. Departments are required to submit documents electronically to CDT in accordance with Statewide Information Management Manual (SIMM) 05A. SPRs, or applicable PAL documents, are due to CDT no later than Monday, **July 17, 2017** (unless otherwise exempted by the CDT), for Finance to consider any associated fall funding requests. Departments are responsible for timely submission and completion of final documents to ensure distribution of the approved documents upon release of the Governor's Budget. Comprehensive information for IT project reporting, including instructions to assist departments in meeting CDT reporting requirements, can be found in the *Statewide Information Management Manual*.

BCPs requesting funds for legislation chaptered through Thursday, August 31, 2017, must be submitted to Finance no later than Tuesday, September 12, 2017. For bills chaptered after August 31, related BCPs must be submitted **no later than 10 calendar days after the bill is chaptered**. BCPs for chaptered legislation will not be accepted if costs are not identified during legislative consideration of the bill or if submitted after the applicable time limit.

The Agency Secretary, or Departmental Director for those departments that do not report to an Agency Secretary, must approve any request for late BCP submittal. These late requests must be submitted in writing to your Finance Program Budget Manager, no later than Thursday, **August 17, 2017**. Requests for late submittal are limited to those issues involving the most exceptional circumstances.

General Guidelines and Procedures for BCPs and ECPs

1. **BCPs/ECPs must fully conform to budget policies to be provided in the upcoming Budget Policy BL.**

2. **All information contained in BCPs/ECPs is strictly confidential until release of the Governor's Budget.** Each department is responsible for maintaining the confidentiality of its respective BCPs until approved for release (usually simultaneously with the release of the Governor's Budget in January).

3. **Disapproved BCPs/ECPs, disapproved premise assumptions, and disapproved versions of BCPs/ECPs must remain confidential working papers and must not be released.** Responses to any requests for confidential budget documents under the Public Records Act or pursuant to discovery requests must be coordinated with Finance's legal staff.

4. **The appropriate Agency Secretary must approve BCPs (including COBCPs) prior to submission to Finance.** Departments proposing changes that involve other departments or other departments' funds must obtain and attach written concurrence and/or comments on the proposed change from the Director(s) or designee of the affected department(s) prior to submitting the BCP to Finance.

5. **The BCP cover page requires each department's Chief Information Officer to review and sign all BCPs with IT components prior to submission to Finance.** BCPs that do not have the appropriate approval and, when applicable, concurrence and/or comments, will be returned without consideration.

6. **Funding for chaptered legislation that does not contain a specific appropriation must be absorbed or requested in a BCP or other budget request.**

7. BCPs requesting funds from a special or bond fund **must be accompanied by an updated fund condition statement or by a statement of fund availability from the department administering the fund** (if different from the requesting department). Bond-funded BCPs must also cite the specific bond measure and relevant chapters and sections for proposed funding (i.e., "bond pot").

8. **Local assistance estimates should not include state operations funding.** A separate BCP for state operations should be provided unless approved by your Finance Program Budget Manager to include in the estimate. These BCPs should be provided consistent with the BCP deadlines.

9. **Departments must provide a succinct, well-written, and complete BCP.** Departments may provide supporting information, but must not rely on providing subsequent back-up material to respond to Finance's inquiries regarding justification for the request. BCPs that are incomplete by virtue of failing to provide relevant, critical, and substantiating information in the initial submission will likely be returned to departments without analysis at the discretion of Finance.

   When applicable, **departments' BCPs must include any proposed provisional, trailer bill, reversion, or reappropriation language**. In the case of provisional and trailer bill language, the BCP must effectively justify the need for this language and the programmatic implications associated with it. For proposed reappropriation and reversion language, the BCP must clearly identify the relevant budget acts, items of appropriation, and funds proposed for reappropriation and reversion, as well as the appropriate timeframes for encumbrance and liquidation. Departments are encouraged to utilize standardized language available here: http://www.dof.ca.gov/budget/resources_for_departments/budget_analyst_guide/budget_bill_prep_guidelines.html.

10. **BCPs must include all appropriate documentation (including Hyperion fiscal pages), workload statistics, and code citations or they will be returned without consideration.**

If a proposed change is funded through redirection, both the positive and negative changes must be reflected. BCPs proposing redirections must include a statement of the immediate and future impact on the program from which the resources will be redirected. When submitting a BCP that affects more than one program or subprogram, fiscal detail for each program/subprogram affected must be included. All program information must be consistent with the display in the Governor's Budget.

11. BCPs must be assigned an individual priority number and address a single issue. (Sequential numbering must be used, with No. 1 being the highest priority.) Multiple issues may not be consolidated as a single priority. However, BCPs that address a single issue, but affect multiple programs, divisions, or units, may be consolidated.

12. BCPs must describe the methods of calculation and sources of data for all numbers used. Departments should consult with their Finance budget analysts on analytical approaches, data sources, and content of the written BCPs prior to submission to Finance.

13. BCPs requesting new positions and/or programs must include both a narrative explanation and fiscal detail addressing the impact these new positions/programs will have on the facility needs of the department. **Finance will not consider BCPs that do not include this information. Salaries and retirement rates should be as of July 1, 2017. Retirement rates can be found in Control Section 3.60 of the upcoming 2017 Budget Act.**

14. BCPs must include a description of how the proposal is consistent with the department's strategic plan by identifying the objective(s) the BCP will support. The justification must articulate the compelling need for this proposal and its intended objectives.

15. Each BCP must include a discussion of alternative ways (other than the one being proposed and the status quo) to address the identified problem. **Submittals that do not meet this criterion will be rejected.**

16. Attachment II provides a list of designated lead agencies responsible for the coordination of specified subject areas/programs.

III. POSITION RELATED GUIDELINES

Requests for New Positions—When requesting new positions, departments are required to clearly establish the long and short-term benefits to be gained by increasing personnel as opposed to other possible alternatives (e.g., automation, workload readjustments, etc.). Depending on a department's vacancy rate, requests for new positions generally will be limited to redirections of existing positions. **Other alternatives that have been considered must also be identified and analyzed.** BCPs requesting new positions must effectively justify why a redirection is not possible. Relevant vacancy information may be requested by Finance and must be provided promptly. If new positions are approved, positions will be budgeted at the mid-step, across all years, unless evidence is provided justifying a higher level for hard-to-fill classifications. Finance must approve the establishment of any position above mid-step of the respective salary range.

Limited-Term Positions—As a policy, Finance does not approve limited-term position authority to meet short-term workload efforts. If an increase in temporary resources is necessary to support short-term workload, limited-term expenditure authority will be considered to meet operational needs. The limited-term funding will be approved for a specific length of time, as authorized during the budget process. **For more specific information on limited-term expenditures, consult with your Finance budget analyst.**

Merit Salary Adjustment—Government Code section 13308.05 also includes funding for Merit Salary Adjustments (MSAs) in their definition of a workload budget. However, savings result when positions return to the bottom step after staff promotions or departures, which are then available to pay for the costs of MSAs. Therefore, no workload budget adjustments will be made.

Budget Position Transparency—Pursuant to Chapter 28, Statutes of 2015 (Senate Bill 98) and Chapter 11, Statutes of 2015 (Senate Bill 97), Government Code section 12439 was abolished and Control Section 4.11 was amended to provide more transparency in departments' budgeting of positions and expenditures by category. As a result, the 2016-17 Governor's Budget and Salaries and Wages publications were adjusted to display historically filled positions, funding associated with those positions, and the amount reallocated to the appropriate budget category (e.g., staff benefits and/or OE&E). For 2018-19, the Governor's Budget will again display the Budget Position Transparency adjustment; however, **the display will not be included on the 2018-19 Salaries and Wages publication.** A forthcoming Budget Letter will provide instructions for the 2018-19 Budget Position Transparency drill, in which Finance will provide vacancy data to departments for verification.

IV. CAPITAL OUTLAY BUDGET CHANGE PROPOSALS

Major Capital Outlay Budget Change Proposals

The General Guidelines and Procedures for BCPs described above also apply to COBCPs. COBCPs and Five-Year Infrastructure Plans (including requests for provisional language changes) must be submitted to Finance no later than Monday. **July 31, 2017**, or by an earlier date established by the Finance Program Budget Manager. The BL with more specific instructions, including FI$Cal related instructions, and due dates for submitting five-year infrastructure plans, COBCPs, and COCPs is forthcoming.

Changes for any other reason may be deferred to the 2019-20 capital outlay budget cycle. The capital outlay process is described in SAM sections 6801, et seq. and is available at: https://www.documents.dgs.ca.gov/sam/SamPrint/new/sam_master/sam_master_file/chap6000/6801.pdf.

COBCPs and departmental Five-Year Infrastructure Plans are required to be submitted to the Legislature with the Governor's Budget pursuant to Government Code section 13100, et seq.

Minor COBCPs

COBCPs for minor capital outlay projects for 2018-19 must be submitted to Finance no later than Monday, **July 31, 2017,** or by an earlier date established by the Finance Program Budget Manager. Detailed information on the submission of Minor COBCPs for the 2018-19 fiscal year will be provided in an upcoming BL.

The dollar limit for each minor capital outlay project is $656,000 for most agencies and $903,000 for departments within the Resources Agency, per Public Contract Code sections 10108 and 10108.5, respectively.

V. INFORMATION TECHNOLOGY

Line-item display in the Governor's Budget

The Request by Category tab in Hyperion includes account categories for Consolidated Data Centers (5344000) and Information Technology – Other (5346900). Departments must use these account category codes to distinguish between a department's internal information technology costs (5346900) and data center costs (5344000).

Departments are required to inform the Office of Technology Services (OTech) of: (1) all activities and any significant changes in IT services anticipated; and (2) the IT equipment that will be included in their budget, but obtained from the data center. Failure on the part of the department to inform OTech could have an adverse impact on OTech's ability to support the services or the procurement.

VI. FINANCIAL REPORTING REQUIREMENTS

The following schedule applies to the 2016-17 year-end financial reports for submittal to the Controller's Office:

July 31, 2017 (Monday)–General Fund, feeder funds (0081, 0084, 0085, 0086, 0089, 0090, 0091, 0094, and 0097), and economic uncertainty funds (0374 and 0375).

August 21, 2017 (Monday)–All other funds.

The original Report of Accounts Outside of the State Treasury, Report 14, must be submitted to the Treasurer's Office, and two copies must be submitted to the Controller's Office: one Excel version to blfinrep@sco.ca.gov, and one hardcopy to be sent with the year-end reports by Monday, **August 21, 2017**.

The Report of Expenditures of Federal Funds, Report 13, must be submitted to Finance's FSCU on or before Monday, **August 21, 2017.**

Departments are responsible for both the accuracy and timeliness of the year-end reports. **Government Code section 12461.2 authorizes the Controller's Office to withhold any or all operating funds from a department if that department fails to submit complete and accurate financial reports within 20 days of the prescribed due dates.** Therefore, departments should plan carefully to meet year-end reporting deadlines.

To assist with this process, CALSTARS departments are reminded of the availability of sample task lists, checklists, year-end training sessions, and individualized assistance through the CALSTARS Hotline: phone (916) 327-0100 or e-mail: hotline@dof.ca.gov.

The CALSTARS Training Schedule can be accessed at: http://www.dof.ca.gov/Accounting/CALSTARS/CALSTARS_Training/ and the Procedures Manual at: http://www.dof.ca.gov/Accounting/CALSTARS/Procedures_Manual/.

Departments using FI$Cal/PeopleSoft for accounting functions will be required to submit financial reports produced from FI$Cal. Month-end close requirements are provided in

BL 17-02. Finance will continue to provide assistance and year-end training for departments using FI$Cal (see BL 17-06). Departments should work with their Finance accounting analyst/manager and FI$Cal retention coordinator to make arrangements for additional support to meet the year-end deadlines.

Departments may also contact Finance's FSCU for assistance at (916) 324-0385 or via e-mail at: fscuhotline@dof.ca.gov.

Additional information on available FI$Cal training classes and training materials is available at: http://www.dof.ca.gov/Accounting/Consulting_and_Training/FISCal_Training/

VII. PRO RATA ASSESSMENTS AND SWCAP ALLOCATIONS

Pro Rata assessments and SWCAP (Statewide Cost Allocation Plan) will be available in late September 2017. Guidelines will be provided in a separate BL. For an overview of the current Pro Rata and SWCAP, please refer to the Finance Pro Rata and SWCAP website at: http://www.dof.ca.gov/Accounting/Statewide_Cost_Allocation/.

VIII. BASELINE BUDGET ADJUSTMENTS (EXPENDITURES)

Baseline Budget Adjustments (BBAs) are changes to costs of currently authorized services in the budget necessary to maintain the current level of service. BBAs will be used to make baseline expenditure adjustments in Hyperion for all years (past year through budget year plus four). There are 12 non-capital outlay related baseline adjustment types in Hyperion that can be used to make baseline expenditure changes (listed below). A separate BL will be issued to describe the 12 non-capital outlay BBA types in more detail, as well as provide information for the upload templates. This BL will also describe the process for entering capital outlay BBAs and provide information about various capital outlay BBA types.

Salary Adjustments
Benefit Adjustments
Retirement Rate Adjustments
Budget Position Transparency
Carryover/Reappropriation
Legislation with an Appropriation
Pro Rata
SWCAP
Miscellaneous Baseline Adjustments
Lease Revenue Debt Service Adjustment
Statutory COLAs
Issue Specific Adjustment

IX. BASELINE BUDGET ADJUSTMENTS FOR REVENUES, TRANSFERS, AND LOANS

Baseline revenues, revenue transfers, and loans will be collected for all years in the system (past year through budget year plus four). These baseline adjustments must be authorized under current law or policies. For transfers and loans, the appropriate authority must be cited in the description of the adjustment. Detailed instructions for reporting baseline revenues, transfers, and loans will be included in the forthcoming Baseline Budget Adjustments BL.

X. MISCELLANEOUS

Rounding Rules

To prevent rounding problems, departments are required to have zeros in the last three digits for dollars in all years. Amounts of 500 and above should be rounded to 1,000; amounts below 500 should be rounded to zero. For example $2,222,222 should be entered as $2,222,000 and $4,500 as $5,000, in Hyperion. This applies to both expenditures and revenues, all amounts, all years.

If you have any questions, please contact your Finance budget analyst.

/s/Veronica Chung-Ng

Veronica Chung-Ng
Program Budget Manager

Attachments

EXHIBIT 8

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Serious drought. Help save water!

DECISION DOCUMENT

Single Point of Contact for Transportation-related Facilities

Problem Statement: The State Highway Operation and Protection Program (SHOPP) Executive Committee has requested to have a Single Point of Contact (SPOC) for transportation-related facilities in the SHOPP. The purpose is to streamline communication in the SHOPP organizational structure.

Transportation-related facilities, consisting of Maintenance Facilities, Material Laboratories*, Equipment Facilities, and Transportation Management Centers (TMC), as defined in Chapter 3 of the 2015 Caltrans Facilities Infrastructure Plan and Chapter 25 of the State of California 2014-15 Final Budget Summary, shall be addressed in accordance with this decision document.

Facilities classified as office facilities, as defined in Chapter 2 of the 2015 Caltrans Facilities Infrastructure Plan, shall be addressed by the Division of Business, Facilities and Security.

Recommendation: The Division of Maintenance will be responsible for designating the SPOC that will oversee the $10 Million (Capital & Support) annual SHOPP allocation for transportation-related facilities.

Each division (Maintenance, Equipment, and Traffic Operations) is responsible for designating a Statewide Facilities Program Manager as the primary contact for its respective transportation-related facilities. The Statewide Facilities Program Manager will provide input and their transportation-related facilities needs, as requested for the SHOPP and HM-5 Funding Program, directly to the SPOC. The Division of Maintenance will coordinate the prioritization of the various SHOPP and maintenance projects for the material lab facilities.

Fiscal Impact: The following table shows the SHOPP accounting code and program purpose as it relates to transportation-related facilities.

SHOPP PROGRAM & ACCOUNTING CODE	PROGRAM PURPOSE	FUNDING AMOUNT
• Equipment Facilities SHOPP 201.351 • Maintenance Facilities SHOPP 201.352 • Material Laboratories SHOPP 201.354 • TMCs (TMCs are included as part of the Transportation Management Systems (TMS) SHOPP Program 201.315. They are also included as transportation-related facilities in the 2015 Caltrans Facilities Infrastructure Plan and in Chapter 25 of the State of California 2014-15 Final Budget Summary.)	Rehabilitation of existing and construction of new facilities to current design standards that provide a safe and functional working environment to meet operational needs.	$10 Million per year (Capital &Support)
• Emergency Damage Repair SHOPP 201.130	Mitigate fire and life/safety issues that address minimum standards for the prevention of fire and for the protection of life & property against fire, explosion, & panic at facilities.	As needed

Material Laboratories (Includes the Translab, Southern Regional Laboratory, and District Laboratories)

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

HM-5 Funding Program: The HM-5 Funding Program (20.80.524) is intended for use on preventative maintenance activities. The HM-5 Funding Program will provide capital funding (no support dollars) for repairs and replacement of defective, obsolete, or worn-out building components or site features at the transportation-related facilities. The HM-5 Funding Program funding level is limited and will be applied based on the highest priorities for each facilities' program needs on an annual basis.

Organizational Impact:

- **Employee Impact:** Additional resources will be allocated or redirected as the transportation-related facilities program develops to meet program and funding needs.

  Stakeholder Impact: SPOC will address facility needs from the facilities' program managers and streamline communication for the SHOPP and districts.

  Policy Impact: N/A.

  Risks: None.

  Proposed Implementation Schedule: The SPOC position will be designated once the decision document has been approved.

Contact Person. Herby Lissade, Chief, Office of Emergency Management, Herby.Lissade@dot.ca.gov. Division of Maintenance, (916) 417-6994

APPROVAL RECOMMENDED

MICHAEL R. JOHNSON
COMMITTEE CHAIR
SHOPP MANAGER

6/3/15
Date

TONY TAVARES
COMMITTEE CHAIR
SHOPP DIVISION CHIEF

5/28/15
Date

STEVE TAKIGAWA
COMMITTEE CHAIR
SHOPP EXECUTIVE COMMITTEE

6/8/15
Date

HL

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

DECISION DOCUMENT ATTACHMENT

Single Point of Contact for Transportation-Related Facilities

Background: Presently, each individual transportation-related facilities program is responsible for representing their facility needs as requested for the State Highway Operation and Protection Program (SHOPP). Inputs from these programs need to be consolidated for use in the SHOPP.

The SHOPP Executive Committee has requested to have one Single Point of Contact (SPOC) for transportation-related facilities to oversee an annual allocation of $10 Million (Capital & Support).

In addition to the workload of managing the annual SHOPP allocation for Maintenance Facilities, Equipment Facilities, and Transportation Management Centers (TMC), the SPOC will have the increased responsibilities of managing the Material Laboratories Program statewide. This increased workload includes the following responsibilities:

- Develop policy for Material Laboratories.
- Develop standards for Material Laboratories.
- Develop methods for improvements for Material Laboratories.
- Advise Material Laboratories Program 201.354.
- Review of standards used for facilities.
- Update of standards used for facilities.
- Provide direction to HQ and district staff on development for Material Laboratories facility projects.
- Provide training to staff on all aspects involving developing, programming, funding, and construction of Material Laboratories facility projects.
- Review of short-term plans for Material Laboratories facility projects.
- Review of long-term plans for Material Laboratories facility projects.
- Participate in project development team meetings on Material Laboratories facility projects.
- Act as the statewide Material Laboratories facility representative at SHOPP meetings and other facility related meetings.
- Identify priority listings for statewide Major and Minor SHOPP 201.354 program.
- Develop priority listings for statewide Major and Minor SHOPP 201.354 program.
- Monitor priority listings for statewide Major and Minor SHOPP 201.354 program.
- Manage, review, and update the Ten-year SHOPP Facilities Master Plan for Material Laboratories.
- Prepare written reports to Caltrans personnel, as well as members of other state agencies, public groups, etc.
- Prepare correspondence to Caltrans personnel, as well as members of other state agencies, public groups, etc.
- Provide information to Caltrans personnel, as well as members of other state agencies, public groups, etc., regarding Material Laboratories issues.
- Plan and organize meetings with Caltrans personnel for Material Laboratories issues.
- Collect, review, and file data for Material Laboratories.
- Manage database for Material Laboratories.

1

The table below provides a brief description of current SHOPP facilities listed by accounting code, facility type, facility description, and lead division.

SHOPP ACCOUNTING CODE	FACILITY TYPE	FACILITY DESCRIPTION	LEAD DIVISION
201.351	Equipment	Equipment Shop/Sub-Shop complexes may include structures such as: office, shop, service bay, warehouse, storage and other facilities	Equipment
201.352	Maintenance	Maintenance Station complexes may include structures such as: regional maintenance office, sand/salt storage facility, warehouse and appurtenant structures (i.e. storage bin, wash rack, bulk fuel)	Maintenance
201.353	Office Building	District and Headquarters Office Buildings. The Division of Business, Facilities & Security works closely with the California Department of General Services (DGS).	Business, Facilities & Security
201.354	Material Laboratories	Material testing facilities ranging in size from small field offices to large complex laboratories	Maintenance
	TMC[1]	TMC facilities may include security, communication, dispatch areas, press coverage and briefing rooms, and staff offices	Traffic Operations

It should be noted that the Office Buildings Facility Type (Program) is not a transportation-related facility. Additionally, the Division of Business, Facilities and Security will continue to work with all transportation-related facilities to annually develop the Caltrans Facilities Infrastructure Plan.

HM-5 Funding Program: Historically, the Maintenance Facilities (201.352) has received limited funding for the past eight years from the HM-5 Funding Program (20.80.524). This program is intended for use on preventative maintenance activities. The HM-5 Funding Program provides capital funding (no support dollars) for repairs and replacement of defective, obsolete, or worn-out building components or site features at maintenance facilities, including state-owned employee housing units at the maintenance facilities.

[1] TMCs are included as part of the Transportation Management Systems (TMS) SHOPP 201.315. They are also included as transportation-related facilities in the 2015 Caltrans Facilities Infrastructure Plan and in Chapter 25 of the State of California 2014-15 Final Budget Summary.

Decision Document Attachment
Single Point of Contact for Transportation-related Facilities
May 20, 2015

1. **Alternatives**

Alternative A ("No Action" Alternative)
The current status is that there is no SPOC to oversee the $10 Million (Capital & Support) annual SHOPP allocations for transportation-related facilities, consisting of Maintenance Facilities, Material Laboratories, Equipment Facilities, and TMC.

Alternative B (Recommended Alternative)
The Division of Maintenance will be responsible for designating the SPOC to oversee the $10 Million (Capital & Support) annual SHOPP allocation for transportation-related. facilities.

Pro: Streamline communication and project development process within the SHOPP organizational structure.

Con: Currently, there is no official SPOC for transportation-related facilities in the SHOPP.

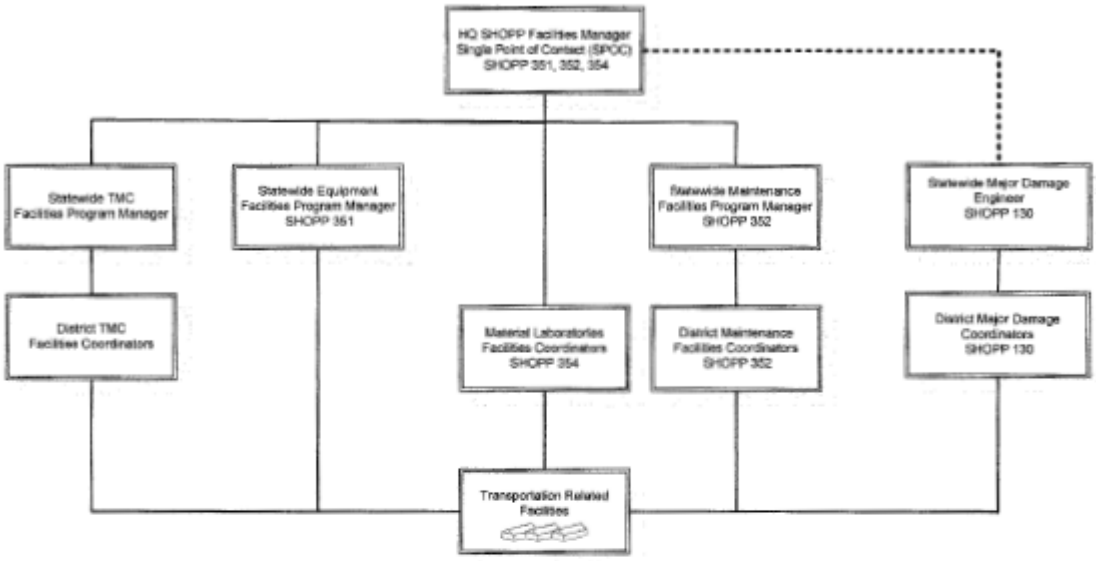
Recommendation: Alternative B is the recommended alternative.

The Division of Maintenance will be responsible for designating the SPOC who will oversee the $10 Million (Capital & Support) annual SHOPP allocation for transportation-related facilities.

Each division (Maintenance, Equipment, and Traffic Operations) is responsible for designating a Statewide Facilities Program Manager as the primary contact for its respective transportation-related facilities. The Statewide Facilities Program Manager will provide input and their transportation-related facilities needs, as requested for the SHOPP and HM-5 Funding Program, directly to the SPOC. The Division of Maintenance will coordinate the prioritization of the various SHOPP and maintenance projects for the Material Laboratories facilities.

Additional resources will be allocated or redirected as the transportation-related facilities program develops to meet program and funding needs.

Decision Document Attachment
Single Point of Contact for Transportation-related Facilities
May 20, 2015



Performance Measures:

Deliverable: Designate a SPOC for transportation-related facilities in the SHOPP.

Change Measure(s): N/A.

Contact Person:
Herby Lissade, Chief, Office of Emergency Management
Herby.Lissade@dot.ca.gov
Division of Maintenance
1120 N Street, Sacramento CA 95814
(916) 417-6994

Tab 55

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FRAN INMAN, Vice Chair
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LUCETTA DUNN
JAMES EARP
JAMES C. GHIELMETTI
CARL GUARDINO
CHRISTINE KEHOE
JAMES MADAFFER
JOSEPH TAVAGLIONE

SENATOR JIM BEALL, Ex Officio
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STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

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August 11, 2017

Ms. Mary Ann Mitchell,
Division of Business, Facilities, and Security
California Department of Transportation
1120 N Street, Suite 6301
Sacramento, CA 95814

RE: California Transportation Commission (Commission) Staff Comments on the California Department of Transportation (Caltrans) Draft 2018 Facilities Infrastructure Plan

Dear Ms. Mitchell,

Caltrans submitted the Draft 2018 Facilities Infrastructure Plan (Plan) as part of the August 2017 Commission meeting book. Commission Staff has the following comments on the Draft 2018 Plan for your consideration prior to finalizing the Plan.

Page v, the definition of the SHOPP near the bottom of the page should be updated to include the following; Projects *included in the program shall be limited to capital 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.*

Page 14, a brief paragraph that summarizes the March 2017 Caltrans Headquarters (HQ), Department of General Services Infrastructure Study Update should be included. In the paragraph any significant major findings, deficiencies, or risks identified at the HQ building should be described.

Page 17, the Unfunded Needs table reflects an unfunded need of $482.8 million for office buildings. The final June 2017 Caltrans State Highway System Management Plan on page

19 reflects a cost that is slightly higher at $491 million as the unfunded need for office buildings. These two figures should align.

Page 22, the reservation of $10 million for Transportation-Related Facilities only appears in one year in the Commission-adopted 2016 SHOPP. Therefore the statements at the bottom of the page require correction.

Pages 30 and 31, in June 2017 Caltrans proposed and the Commission approved the acceleration of the project to reconstruct the sand and salt storage building near Truckee from fiscal year 2018-19 into fiscal year 2017-18. Therefore the table on page 30 and the listing of programmed projects on page 31 should be revised to reflect the new programmed fiscal year.

Pages 30 and 31, the *District 4 San Francisco Oakland Bay Bridge (SFOBB) Maintenance Complex Phase 3 Training Center* project is identified in the Plan as a 2016 SHOPP programmed project. However, we understand that the project was incorrectly programmed as a *Reconstruct maintenance facilities* project in the 2016 SHOPP and is not currently programmed in the SHOPP. Therefore the headings that identify this as a programmed SHOPP project should be revised for accuracy. Also, the $12,450,000 Construction Cost Estimate for this facility should be confirmed as correct. In addition, an explanation why this new District 4 Maintenance Training Facility building project is a priority for Caltrans over other identified and unfunded facility needs should be provided.

Page 47, Electric Vehicle Projects, the first bullet states *Caltrans installed 96 electric vehicle (EV) charging stations and plans to install an additional 147 EV charging stations statewide*. Although the primary purpose of the stations discussed in the report is to serve the growing Caltrans EV fleet, without compromising safety or security considerations, it is not clear in the Plan whether there are any current locations that could be upgraded or future additional locations designed to accommodate dual users, both for public use and to service the Caltrans vehicle fleet?

If you have any questions or concerns regarding these comments, please feel free to contact me at (916) 653-2070.

Sincerely,

Stephen V. Maller, P.E.
Deputy Director/Chief Engineer
California Transportation Commission

c: Susan Bransen, Executive Director, California Transportation Commission
Malcolm Dougherty, Director, California Department of Transportation

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 56

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 4.11
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Subject: **ZERO EMISSION VEHICLE (ZEV) IMPLEMENTATION STRATEGY**

SUMMARY:

An overview of the Governor's zero emission vehicle implementation strategy will be given to the California Transportation Commission by representatives from the Governor's Office of Business and Economic Development (GO-Biz) and the California Energy Commission (CEC) at the August 2017 Commission meeting. This will be an informational item.

BACKGROUND:

In 2012, the Governor issued Executive Order B-16-12 directing state government to help accelerate the market for zero-emission vehicles (ZEVs) in California. This Executive Order calls for 1.5 million ZEVs in California by 2025 and establishes several milestones on the pathway toward this target. In February 2013, the Governor released the 2013 ZEV Action Plan that identified specific actions state government would take to meet the milestones of the Executive Order. With several actions in the 2013 ZEV Action Plan complete, the Governor's Office released the updated 2016 ZEV Action Plan (Plan) in October 2016, providing a necessary re-evaluation of actions and goals in light of new market realities.

This new Plan focuses on raising consumer awareness, ensuring ZEVs are more accessible to all Californians, making ZEV technologies commercially viable in new market sectors (medium- and heavy-duty, public transport, and freight), ensuring convenient charging and fueling stations for a greatly expanded use of ZEVs and facilitating ZEV growth outside California. The Plan clearly communicates what state government will do to advance ZEVs and how agencies will work together to be successful and maximize resources across programs.

M e m o r a n d u m

Tab 57

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 4.22
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Ellen Greenberg,
Deputy Director,
Sustainability Program

Subject: **CALTRANS ZERO-EMISSION VEHICLE (ZEV) PROGRAM**

SUMMARY:

An overview of the California Department of Transportation (Department) "Zero-Emission Vehicle (ZEV) Program" will be given to the California Transportation Commission at the August 2017 Commission meeting. This will be an informational item.

BACKGROUND

Accelerating the market for zero-emission vehicles (ZEVs) is a cornerstone of California's long-term transportation strategy to reduce localized pollution and greenhouse gas emissions, save consumers money, and enable continued economic growth. In addition to promoting these vehicle technologies, the State supports the development and use of low carbon fuels, as well as planning more environmentally sustainable communities that reduce unnecessary vehicle travel and congestion.

Administration initiatives. In 2012, Governor Brown issued Executive Order B-16-12 directing state government to "encourage the development and success of zero-emission vehicles to protect the environment, stimulate economic growth and improve the quality of life in the State." The Executive Order calls for 1.5 million ZEVs in California by 2025 and establishes several milestones on the pathway toward its target. The Governor's 2016 ZEV Action Plan identifies six priorities for implementation:

- achieving mainstream consumer awareness of ZEV options and benefits
- making ZEVs an affordable and attractive option for drivers
- ensuring convenient charging and fueling infrastructure for greatly expanded use of ZEVs
- maximizing economic opportunities from ZEV technologies
- bolstering ZEV market growth outside of California
- leading by example integrating ZEVs into state government

The Department is pleased to be contributing to the success of these initiatives to advance ZEVs in California.

Legislative actions. Senate Bill (SB) 1 created the new Road Maintenance and Rehabilitation Program [California Streets and Highway Code (SHC) Section 2030-2038], which provides funding for the SHOPP and encourages agencies receiving funds under the new program to use advanced technologies in transportation infrastructure that may include charging or fueling opportunities for ZEVs (SHC Section 2030d) as well as other technologies. In addition, the 2017-18 State Budget authorizes the Department to use up to $20 million in SHOPP funding and up to $20 million in matching federal funds for ZEV infrastructure.

Interagency efforts. The ZEV Action Plan is the product of an interagency working group led by the Governor's Office that includes several state agencies (including the Department) and the California Energy Commission (CEC). The Energy Commission is leading an effort to complete a statewide network of DC fast chargers along key interregional highway corridors. As part of this effort, the Energy Commission has completed an analysis of the network's service gaps to find where new fast chargers are needed. The Department is using the CEC gap analysis for its publicly accessible charging program.

Department actions. The Department is embarking on a comprehensive ZEV Program to support the Administration's priorities. Table 1 below highlights the Department's ongoing initiatives.

Table 1: Caltrans ZEV Program Outline

Program Area	Actions
Fleet	Make ZEVs 100 percent of all new light-duty fleet purchases by 2025 (where feasible)
	Install electric chargers and hydrogen fueling stations for light-duty fleet vehicles
	Identify and purchase medium- and heavy-duty ZEVs, such as hydrogen street sweepers
Workplace	Ensure access to electric vehicle chargers at 5 percent of the Department's workplace parking spaces for employees
	Establish partnerships to install Level 2 workplace chargers with partners such as EVgo, California Highway Patrol, and PG&E.
Freight	Support goals of the California Sustainable Freight Action Plan, including the deployment of over 100,000 freight vehicles and equipment capable of zero-emission operation by 2030
Public Charging Infrastructure	Identify three Department-owned properties for retail hydrogen fueling stations
	Begin construction or operation of fast chargers for electric vehicles at a minimum of 30 Department-owned locations at strategically located publicly available sites by December 2018
	Install highway signage for ZEV fueling
Partnering/Lead by Example	Participate in the Governor's Interagency Task Force on ZEVs
	Collaborate with external stakeholders, including NGOs, air resources districts, charging providers, regional and local governments, and other state agencies
	Explore partnership opportunities with EVgo, Electrify America, Monterey Bay Air Resources District, and others

One of the first initiatives of the Department's ZEV Program is the installation of publicly accessible fast chargers for electric vehicles within the Department's right-of-way. The Governor's ZEV Action Plan directs the Department to begin construction on installing these chargers at a minimum of 30 Department-owned, publicly accessible locations, including highway Safety Roadside Rest Areas and other strategically located Department properties, by December 2018. The goal of these installations is to fill gaps within California's ZEV refueling network along key corridors of the State Highway System where sufficient commercial fueling opportunities do not currently exist. The Department worked with the CEC and the Governor's Office to use the Commission's gap analysis to identify sites for fast-charging locations.

The Department is accelerating the delivery of these ZEV charging projects to comply with infrastructure deployment timelines set by the Governor in EO B-16-12.

DISCUSSION:

In accordance with the Governor 's 2016 ZEV Action Plan, the 2017-18 State Budget, and SB 1, the Department has identified 11 projects that will enable the Department to upgrade a minimum of 30 Department-owned, publically accessible facilities with ZEV infrastructure. These projects will upgrade 37 existing facilities, including 27 Safety Roadside Rest Areas, to accept new technology related to ZEVs by upgrading electrical systems, constructing charging station pads, purchasing and installing ZEV chargers, completing environmental analysis, traffic control, completing earthwork and trenching, completing asphalt and concrete work, completing landscaping and drainage work, providing accessibility under the Americans with Disabilities Act, and installing signage and parking space striping. The project locations are on key highway corridors consistent with CEC guidance, such as Interstates 5 and 80, State Route 99, and U.S. Highways 101 and 395. The CEC analysis determined that other major highways or sections of those highways are adequately served by existing or planned charging infrastructure.

The Department's preliminary principles for implementing its public charging infrastructure include:

1. Provide public, non-subscription access to electric vehicle charging stations under the Electric Vehicle Charging Stations Open Access Act (Health and Safety Code Sections 44268-44268.2)
2. Support a range of technologies and commercial operators
3. Complement private sector activities – don't compete
4. Maintain a high level of coordination with CEC and GO-Biz
5. Deploy advanced "smart" charging equipment for benefits of networked data and public information
6. Pursue partnerships for funding, implementation, and promotion whenever feasible and consistent with state policy goals and procedural requirements
7. Support expansion of ZEVs in disadvantaged communities consistent with Administration policy
8. Cooperate with the federal government and other states
9. Work to fill gaps in privately-provided charging infrastructure to support ZEV use and market penetration
10. Avoid favoring specific technologies or providers

These principles will inform the Department's implementation of its ZEV public charging infrastructure program as more detailed decisions are made. As reflected in the principles, the Department is committed to supporting wider commercialization to complement private sector efforts rather than competing. Whenever possible, the Department will identify partners who will bring financial resources to the effort, using an appropriate form of agreement to assure installation and long-term operations and maintenance. In cases where partnership opportunities cannot be identified, the Department will explore other forms of agreements with charging providers for installation, operation, and maintenance.

The Department selected the 11 projects in consultation with the Governor 's Office, the California Governor 's Office of Business and Economic Development (GO-Biz), CEC, and the Department's Districts. In brief:

- The California Transportation Commission amended these 11 projects into the SHOPP at the Commission's June meeting and allocated funding to begin the Project Approval and Environmental Document phase on five of the projects. Since that meeting, the Department has responded to comments from the Commission with statewide discussions to re-evaluate project documents, design, and cost, and a follow up meeting between Caltrans and Commission staff has provided an opportunity to address specific questions raised in June. The result of the cost review is reflected in the allocation request for these projects.

  Additional activities undertaken by the Department following the June Commission meeting include:
  - Meeting with GO-Biz and CEC to confirm standards and priorities are in alignment
  - Consulting with private sector charging providers
  - Continuing to develop partnership opportunities

- The Department is installing the fast chargers in accordance with policies highlighted in the Energy Commission's 2015 report, "Considerations for Corridor Direct Current Fast Charging Infrastructure in California" (CEC-600-2015-015).

- Based on guidance from CEC and GO-Biz, the Department identified state facilities located within critical gaps in the charging network along highways where fast charging is not currently commercially viable. These highways include corridors designated by CEC and the Federal Highway Administration for zero-emission fueling.

- These routes include corridors along the "West Coast Electric Highway," which is part of an interstate agreement among California, Oregon, and Washington to create a comprehensive fast-charging network on major north-south highways from Canada to the California-Mexico border. The California portion of the West Coast Electric Designated highways include U.S. Highway 101, Interstate 5, and State Route 99.

- The Department intends to install a minimum of one fast charger at each location during the projects' initial implementation. The Department will evaluate expansion opportunities for additional fast chargers during project design, based on evolving technology and anticipated user demand.

- The Department is working to establish new and strengthen existing public and private partnerships for broader implementation of ZEV charging opportunities along the State Highway System. The Department is actively seeking funding opportunities beyond the SHOPP to accomplish the goals of the Executive Order and the ZEV Action Plan and to help accelerate the commercial viability of private ZEV charging infrastructure along key highway corridors where such commercial viability has not yet occurred.

Attachments Attachment A
Attachment 1: Executive Order B-16-12
Attachment 2: Governor 's 2016 ZEV Plan
Attachment 3: California Energy Commission report CEC-600-2015-015

GOVERNOR's
EXECUTIVE ORDER B-16-2012

WHEREAS California is the nation's largest market for cars and light-duty trucks; and

WHEREAS the transportation sector is the biggest contributor to California's greenhouse gas emissions and accounts for approximately 40 percent of these emissions; and

WHEREAS California should encourage the development and success of zero-emission vehicles to protect the environment, stimulate economic growth and improve the quality of life in the State; and

WHEREAS California is a leader of technological innovation, including the innovation necessary to produce commercially successful zero-emission vehicles; and

WHEREAS California attracts over half of the nation's venture capital for clean technology and ranks high among the states in the number of workers and facilities supporting the clean-car industry; and

WHEREAS California is leading the nation in enacting laws and establishing policies and programs that are reducing greenhouse gases, protecting air and water quality, promoting energy diversity and supporting low-carbon alternative fuel technologies; and

WHEREAS zero-emission vehicles provide multiple benefits in addition to reducing greenhouse gas emissions, such as reducing conventional pollutants, operating quietly and cleanly, allowing home refueling and lowering operating and fuel costs; and

WHEREAS California should support and encourage car manufacturers' plans to build and sell tens of thousands of zero-emission vehicles in California in the coming years.

NOW, THEREFORE, I, Edmund G. Brown Jr., Governor of the State of California, do hereby issue the following orders to become effective immediately:

IT IS HEREBY ORDERED that all State entities under my direction and control support and facilitate the rapid commercialization of zero-emission vehicles.

IT IS FURTHER ORDERED that the California Air Resources Board, the California Energy Commission, the Public Utilities Commission and other relevant agencies work with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to help achieve by 2015:

- The State's major metropolitan areas will be able to accommodate zero-emission vehicles, each with infrastructure plans and streamlined permitting; and
- The State's manufacturing sector will be expanding zero-emission vehicle and component manufacturing; and
- The private sector's investment in zero-emission vehicle infrastructure will be growing; and
- The State's academic and research institutions will be contributing to zero-emission vehicle research, innovation and education.

IT IS FURTHER ORDERED that these entities establish benchmarks to help achieve by 2020:

- The State's zero-emission vehicle infrastructure will be able to support up to one million vehicles; and
- The costs of zero-emission vehicles will be competitive with conventional combustion vehicles; and
- Zero-emission vehicles will be accessible to mainstream consumers; and
- There will be widespread use of zero-emission vehicles for public transportation and freight transport; and
- Transportation sector greenhouse gas emissions will be falling as a result of the switch to zero-emission vehicles; and
- Electric vehicle charging will be integrated into the electricity grid; and
- The private sector's role in the supply chain for zero-emission vehicle component development and manufacturing State will be expanding.

IT IS FURTHER ORDERED that these entities establish benchmarks to help achieve by 2025:

- Over 1.5 million zero-emission vehicles will be on California roads and their market share will be expanding; and
- Californians will have easy access to zero-emission vehicle infrastructure; and
- The zero-emission vehicle industry will be a strong and sustainable part of California's economy; and
- California's clean, efficient vehicles will annually displace at least 1.5 billion gallons of petroleum fuels.

IT IS FURTHER ORDERED that California target for 2050 a reduction of greenhouse gas emissions from the transportation sector equaling 80 percent less than 1990 levels.

IT IS FURTHER ORDERED that California's state vehicle fleet increase the number of its zero-emission vehicles through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles be zero-emission by 2015 and at least 25 percent of fleet purchases of light-duty vehicles be zero-emission by 2020. This directive shall not apply to vehicles that have special performance requirements necessary for the protection of the public safety and welfare.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

I FURTHER DIRECT that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given to this Order.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 23rd day of March 2012.

_____

EDMUND G. BROWN JR.
Governor of California

ATTEST:

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DEBRA BOWEN
Secretary of State

ZEV Action Plan

An updated roadmap toward 1.5 million zero-emission vehicles on California roadways by 2025

Governor's Interagency Working Group on Zero-Emission Vehicles

Governor Edmund G. Brown Jr.
October 2016

INTRODUCTION AND PURPOSE

In 2012, Governor Brown issued Executive Order B-16-12 directing state government to help accelerate the market for zero-emission vehicles (ZEVs) in California. This Executive Order calls for 1.5 million ZEVs in California by 2025 and establishes several milestones on the pathway toward this target. The Administration's 2013 ZEV Action Plan then identified specific actions state government would take to meet the milestones of the Executive Order.

Implementation of the 2013 ZEV Action Plan has been successful: California's ZEV market has grown significantly and state agencies have completed a number of important actions. The State Legislature continues to champion ZEV technologies, passing several important laws to facilitate market expansion. In addition, the State Legislature has appropriated millions of dollars from the Greenhouse Gas Reduction Fund to advance ZEV technologies, including incentives for purchase of light-duty ZEVs, grants to implement zero-emission drayage truck demonstration projects and incentives for ZEV truck and bus purchases, among others. This updated 2016 ZEV Action Plan outlines progress to date and identifies new actions state agencies will take in continued pursuit of the milestones in the Governor's Executive Order.

This 2016 Action Plan highlights the following priorities for ZEVs:

- Raising consumer awareness and education about ZEVs;
- Ensuring ZEVs are accessible to a broad range of Californians;
- Making ZEV technologies commercially viable in targeted applications the medium-duty, heavy-duty and freight sectors; and
- Aiding ZEV market growth beyond California.

This 2016 ZEV Action Plan introduces new actions to meet these priorities and build California's ZEV market, remove barriers to future market growth and ensure this transition benefits our state and its residents. The intent is to clearly communicate what state government will do to advance ZEVs and serve as a "to-do" list for the Governor's Office and state agencies to enhance interagency coordination.

The 2016 ZEV Action Plan is the product of an interagency working group led by the Governor's Office. This plan benefited from extensive input from stakeholders including the California Plug-in Electric Vehicle Collaborative (PEVC) and the California Fuel Cell Partnership (CaFCP). PEVC and CaFCP are broad-based public-private partnerships of industry, non-government organizations and government entities that collaborate to advance ZEVs. The Governor's Executive Order specifically directs collaboration with these two organizations.

Overview of ZEV Technologies

ZEV technologies include hydrogen fuel cell electric vehicles (FCEVs) and plug-in electric vehicles (PEVs), which include both pure battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs). This 2016 Action Plan also addresses medium- and heavy-duty vehicles, as well as zero-emission technologies for public transit and freight transport.

BEVs are purely electric and, depending on the model, offer between 60 to just under 300 miles per complete charge.[1] PHEVs are compatible with electric charging and conventional gas fueling, generally operating purely on electricity before using gasoline to extend the driving range. Most PHEVs have a driving

1 https://www.fueleconomy.gov/feg/evtech.shtml

range between 10 and 50 all-electric miles and up to 400 gasoline hybrid miles.[2] FCEVs use hydrogen to generate electricity using on-board fuel cells. FCEVs convert hydrogen into electric power within a vehicle through use of a fuel cell rather than storing electricity on-board in batteries. With a maximum driving range of about 300 miles and a quick 3-5 minute fueling time, FCEVs are a promising technology within California's ZEV portfolio.[3]

BEVs and FCEVs share two fundamental attributes: they use electric drive motors with zero tailpipe emissions. Based on the mix of California's grid electricity and renewable hydrogen requirements, California's PEVs and FCEVs use electricity and hydrogen, respectively, that emit approximately two-thirds less carbon dioxide compared to gasoline.[4]

State of the ZEV Market

California is one of the world's largest markets for light-duty ZEVs, with PEV ownership in the state exceeding 230,000 vehicles.[5] As of summer 2016, Californians drive 47% of all ZEVs on the road in the U.S., while the U.S. comprises about one-third of the world ZEV market.[6] BEVs and PHEVs comprise the majority of ZEVs on California's roads today, since FCEVs are just becoming commercially available.

The national light-duty PEV market continues to expand, with total sales over 500,000 vehicles as of summer 2016.[7] In 2015, nearly every major automaker announced plans for promising new ZEV models. Today over 20 PEV models are available in California, with the Nissan LEAF, Chevrolet Volt, Tesla Model S, and the Ford Fusion Energi leading sales in the U.S. in 2015.[8]

The metropolitan regions of Los Angeles, San Diego and the San Francisco Bay Area lead the state in PEV sales. ZEV adoption has been greatest in Los Angeles County and Santa Clara County, followed by Alameda, Orange, and San Diego Counties. Statewide, nearly 60% of issued rebates have been for BEVs, while 40% have been for PHEVs.[9]

Hundreds of FCEVs are also now driving on California's roads, with automakers introducing commercial models for the first time. In 2014, the Hyundai Tucson FCEV marked the beginning of commercial introduction. The Toyota Mirai entered the market in late 2015 with close to 2,000 pre-orders, and the latest Honda Clarity is anticipated in late 2016. Mercedes and Honda have run demonstration-scale lease programs with the B-Class F-CELL and FCX Clarity for several years. Approximately 300 FCEVs operating in California are mostly located Los Angeles, Orange County and the San Francisco Bay Area.

To spur additional innovation and broader transportation electrification, several state programs are aimed at accelerating development and commercialization of near zero- or zero-emission applications for medium- and heavy-duty vehicles. The California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program is a unique state program that provides purchase vouchers to offset incremental costs of eligible hybrid and zero-emission medium- and heavy-duty vehicles as well as engines certified to the cleanest optional low

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2 http://www.afdc.energy.gov/vehicles/electric_basics_phev.html
3 http://www.driveclean.ca.gov/Search_and_Explore/Technologies_and_Fuel_Types/Hydrogen_Fuel_Cell.php
4 http://cafcp.org/sites/default/files/W2W-2014_Final.pdf
5 http://www.pevcollaborative.org/sites/all/themes/pev/files/9_sept_PEV_cumulative.pdf
6 http://energy.gov/eere/vehicles/fact-918-march-28-2016-global-plug-light-vehicle-sales-increased-about-80-2015
7 http://www.pevcollaborative.org/sites/all/themes/pev/files/9_sept_PEV_cumulative.pdf
8 http://www.afdc.energy.gov/data/10567
9 https://cleanvehiclerebate.org/eng/rebate-statistics

NOx standards. To date, 18 manufacturers have deployed about 2,500 hybrid and zero-emission vehicles through this program. In addition, the Alternative Renewable Fuel and Vehicle Technology Program provides grant funding to develop innovative medium- and heavy-duty technologies. As of December 2015, this program provided close to $93 million to accelerate the demonstration, scale up, and deployment of medium- and heavy-duty technologies.

Expanding Transportation Electrification

While light-duty ZEVs are the most visible step forward toward transportation electrification, the state's transportation and climate goals require a broad, multi-modal approach to transportation electrification beyond individual passenger vehicles. In 2015, Governor Brown announced an ambitious set of climate goals, including reducing petroleum use in California by up to 50% from 2015 levels by 2030 and reducing greenhouse gas emissions 40% below 1990 levels by 2030. In 2016, the State Legislature passed and Governor Brown signed Senate Bill 32, codifying the 2030 greenhouse gas reduction goal. In addition, Senate Bill 350, the Clean Energy and Pollution Reduction Act of 2015, established widespread electrification of the transportation sector as a statewide policy that is necessary to meet the state's 2030 and 2050 climate goals, as well as the state's air quality requirements. Implementing these ambitious goals will require sustained investments, ongoing policy innovation and state agency leadership and coordination.

California's high-speed rail program represents the backbone of the state's transition to electrified transportation. Powered by 100% renewable energy, high-speed rail will produce a significant "mode shift" in transportation by expanding consumer choice for travel, reducing medium- and long-distance car and airplane trips and enabling transit-oriented communities. High-speed rail stations are being planned and designed to connect to regional public transit and enable ZEV use when passengers drive to stations. Linking high-speed rail to ZEV buses and cars is essential to achieve the level of transformation of California's transportation system called for by the Governor and the State Legislature.

The California Sustainable Freight Action Plan has also been developed to meet the state's transportation objectives. Governor Brown issued Executive Order B-32-15 in July 2015 that directed state agencies to develop this integrated action plan to improve freight transportation system efficiency, transition to zero-emission technologies and strengthen California's competitiveness. Our robust and complex freight industry is a key part of California's economy and a large part of our transportation system. An effective transition to an electrified transportation system over time must include this sector. Transitioning vehicles and equipment in the freight industry to zero-emission capabilities is particularly important to reduce pollution in local communities near freight transportation hubs such as freeways, border crossings, truck stops, airports, seaports, railyards, warehouses and distribution centers.

State agencies need to remain forward-looking in their efforts to accelerate electrification of California's transportation system. New technology innovations, such as autonomous vehicles and equipment, promise to transform the way people and freight move. Improved battery and fuel cell configurations, smart charging connected to electricity grids and wireless charging are examples of technologies that also will directly impact how the ZEV market expands and evolves. New business models and markets, such as transportation network companies, introduce further changes to the transportation system. Considering all of these changes, state agencies need to invest time and resources to understand and harness these emerging technologies. State activities, such as funding and producing applied research and continuing to prioritize public-private collaboratives, such as the PEVC and the CaFCP, are more important than ever.

STATE PROGRESS TO DATE SUPPORTING ZEV EXPANSION

In the three years since the 2013 ZEV Action Plan, state agencies have maintained important ZEV programs while completing several new actions to accelerate ZEV deployment. These efforts include the following actions:

Maintaining Proven ZEV Incentives

- ZEV Rebates: The State of California continues to provide sizable monetary rebates for the purchase or long-term (30 months or more) lease of ZEVs: $5,000 for FCEVs, $2,500 for BEVs, and $1,500 for PHEVs. Revenue from the state's Air Quality Improvement Program (AQIP) and Greenhouse Gas Reduction Fund (GGRF) provide funding for this important initiative as it has grown in size. Beginning March 29, 2016, the program implemented two significant changes: an income cap prohibiting rebates for higher-income consumers and an additional $1,500 rebate for low- and moderate-income consumers. In September 2016, the State Legislature passed and Governor Brown signed Senate Bill 859, requiring the California Air Resources Board to lower the gross annual income thresholds, increase rebate payments by $500 for low-income applicants and prioritize rebate payments for low-income applicants. The new income limits, which apply through June 2017, are $150,000 for single filers, $204,000 for head-of-household filers and $300,000 for joint filers.

- HOV Lane Access: ZEV drivers continue to have access to high occupancy vehicle (HOV) lanes. White HOV decals are provided to BEV and FCEV drivers and green decals are provided to PHEV drivers. White decals are currently not limited in number, and the amount of authorized green decals was increased to 85,000 beginning July 1, 2015. As of December 2015, all 85,000 green decals were issued. In early 2016, the Administration proposed a legislative change to allow an unlimited amount of green decals to be issued until the current expiration of the green decal program on January 1, 2019. In September 2016, the State Legislature passed and Governor Brown signed Senate Bill 838, lifting the cap on green decals. The expiration date remains unchanged. The Administration will continue to work with the State Legislature and stakeholders to establish a long-term plan for the green and white HOV decal programs.

  Auto dealers selling new vehicles that are eligible for white and green HOV decals can now obtain these decals in advance from the state's Department of Motor Vehicles, which allows dealers to provide HOV decals to consumers at the point of sale.

Advancing Light-Duty Vehicle Pilot Projects for Lower-Income Consumers and Disadvantaged Communities

- Since 2014, the California Air Resources Board has dedicated $19 million to four light-duty vehicle pilot projects aimed at increasing the use of advanced technology light-duty vehicles to benefit lower-income consumers and disadvantaged communities. These projects include vehicle retirement and replacement programs in the San Joaquin Valley and South Coast air districts, car sharing and mobility options projects in Los Angeles and Sacramento, increased incentives for disadvantaged community public fleets statewide and a financing assistance project in the San Francisco Bay Area.

Adopting Statutory Changes to Expand ZEV Use

- In 2013, the State Legislature re-authorized two programs that provide as much as $100 million annually towards innovative transportation and fuel technologies, including PEV charging and hydrogen station infrastructure, through 2024: the Air Quality Improvement Program (AQIP), administered by the California Air Resources Board, and the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP), administered by the California Energy Commission.

- In 2014, the State Legislature passed and Governor Brown signed the California Charge Ahead Initiative (Senate Bill 1275), a landmark bill supporting consumer incentives and rebates to enable one million ZEVs on California's roads by January 1, 2023. The law requires the California Air Resources Board to adopt programs that benefit disadvantaged communities, including projects that provide grants for fleet managers to replace polluting medium- and heavy-duty vehicles with cleaner vehicles. Another 2014 law, Senate Bill 1204, established the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program to fund purchase incentives for commercially available heavy-duty zero and near zero-emission technologies.

- In 2015, the State Legislature passed and Governor Brown signed into law the Clean Energy and Pollution Reduction Act of 2015 (Senate Bill 350) which established as a statewide policy widespread electrification of the transportation sector. The law promotes additional investments in electrification by investor-owned electric utilities, based on guidance developed by the California Public Utilities Commission. Proposed investments should improve access to electricity as an economical and alternative transportation fuel, leverage vehicles as a resource to integrate a grid powered by 50% renewable electricity, and reduce emissions of air pollutants and greenhouse gases.

Accelerating ZEV Market Growth Outside of California

- Multi-State Collaboration: In 2013, Governor Brown, along with governors of seven other states, signed a multi-state ZEV Memorandum of Understanding (MOU). The MOU commits the states to program coordination to deploy at least 3.3 million ZEVs in these states by 2025. This MOU was followed in May 2014 by a Multi-State ZEV Action Plan, which outlined 11 key actions to work towards the 3.3 million ZEV goal. States, automakers and other stakeholders are now actively working to implement the plan.

- International Coordination: In 2015, California led the founding of the International ZEV Alliance, a collaboration of countries and subnational governments to accelerate the global development of ZEVs. The 14 participant jurisdictions in the ZEV Alliance are working together to share best practices for incentives, utility programs and consumer outreach. In December 2015 at the United Nations Climate Change negotiations, the Administration joined 12 countries, states and provinces announcing that it would strive to make *all* passenger vehicle sales ZEVs as quickly as possible, and no later than 2050.

Expanding PEV Charging Networks

- Utility Programs: The California Public Utilities Commission authorized two PEV charging infrastructure pilots in January 2016 in Southern California. The Charge Ready Program, administered by Southern California Edison, calls for approximately 1,500 charging stations at 150 workplaces, multi-unit dwellings, fleets and destination centers, and requires time-of-use rates and demand response capabilities for these facilities. The Power Your Drive Program, administered by San Diego Gas & Electric, authorizes roughly 3,500 charging stations at 350 workplaces and multi-unit dwellings,

as well as a vehicle-grid integration rate to incentivize charging that is responsive to dynamic, location-based electricity rates that will help integrate renewable energy and avoid infrastructure and capacity upgrades. The programs are intended to complement private investments to maintain a competitive PEV market. Utilities will install 10% of the infrastructure and expenditures in disadvantaged communities. Pacific Gas & Electric also has an application for approximately 7,500 level 2 chargers and 100 fast charging stations pending before the California Public Utilities Commission. With learnings from these initial programs, the California Public Utilities Commission will consider future expanded programs.

- CPUC Settlement Agreement with NRG Energy: The California Public Utilities Commission entered into a settlement agreement with NRG Energy Inc. to bring to California a statewide network of charging stations for PEVs, including at least 200 public fast-charging stations and the infrastructure for up to 10,000 privately-owned charging stubs (make-readies) at multi-family residences, workplaces and other locations.

- Strengthened Building Standards: Newly constructed residential and most non-residential buildings will be PEV-capable as a matter of state law. The California Building Standards Commission adopted changes to the California Green Building Standards Code (Title 24, Part 11 Green Building Standards Code) requiring all newly constructed parking lots and housing to put electrical capacity in place to easily install PEV chargers. Effective January 2017, the number of parking spaces that must be PEV-capable increases to 6% for most non-residential buildings.

- Clarified Accessibility Requirements: In January 2016, California adopted the first PEV charging station accessibility requirements in the nation, providing clear standards and guidance to ensure charging stations are accessible to ZEV users with disabilities.

- Accurate Measurement and Sale of Electricity as a Fuel: In April 2016, the California Department of Food and Agriculture entered into an interagency agreement with the California Energy Commission to develop specifications and accuracy tolerances for the commercial (non-utility) measurement of electricity as a motor vehicle fuel dispensed from PEV charging equipment.

- Increased Signage: In March 2013, the California Department of Transportation issued a directive standardizing signage for public PEV charging stations and hydrogen fueling stations on highways and roads across the state. The California Manual on Uniform Traffic Control Devices also now permits signage for alternative fuel charging on highways in urban areas.

- Corridor Charging: The California Energy Commission is working to complete the California segments of the West Coast Electric Highway, funding networks of DC fast chargers along key interregional highway corridors. The California Energy Commission provided $8.8 million for 61 DC fast chargers along north-south corridors for Interstate 5, U.S. Highway 101 and State Highway 99. A second solicitation for $9.9 million to support east-west highway corridors was released in January 2016.

  In September 2015, California signed a Letter of Intent with the New Energy and Industrial Technology Organization (NEDO) of Japan to support the installation of 30-50 DC fast chargers from Monterey to Lake Tahoe via Sacramento.

- Workplace Charging: In partnership with the California Plug-In Electric Vehicle Collaborative, Governor Brown hosted two high-level convenings of CEOs (in 2013 and 2015) at the "Drive the Dream" event to encourage companies across California to commit to expanding workplace charging.

In 2015, the California Pollution Control Financing Authority, with $2 million in seed capital provided by the California Energy Commission, launched the Electric Vehicle Charging Station Financing program. The program provides a loan loss reserve for eligible borrowers to finance the acquisition and installation of PEV chargers at small businesses, multi-unit dwellings, and in disadvantaged communities.

- Assessments and Data: The California Energy Commission funded the National Renewable Energy Laboratory to complete a Statewide Plug-in Electric Vehicle Infrastructure Assessment. This quantitative assessment provides a framework for evaluating the need for PEV charging infrastructure across the state and provides a range of estimates for the number of chargers needed to support our ZEV deployment goals.

  All electric charging installations and hydrogen fueling stations in California are now reported to the National Renewable Energy Laboratory Alternative Fuels Data Center database to provide a clearinghouse for information that can be utilized to develop mapping applications pursuant to legislation signed by Governor Brown in 2013.

Supporting Hydrogen Station Network Growth

- Network Development: The California Energy Commission provided nearly $81 million in capital funding to support 49 hydrogen stations in California and $12.6 million in test and evaluation processes, mobile refueling, and operations and maintenance support. As of summer 2016, 22 retail stations are fully open to the public, 6 stations are open non-retail (serving customers on an automaker by automaker basis), and another 23 are in varying stages of development (from local planning approval to construction).

- Accurate Measurement and Sale of Hydrogen as a Fuel: In January 2014, the California Department of Food and Agriculture's Division of Measurement Standards adopted hydrogen fuel quality specifications to assure drivers and manufacturers that vehicles receive the high-purity hydrogen essential to reliable operation of FCEVs. The California Department of Food and Agriculture also established a hydrogen fuel quality laboratory capable of analyzing hydrogen for FCEVs.

  In June 2014, the California Department of Food and Agriculture's Division of Measurement Standards adopted regulations for hydrogen gas measuring devices that enable commercial sale of hydrogen as a motor fuel. Hydrogen dispensers have since passed inspection using these new regulations, allowing hydrogen to be sold directly to retail consumers.

Increasing Local ZEV Readiness and Infrastructure Development

- Leadership: The Governor's Office of Business and Economic Development established a new Zero-Emission Vehicle Infrastructure Unit. This unit works full-time to partner with local governments and businesses to streamline PEV and FCEV infrastructure permitting process and provide subject matter expertise.

- Guidance: The Governor's Office of Planning and Research issued the *2013 ZEV Community Readiness Guidebook* to provide helpful information to local and regional governments, community leaders and residents transitioning to ZEVs. The Guidebook contains information on model local incentives to accelerate the ZEV market.

The Governor's Office of Business and Economic Development issued a *Hydrogen Station Permitting Guidebook* that recommends actions for local governments to facilitate deployment of hydrogen fueling stations including codes and standards, parking and zoning policies, fueling processes and overall best practices.

- Readiness Funding: Ten PEV regional readiness plans were completed, and eleven more funded by the California Energy Commission. Readiness plans include PEV charging station deployment strategies, opportunities to streamline permitting and inspection of PEV chargers, updated building codes and actions for consumer education and outreach. In addition, 13 grants have been given to local and regional governments to implement their plans.

Vehicle-Grid Integration

- Roadmap and Working Group: The California Independent System Operator, California Energy Commission, and California Public Utilities Commission, in partnership with external stakeholders, developed a Vehicle-Grid Integration (VGI) Roadmap. The roadmap identifies pathways to enable service providers and utilities to manage vehicle charging and discharging to help maintain the stability of the electricity grid while preserving drivers' mobility needs. Progress has already been made on actions in the VGI Roadmap, including successful VGI demonstration projects and the formation of an interagency task force.

- Innovative Projects: The California Independent System Operator, the California Energy Commission and the California Public Utilities Commission worked with the U.S. Department of Defense and Southern California Edison to implement a vehicle-to-grid system that allows the Los Angeles Air Force Base to use its non-tactical PEV fleet as an ancillary services resource in the wholesale electricity market.

  The California Public Utilities Commission worked with Pacific Gas & Electric to develop a pilot project that explores how automakers could reduce the upfront purchase cost of PEVs using the grid value from smart charging, leveraging vehicle batteries for secondary storage and understanding behaviors.

  San Diego Gas & Electric completed a pilot project under which it bid geographically dispersed energy storage systems and PEV fleets whose charge could be modulated to the California Independent System Operator energy markets.

- Research Funding: The California Public Utilities Commission approved the second triennial Electric Program Investment Charge plans, administrated by the California Energy Commission and the three large electric investor-owned utilities. Each investment plan includes research into PEV technologies. Under the second investment plan, the California Energy Commission is planning a $16 million VGI-specific solicitation which also includes a required match funding leverage component.

Expanding Use of ZEVs in State Government

- Fleet Vehicles: State agencies fulfilled the Governor's Executive Order directive that ZEVs must comprise 10% of state light-duty fleet purchases by 2015. For fiscal year 2014/2015, ZEVs accounted for 11.74% of the state's light-duty fleet purchases. In February 2016, the Department of General Services updated its two-year statewide vehicle contracts, which expand the number of ZEVs now available to agencies and help to ensure success in future years. The Department of General Services will continue to add new vehicle models to contracts as they enter the market.

- Parking: The Department of General Services created a state government-wide ZEV Parking Policy, effective in early 2014, which provides parking benefits for ZEV drivers at state-owned buildings, parking lots and properties.

Supporting Commercialization of Medium- and Heavy-Duty Technologies

- Early Funding: The California Energy Commission has provided over $109 million for California companies to expand manufacturing facilities and conduct in-service demonstrations of zero-emission medium- and heavy-duty advanced technologies for trucks, buses and freight movement. In addition, the California Air Resources Board is spending $50 million from fiscal year 2014/2015 to demonstrate zero-emission drayage trucks and zero- and near zero-emission heavy-duty and off-road vehicles operating at multi-source facilities. The projects will accelerate the introduction of advanced technologies on the cusp of commercialization into the freight sector as well as deploy supportive charging and fueling infrastructure.

  Through the Proposition 1B Trade Corridor Improvement Fund and Goods Movement Emission Reduction Program, the state was able to leverage over $5.5 billion to deliver over 90 transportation projects and more than 13,000 clean truck, locomotive, and marine vessel technology projects in California. Funding and developing these projects will be critical to address the challenges companies in this nascent market face to access private capital. Vehicle demonstrations made possible by these investments will be located in disadvantaged communities throughout California.

- Pilot Deployment Projects: The California Air Resources Board is administering $25 million from fiscal year 2014/2015 for large-scale zero-emission truck and bus pilot commercial deployments, with another $60 million proposed for fiscal year 2016/2017. The projects would place a significant number of early commercial zero-emission heavy-duty vehicles in a handful of strategic hubs, encouraging advanced technology clusters with infrastructure, marketing, workforce training and other synergies. Nearly all projects will be located within disadvantaged communities.

- Increased Data: The California Air Resources Board gathered data on medium- and heavy-duty ZEV deployment status in California and nationally and made these data publicly available through BEV and FCEV Technology Assessments.

Additional Actions

- LCFS Implementation: The California Air Resources Board completed the Low Carbon Fuel Standard (LCFS) rulemaking, which includes the issuance of credits for electric mass transit (both battery and fuel cell powered). The California Air Resources Board also certified new hydrogen fuel pathways in 2015, with AC Transit becoming the first opt-in participant to generate credits using a hydrogen fuel pathway. Credits have a monetary value and are tradable in the LCFS credit market to petroleum refiners and other regulated parties that need credits to meet their obligations.

  Investor-owned utilities are required to use revenue generated by LCFS credits through residential charging to benefit PEV drivers under the re-adopted LCFS regulations and California Public Utilities Commission decisions. The California Public Utilities Commission directed the utilities to return the revenue as an up-front rebate or annual credit to drivers.

- Volkswagen Settlement: In June 2016, California and the federal government reached a settlement with Volkswagen stemming from Volkswagen's violations of emission control requirements. To mitigate in part for the environmental harms from the violations, Volkswagen agreed to invest $800 million in California in zero-emission infrastructure and access over a ten year period. Eligible investments include fueling infrastructure, public education and marketing programs, efforts to increase access among consumers to ZEVs and creation of "Green City Programs." Investments must be brand neutral. Under the settlement, Volkswagen will submit ZEV investment plans every 30 months; the California Air Resources Board will provide comments and approve each plan after those comments are addressed. (Volkswagen also will invest an additional $1.2 billion to promote the transition to zero-emission vehicles in states outside California.)

  In addition to investments in zero-emission vehicles and access, Volkswagen agreed to invest $381 million to reduce NOx emissions and will place the funds into a mitigation trust over three years, to be administered by an independent trustee.

- Fleet Partnerships: The California Energy Commission and the California Air Resources Board initiated a working relationship with the Department of the Navy in an effort to transition up to 500 of their non-tactical vehicles to ZEVs.

- Local Research Centers: The California Energy Commission funded four centers (two in Northern California, one in the Central Valley, and one in Southern California) to promote adoption and deployment of alternative fuels and advanced vehicles. The centers serve their respective regions by partnering with local organizations to develop alternative fuels and clean technology, create jobs and drive economic growth.

- ZEV Manufacturing: The California Alternative Energy and Advanced Transportation Financing Authority approved $122 million in sales and use tax exclusions for the purchase of equipment used to develop and manufacture BEVs and PHEVs from 2013 to 2016.

- Rooftop Solar and ZEVs: Thanks to changes in the requirements of the Net Energy Metering Program, owners of distributed generation systems, such as rooftop solar photovoltaic systems, can now size their load based on projections of future ZEV ownership.

STRUCTURE OF THE 2016 ZEV ACTION PLAN

Actions called for in this 2016 ZEV Action Plan are grouped into sections according to six broad objectives, each of which contains two sub-sections: "Light-Duty," which focuses on light-duty passenger vehicles, and "Medium- and Heavy-Duty," which includes actions for medium-duty, heavy-duty and freight applications.

Six broad goals for state government to advance ZEVs include:

1. **Achieve mainstream consumer awareness of ZEV options and benefits**
2. **Make ZEVs an affordable and attractive option for drivers**
3. **Ensure convenient charging and fueling Infrastructure for greatly expanded use of ZEVs**
4. **Maximize economic and job opportunities from ZEV technologies**
5. **Bolster ZEV market growth outside of California**
6. **Lead by example integrating ZEVs in to state government**

State agency abbreviations used throughout this document include:

CARB	California Air Resources Board
CAEATFA	California Alternative Energy and Advanced Transportation Financing Authority
CBSC	California Building Standards Commission
CDFA	California Department of Food and Agriculture, Division of Measurement Standards
HCD	California Department of Housing and Community Development
DMV	California Department of Motor Vehicles
State Parks	California Department of Parks and Recreation
Caltrans	California Department of Transportation
CEC	California Energy Commission
CalEPA	California Environmental Protection Agency
HSR	California High-Speed Rail Authority
CAISO	California Independent System Operator
CNRA	California Natural Resources Agency
CPCFA	California Pollution Control Financing Authority
CPUC	California Public Utilities Commission
CalSTA	California State Transportation Agency
CWDB	California Workforce Development Board
DGS	Department of General Services
DSA	Divison of the State Architect
EDD	Employment Development Department
ETP	Employment Training Panel
GO-Biz	Governor's Office of Business and Economic Development
OPR	Governor's Office of Planning and Research
GO	Office of Governor Edmund G. Brown Jr.
OSFM	Office of the State Fire Marshal
SGC	Strategic Growth Council

Support major expansion of workplace charging (cont.)	Lead	Supporting	Timeframe
Consider incentives for workplaces to install make-ready infrastructure and PEV charging equipment, including incentives for grid-integrated charging. Coordinate with existing pilot programs and investments.	CPUC	--	2016
Work directly with the PEVC, CaFCP and other relevant parties to amplify workplace charging outreach efforts and increase awareness of PEV charging and hydrogen fueling options for employees.	GO-Biz	CEC, CPUC	2016, Ongoing

Support expansion of DC fast-charging networks	Lead	Supporting	Timeframe
Track the development of DC fast chargers across California to identify where gaps may exist between regions. Continue funding or other incentives to stimulate station development along interregional corridors.	CEC	--	2017
Install public DC fast chargers at a minimum of 30 locations, including highway rest stops and other strategically located Caltrans properties. Utilize the CEC DC fast charger corridor gaps analysis related to the West Coast Electric Highway to inform decisions.	Caltrans	CEC, CARB, GO-Biz	2018

Ensure a network of hydrogen fueling stations to support the commercial launch of FCEVs	Lead	Supporting	Timeframe
Build out an initial network of 100 hydrogen fueling stations while continuing to assess the pace of FCEV fleet size expansion, projections of consumer need and the status of hydrogen fueling technologies and costs, as required by AB 8.	CEC	CARB, GO-Biz	2023
Identify at least three strategically located Caltrans properties to support development of retail hydrogen stations.	Caltrans	CEC, CARB GO-Biz	2016
Explore the placement of hydrogen fueling stations at rest stops.	Caltrans	CEC, CARB GO-Biz	2016
Continue to work with utilities to streamline power connections for hydrogen stations.	GO-Biz	--	Ongoing
Expand incentives or strengthen revenue streams available to early market hydrogen station and fuel providers, including Low Carbon Fuel Standard credits, and enhance outreach to hydrogen providers.	CARB	CPUC, CEC	2017
Establish a reciprocal supportive relationship with federal agencies interested in operating FCEV fleets with the purpose of building public hydrogen stations on federal property in California.	GO-Biz	CEC	Ongoing
Support hydrogen proposals for federal Renewable Identification Numbers (RINs) to further incentivize renewable hydrogen in California.	CEC, CARB	--	2017

Alternative and Renewable Fuel and Vehicle Technology Program

Consultant Report

CONSIDERATIONS FOR CORRIDOR DIRECT CURRENT FAST CHARGING INFRASTRUCTURE IN CALIFORNIA

Final Version

Prepared for: California Energy Commission

Prepared by: Alternative Energy Systems Consulting, Inc. (AESC)

DECEMBER 2015

CEC-600-2015-015

EXECUTIVE SUMMARY

Introduction and Background

In March 2012, California Governor Edmund G. Brown Jr. issued Executive Order B-16-2012 to encourage the successful development of zero-emission vehicles and related infrastructure to "protect the environment, stimulate economic growth, and improve quality of life in the State."

Through more than five decades of determined effort, the State of California has become a global leader in creating emissions legislation and air quality benchmarks that have made efficient gas-powered vehicle design an imperative. These standards have led to a dramatic improvement in environmental and public health, greater quality of life, and bluer, cleaner skies.

As indicated in the executive order and the subsequent *Zero-Emission Vehicle Action Plan*, the next step for Californians is to fundamentally transform the state's transportation systems by moving from internal combustion to zero-emissions vehicles. This project seeks to create a clear path to achieving the electric vehicle charging infrastructure envisioned in the executive order.

Continuing the momentum established by the executive order, the Governor's *2013 Zero-Emission Vehicle Action Plan* and subsequent *2015 ZEV Action Plan Update* identified specific actions required to achieve the goal of 1.5 million zero-emission vehicles on California roads by 2025. The plan contained interim milestones, including fast charging infrastructure to support 1 million vehicles by 2020.

The various goals within the plan were divided into component actions and strategies and then assigned to appropriate state agencies. The California Energy Commission was assigned the task of supporting the strategic development of zero-emission vehicle charging infrastructure.

A great deal of foundational work has already been accomplished. In September 2012, the Energy Commission engaged the National Renewable Energy Laboratory to assess the current state of plug-in electric vehicle infrastructure and future recommendations. In May 2014, the National Renewable Energy Laboratory submitted the *California Statewide Plug-In Electric Vehicle Infrastructure Assessment* (CEC-600-2014-003), a comprehensive overview of current charging infrastructure, future needs, and related challenges.

Purpose

In December 2014 the Energy Commission engaged Alternative Energy Systems Consulting to develop an action plan that would prioritize charging locations and guide regional charging infrastructure planning. As part of this plan, the first task was to assess the state of the statewide DC fast charging network and recommend how best to allocate funding to encourage greater development of DC fast charging stations along critical corridors.

Recommendations

Alternative Energy Systems Consulting recommends the following for Energy Commission consideration:

- ***Grant funding for identified corridor gaps.*** Existing and current DC fast charging infrastructure efforts are heavily concentrated in the urban areas. The authors recommend funding sites within corridor gaps that will initially be less commercially viable.
- ***Grant funding levels.*** To adequately seed the infrastructure in the corridor gap regions, Alternative Energy Systems Consulting calculates about 80 sites will require some form of public subsidies. Alternative Energy Systems Consulting estimates it will require between $9.4 million and $14.5 million to adequately cover these costs for the California Electric Vehicle Highway (CalEV) and other priority corridors.
- ***Site requirements.*** The site must meet minimum requirements to satisfy the needs of the plug-in electric vehicle driver and the infrastructure goals. In general, the site must be safe, accessible, convenient, and reliable. These needs should be expressed as compliant/noncompliant in the process. The site should also contain a type and mix of charging stations that will maximize usefulness. Charge de Move (CHAdeMO), Combined Charging Standard (CCS or SAE Combo), and Tesla Super Charger are the three charging standards that are in use in the United States. Tesla vehicles can physically charge at CHAdeMO stations using an adaptor cable.
    - Require that each site include:
        - Option #1 ($140,000 cap)
            - One CHAdeMO DCFC charger.
            - One dual-protocol (CHAdeMO and CSS) DCFC charger.
            - One Level II charger.
            - One expansion location (for future use).
        - Option #2 ($215,000 Cap)
            - Two CHAdeMO DCFC chargers.
            - Two dual-protocol DCFC Chargers.
            - One Level II, dual-port charger.
            - One expansion location (for future use).

- ***Energy and demand management.*** It is recommended that the Energy Commission continue to encourage the integration of renewable generation and energy storage with DC fast chargers to reduce energy and demand charges.
- ***Business structures.*** After reviewing numerous cases and real-world examples, a common theme emerged that suggests business structures can be relatively simplistic or complex as long as they align the interests of the parties involved.

Tab 57

CALIFORNIA STATE TRANSPORTATION AGENCY

Edmund G. Brown Jr.
Governor

Brian P. Kelly
Secretary

915 Capitol Mall, Suite 350B
Sacramento, CA 95814
916-323-5400
www.calsta.ca.gov

RECD BY CTC
AUG 10 2017

August 3, 2017

Mr. Bob Alvarado
Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Chair Alvarado:

I write to thank you and the Commission for your action at the June meeting that granted initial approval for Caltrans to begin the work of installing Zero-Emission Vehicle (ZEV) electric charging stations at 30 department-owned, publicly-accessible facilities – primarily highway safety roadside rest areas.

As you know, this work is part of the Governor's 2016 Zero-Emission Vehicle Action Plan, and allows Caltrans to close important gaps for interregional travelers on the "West Coast Electric Highway" and elsewhere on the State Highway System. Caltrans developed the project locations in collaboration with the California Energy Commission and other partners. Closing these gaps in charging facilities, will provide confidence to the general public, the freight industry, other businesses, and public agencies that they can meet their travel and goods movement needs with zero-emission vehicles.

To implement these ZEV charging stations, the Governor proposed and the Legislation approved, funding in the 2017 Budget Act for this purpose. The provisions in the 2017 Budget Act were intended to authorize SHOPP funds for any and all components of ZEV charging stations including equipment; however, both the Legislature and the Commission have urged that full effort be made to identify funding partners to offset the cost of this program. I agree with this direction and I am aware that Caltrans is actively working with governmental and non-governmental partners to identify opportunities to bring matching funds to this project. I encourage any assistance the Commission can provide in this regard.

I look forward to working with the Commission to implement this program.

Sincerely,

Brian P. Kelly

BRIAN P. KELLY
Secretary

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 58

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.1a.(1b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation Programming

Subject: **ZERO EMISSION VEHICLES – PROGAMMING AMENDMENT FOR PRE-CONSTRUCTION ACTIVITES**
SHOPP AMENDMENT 16H-018

ISSUE:

Should the California Transportation Commission (Commission) approve a request by the California Department of Transportation (Department) to amend the State Highway Operation and Protection Program (SHOPP) in accordance with SHOPP Amendment 16H-018?

RECOMMENDATION:

The Department recommends that the Commission approve SHOPP Amendment 16H-018 that will amend the SHOPP Program to be consistent with the Road Repair and Accountability Act (Senate Bill (SB)1) Road Maintenance and Rehabilitation Program that requires the Department to use advanced technologies and communications systems in transportation infrastructure that may include charging or fueling opportunities for zero-emission vehicles (ZEVs). The amendment is also consistent with the Governor's 2016 ZEV Action Plan that requires the Department to install public direct current (DC) fast chargers at a minimum of 30 locations, including highway Safety Roadside Safety Rest Areas and other strategically located Department properties by December 2018.

This request is consistent with the action taken at the June 28-29, 2017 Commission Meeting which programmed 11 ZEV projects for Project Approval and Environmental Document (PA&ED) only. Three of those 11 projects have completed that phase and are now requesting programming for Plans, Specifications and Estimates and/or Right of Way support. The amendments noted below will be funded from 2016 SHOPP programming capacity.

2016 SHOPP Summary of New Projects by Category	No.	FY 2016-17 ($1,000)	FY 2017-18 ($1,000)	FY 2018-19 ($1,000)	FY 2019-20 ($1,000)
Zero-Emission Vehicle Fueling	3		$1,250	$498	
Total Amendments	3		$1,250	$498	

BACKGROUND:

At the June 28-29, 2017 Commission Meeting, the Commission had concerns with the "soft costs" or support costs for these projects. For Zero Emission Infrastructure projects, the 2017 State Highway System Management Plan estimated a support-capital ratio of 36 percent based on historic cost data of all SHOPP projects that achieved Construction Contract Acceptance from Fiscal Year 2009-10 to Fiscal Year 2014-15, regardless of project type and construction capital cost. The Department has never implemented a ZEV project, so historical cost data does not exist. Support-to-capital ratios vary widely depending on project size and type. The proposed ZEV projects are relatively small. Six of the 11 projects are under $1 million. Projects of this size have historically had an average support-to-capital ratio of 108 percent. The remaining five projects are between $1 million to $5 million. Projects of this size have historically had an average support-to-capital ratio of 59 percent. A support-to-capital ratio of 79 percent for the entire ZEV program is consistent with historical averages for projects of this size.

DISCUSSION:

In accordance with the Governor's 2016 ZEV Plan and SB 1, the Department has identified 11 projects that will enable the Department to upgrade a minimum of 30 Department owned, publically accessible facilities with ZEV infrastructure. These projects will upgrade existing facilities, such as Safety Roadside Rest Areas, to accept new technology related to ZEV by upgrading electrical systems, constructing charging station pads, purchasing and installing ZEV chargers, and installing signage and parking space striping. The project locations are on key highway corridors consistent with California Energy Commission (Energy Commission) Guidance.

Attachment

Zero Emission Vehicles
Cost, Scope, Schedule and Technical Changes
Includes Federal Emergency Relief Funds
($ Thousands)

No.	Dist	County	Route	Post Miles	Location/Description	EA	PPNO	EFIS	FY	RW	Con	PA&ED	PS&E	R/W Sup	Con Sup	Perfomance Measure	Performance Value
1	05	Monterey	101	R3.1/R5.2	At Camp Roberts Safety Roadside Rest Areas; also in San Luis Obispo County on Route 46 at Shandon Safety Roadside Rest Area (PM 49.5). Transportation infrastructure improvement for zero-emission vehicle charging.	1J040	2705	0517000054	2018-19	0	0	0	~~0~~ **480**	~~0~~ **18**	0	Location(s)	3.0
2	06	Fresno	99		In Fresno and Tulare Counties at various locations; also in Kern County on Route 5 at various locations. Transportation infrastructure improvement for zero-emission vehicle charging.	0V910	6875	~~0517000062~~ **0617000062**	2017-18	0	0	0	~~0~~ **600**	~~0~~ **50**	0	Location(s)	10.0
3	09	Inyo	395		In Inyo and Mono Counties at various locations; also in Kern County on Route 58. Transportation infrastructure improvement for zero-emission vehicle charging.	37270	2643	~~0517000054~~ **0917000054**	2017-18	0	0	0	~~0~~ **500**	~~0~~ **100**	0	Location(s)	6.0

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 59

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.5b.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATIONS FOR ZERO-EMISSION VEHICLE PROJECTS FOR PA&ED, PS&E AND R/W SUPPORT**
RESOLUTION FP-17-03

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $2.9 million for Project Approval and Environmental Document (PA&ED), Plans, Specifications and Estimate (PS&E) and Right-of-Way (R/W) support for 11 State Highway Operation and Protection Program (SHOPP) preconstruction support phases for the Zero-Emission Vehicle (ZEV) projects programmed in the 2016 SHOPP?

RECOMMENDATION:

The attached list describes 11 SHOPP preconstruction support phases for ZEV projects programmed in the 2016 SHOPP, totaling $2.9 million for PA&ED, PS&E and R/W support costs.

The California Department of Transportation (Department) is ready to proceed, and recommends that the Commission approve an allocation for the following phases for the amounts and number of projects listed in the attachment, that are programmed in the 2016 SHOPP, to avoid delay in project delivery:

- $1.1 million for PA&ED for five (5) projects
- $1.6 million for PS&E for three (3) projects and
- $0.2 million for R/W support for three (3) projects.

BACKGROUND:

The 2016 State Highway Operation and Protection Program (SHOPP) details both support and construction capital for rehabilitation projects on the State Highway System. The passage of the Road Repair and Accountability Act (SB 1) necessitates that the Department and the Commission establish baseline budgets for each phase of each project in the 2016 SHOPP. In order to establish these baselines, this book item requests allocations for eleven SHOPP preconstruction support phases for the ZEV projects.

It is important to recognize that SB 1 changed the way support phases are managed. The Road Repair and Accountability Act mandates that "the Commission shall be required to allocate the Department's capital outlay support resources by project phase, including preconstruction." In

accordance with Government Code Section 14526.5 (g), allocations will be made to each project phase beginning on or after July 1, 2017. The action requested in this book item will ensure that projects adopted in the 2016 SHOPP and already underway will be treated in the same way.

Prior to the passage of SB 1, the Department could commence work on SHOPP preconstruction support phases without receiving an allocation from the Commission.

This action by the Commission will establish the baseline budgets for each phase, and will support transparency and accountability. This action will ensure that the budgets for each SHOPP project are managed in accordance with the expectations of SB 1 and the adopted Commission SHOPP guidelines.

FINANCIAL RESOLUTION:

Resolved, that $2.9 million be allocated for PA&ED, PS&E and R/W support for the SHOPP projects described on the attached lists.

Attachment

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(3)	**Support Allocations for ZEV Projects**							**Resolution**
Phase: PA&ED								
1	03-Gle-5	5129	At Northbound (NB) and Southbound (SB) Willows Safety Roadside Rest Area (SRRA) (PM R14.6/R14.7); also, in Colusa County at NB and SB Maxwell SRRA (PM R24.4/R24.5), and in Nevada County on Route 80 at the WB and EB Donner Pass SRRA (PM R5.5L/R5.5R). Transportation infrastructure improvement for zero-emission vehicle charging.	2H550	201.999	PA&ED	$300,000	$300,000
2	04-SM-280	1453N	Near Redwood City, at Edgewood Road at Edgewood Park-and-Ride lot. Transportation infrastructure improvement for zero-emission vehicle charging.	3K270	201.999	PA&ED	$130,000	$130,000
3	08-SBd-15	3007E	At Clyde V. Kane Roadside Rest Areas. Transportation infrastructure improvement for zero-emission vehicle charging.	1H660	201.999	PA&ED	$259,000	$259,000
4	09-Iny-395	2643	In Inyo and Mono Counties at various locations; also in Kern County on Route 58. Transportation infrastructure improvement for zero-emission vehicle charging.	37270	201.999	PA&ED	$300,000	$300,000
5	10-Sta-5	3209	At Northbound (NB) and Southbound (SB) Westley Safety Roadside Rest Area (SRRA) (PM 27.0/27.5); also in Merced County at NB and SB John “Chuck” Erreca SRRA (PM 0.4/0.9), and in San Joaquin County on Route 99 at Lodi Park-and-Ride lot. Transportation infrastructure improvement for zero-emission vehicle charging.	1G720	201.999	PA&ED	$154,000	$154,000
Total for PA&ED			**5 Requests**					**$1,143,000**

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(3)	**Support Allocations for ZEV Projects**							**Resolution**
Phase: PS&E								
6	05-Mon-101	2705	At Camp Roberts Safety Roadside Rest Areas; also in San Luis Obispo County on Route 46 at Shandon Safety Roadside Rest Area (PM 49.5). Transportation infrastructure improvement for zero-emission vehicle charging. (The Department has concluded this project is Categorically Exempt.)	1J040	201.999	PS&E	$480,000	$480,000
7	06-Fre-99	6875	In Fresno and Tulare Counties at various locations; also in Kern County on Route 5 at various locations. Transportation infrastructure improvement for zero-emission vehicle charging. (The Department has concluded this project is Categorically Exempt.)	0V910	201.999	PS&E	$600,000	$600,000
8	09-Iny-395	2643	In Inyo and Mono Counties at various locations; also in Kern County on Route 58. Transportation infrastructure improvement for zero-emission vehicle charging. (The Department has concluded this project is Categorically Exempt.)	37270	201.999	PS&E	$500,000	$500,000
Total for PS&E			**3 Requests**					**$1,580,000**
Phase: R/W Sup								
9	05-Mon-101	2705	At Camp Roberts Safety Roadside Rest Areas; also in San Luis Obispo County on Route 46 at Shandon Safety Roadside Rest Area (PM 49.5). Transportation infrastructure improvement for zero-emission vehicle charging.	1J040	201.999	R/W Sup	$18,000	$18,000
10	06-Fre-99	6875	In Fresno and Tulare Counties at various locations; also in Kern County on Route 5 at various locations. Transportation infrastructure improvement for zero-emission vehicle charging.	0V910	201.999	R/W Sup	$50,000	$50,000
11	09-Iny-395	2643	In Inyo and Mono Counties at various locations; also in Kern County on Route 58. Transportation infrastructure improvement for zero-emission vehicle charging.	37270	201.999	R/W Sup	$100,000	$100,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(3)	**Support Allocations for ZEV Projects**							**Resolution**
Total for R/W Sup			**3 Requests**					**$168,000**
Grand Total			**11 Requests**					**$2,891,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 60

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.1a.(1a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **SHOPP AMENDMENT 16H-017**

ISSUE:

Should the California Transportation Commission (Commission) approve California Department of Transportation's (Department's) request to amend the State Highway Operation and Protection Program (SHOPP) under SHOPP Amendment 16H-017?

RECOMMENDATION:

The Department recommends that the Commission approve SHOPP Amendment 16H-017 that will amend the SHOPP Program, in accordance with Senate Bill 486, which requires the Commission to approve any changes or new projects amended into the SHOPP.

Since the June 2017 report to the Commission, the Department recommends 81 new capital projects to be amended into the 2016 SHOPP as summarized in Attachment 1 and Attachment 2. Attachment 2 is a list of 2018 SHOPP candidate projects being advanced due to Senate Bill 1. The amendments noted below would be funded from the Major Damage Restoration, Collision Reduction, Bridge Preservation, Roadway Preservation, Mobility, Facilities and 2016 SHOPP programming capacity. These projects are consistent with the Transporation Asset Management Plan (TAMP).

2016 SHOPP Summary of New Projects by Category	No.	FY 2016-17 ($1,000)	FY 2017-18 ($1,000)	FY 2018-19 ($1,000)	FY 2019-20 ($1,000)
Major Damage Restoration	28	$77,429			$ 70,040
Collision Reduction	13			$13,231	$133,089
Bridge Preservation	5		$ 2,745		$ 9,087
Roadway Preservation	21		$10,100	$44,881	$521,757
Mobility	13		$ 3,458	$67,168	$ 66,822
Facilities	1		$27,745		
Total Amendments	81	$77,429	$44,048	$125,280	$800,795

The Department also recommends that currently programmed 2016 SHOPP projects be revised as summarized in Attachment 3.

BACKGROUND:

In each even numbered year, the Department prepares a four-year SHOPP which defines major capital improvements necessary to preserve and protect the State Highway System. Periodically, the Department proposes amendments to the SHOPP to address newly identified needs prior to the next programming cycle. Between programming cycles, the Department updates scope, schedule and cost to effectively deliver projects.

Resolution G-00-13, established in June 2000, provides the Department with means to develop SHOPP projects which require periods longer than the four-year SHOPP cycle. The Commission authorized the Department to program projects for development only when appropriate. Long Lead projects must identify challenges that require additional time beyond the typical four years to complete.

Senate Bill 486, approved by Governor September 30, 2014, requires Commission approval of projects amended into the SHOPP.

Attachments

List of New 2016 SHOPP Capital Project Amendments

No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Major Damage Restoration							
1 2496	01-Hum-101 29.4 0H490 01 1700 0229	Near Weott, at 1.1 miles south of Willford Road. Construct soldier pile retaining walls, repair drainage systems, and reconstruct roadway.	$70 (R/W) $10,500 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $0 $30 $2,500 $2,530	201.130 Assembly: 1 Senate: 2 Congress: 1 1 Location(s)
2 4687	01-Men-101 37.0/40.0 0H420 01 1700 0171	Near Willits, from 1.8 miles north of Heart Arrow Trail to 0.4 mile south of Mariposa Creek Road. Stabilize slope and repair roadway.	$25 (R/W) $3,000 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $0 $25 $850 $875	201.130 Assembly: 1 Senate: 2 Congress: 1 1 Location(s)
3 3694	02-Plu-147 1.0/8.0 3H550 02 1700 0141	Near Canyondam, from 1.0 mile north of Route 89 to 0.7 mile north of Big Springs Road. Remove and replace damaged roadway pavement and stabilize embankment.	$10 (R/W) $1,610 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $0 $10 $200 $210	201.130 Assembly: 3 Senate: 1 Congress: 4 1 Location(s)
4 2637	03-But-162 21.6 3H270 03 1700 0301	In Oroville, at Quincy Place. Replace failed culvert and repair roadway sinkhole.	$5 (R/W) $300 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$5 $0 $5 $65 $75	201.130 Assembly: 3 Senate: 4 Congress: 4 1 Location(s)
5 3854	03-Col-Var Var 3H260 03 1700 0300	In Colusa County, Butte County, and Glenn County, on Routes 5, 20, 45, and 162 at various locations. Repair damaged shoulder backing.	$0 (R/W) $760 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$10 $0 $0 $140 $150	201.130 Assembly: 2 Senate: 4 Congress: 2 5 Location(s)
6 3466	03-ED-89 16.0/16.8 3H360 03 1700 0330	Near Emerald Bay, from 0.2 mile south of Bayview Campground to 0.3 mile south of Eagle Falls Campground. Construct soldier pile wall, construct barrier rail, and repair roadway.	$20 (R/W) $4,420 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $0 $0 $880 $880	201.130 Assembly: 4 Senate: 1 Congress: 4 2 Location(s)
7 3467	03-ED-89 3.4/5.7 3H420 03 1700 0345	Near Meyers, from 0.1 mile north of S. Upper Truckee Road to 0.3 mile south of Grass Lake Road. Repair washouts and improve drainage system.	$20 (R/W) $1,600 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $0 $5 $400 $405	201.130 Assembly: 4 Senate: 1 Congress: 4 3 Location(s)

List of New 2016 SHOPP Capital Project Amendments

No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Major Damage Restoration							
8 4135	03-Nev-49 R13.4 3H280 03 1700 0305	In Grass Valley, at 0.2 mile south of McKnight Way. Replace failed culvert and repair roadway sinkhole.	$10 (R/W) $1,100 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$10 $0 $10 $200 $220	201.130 Assembly: 3 Senate: 4 Congress: 4 2 Location(s)
9 4304	03-Nev-80 R2.5L 3H290 03 1700 0306	Near Kingvale, from Soda Springs Overcrossing to Placer County line; also in Placer County, from Nevada County line to Kingvale Undercrossing (PM 69.2). Replace failed culverts and repair roadway sinkholes.	$0 (R/W) $2,450 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$15 $0 $0 $335 $350	201.130 Assembly: 3 Senate: 1 Congress: 4 5 Location(s)
10 4628	03-Pla-20 R42.4/43.9 3H430 03 1700 0350	Near Camp Spaulding, from 0.2 mile east of Bear Valley Road to Nevada County line; also in Nevada County, from Placer County line to 0.5 mile west of Route 80. Remove slide debris, regrade drainage, and repair roadway.	$0 (R/W) $750 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $0 $0 $200 $200	201.130 Assembly: 3 Senate: 1 Congress: 4 1 Location(s)
11 5288	03-Pla-89 13.1/21.7 3H200 03 1700 0242	Near Tahoe City, from Truckee River Bridge to Nevada County line; also, in Nevada County, from Deerfield Drive to 0.3 mile north of Alder Drive. Remove and Repair damaged roadway pavement.	$0 (R/W) $5,500 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$10 $0 $0 $400 $410	201.130 Assembly: 4 Senate: 1 Congress: 4 1 Location(s)
12 5867	03-Sac-5 15.5/18.2 3H370 03 1700 0335	In the city of Sacramento, from 0.1 mile south of Freeport Boulevard to Gloria Drive; also, at 0.8 mile east of Watt Avenue (PM R6.2). Repair sound walls.	$10 (R/W) $420 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $0 $2 $100 $102	201.130 Assembly: 9, 10, 15 Senate: 1, 5, 6 Congress: 3, 5 3 Location(s)
13 7806	03-Sie-49 45.2 3H350 03 1700 0327	Near Sattley, at 2.3 miles south of Route 89. Construct viaduct and reopen lanes of travel.	$10 (R/W) $6,500 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $0 $0 $900 $900	201.130 Assembly: 3 Senate: 4 Congress: 1 1 Location(s)

List of New 2016 SHOPP Capital Project Amendments

No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Major Damage Restoration (Cont.)							
14 8921	03-Yol-80 5.8 3H380 03 1700 0336	Near Davis, at Yolo Causeway West Bridge No. 22-0044. Replace approach slabs and repair drainage system.	$10 (R/W) $2,000 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $0 $0 $400 $400	201.130 Assembly: 8 Senate: 5 Congress: 1 1 Location(s)
15 9058	03-Yol-84 13.3/15.7 2H460 03 1700 0114	Near West Sacramento, from 3.7 miles north of Clarksburg Road to Levee Access Road. Permanent restoration of damaged pavement and supporting levee embankment. PA&ED: 08/15/2018 R/W: 12/01/2019 RTL: 01/01/2020 BC: 09/01/2020	$7,200 (R/W) $51,950 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$2,080 $1,930 $990 $5,890 $10,890	201.131 Assembly: 4 Senate: 3 Congress: 3 1 Location(s)
16 1461B	04-Ala-84 12.0/13.0 0P010 04 1700 0388	Near Fremont, from 1.2 miles east of Mission Boulevard to Palomares Road. Construct rockfall fence.	$25 (R/W) $1,000 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $0 $20 $230 $250	201.130 Assembly: 20 Senate: 10 Congress: 13 5 Location(s)
17 1458J	04-Ala-880 16.5/18.3 4K570 04 1700 0323	In Hayward, from 0.2 mile north of Route 92 to 0.1 mile south of West A Street; also, in San Leandro, from 0.4 mile south of Fairway Drive to 0.3 mile north of 16th Avenue (PM 22.0 to PM 30.0). Repair saturated roadway pavement.	$0 (R/W) $3,970 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $0 $0 $1,400 $1,400	201.130 Assembly: 16, 18, 20 Senate: 9, 10 Congress: 9, 13 1 Location(s)
18 1460B	04-Mrn-1 8.2/8.5 4K840 04 1700 0368	Near Stinson Beach, from 2.6 miles south of Rocky Point Road to 2.3 miles north of Muir Woods Road. Construct soldier pile walls.	$200 (R/W) $3,790 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $200 $80 $1,140 $1,420	201.130 Assembly: 6 Senate: 3 Congress: 6 2 Location(s)
19 1461C	04-Nap-121 17.4/18.3 0P140 04 1700 0403	Near Napa, from 1.2 miles north of Wooden Valley Road to 0.2 mile south of Circle Oaks Drive. Replace failed culverts and repair roadway.	$10 (R/W) $1,400 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $0 $0 $420 $420	201.130 Assembly: 7 Senate: 2 Congress: 1 6 Location(s)

List of New 2016 SHOPP Capital Project Amendments

No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Major Damage Restoration (Cont.)							
20 1461K	04-SM-35 26.1/28.9 0P260 04 1700 0416	Near Daly City, from 0.1 mile south of Westborough Boulevard to 0.3 mile north of Route 1. Replace damaged culverts and stabilize embankment with rock slope protection (RSP).	$25 (R/W) $800 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $0 $20 $300 $320	201.130 Assembly: 19 Senate: 8 Congress: 12 3 Location(s)
21 1461J	04-SM-280 8.5/10.0 0P250 04 1700 0415	Near Belmont, from 1.8 miles north of Edgewood Road to 0.8 mile south of Route 92. Replace failed culverts, backfill sinkholes, and repair roadway shoulder.	$0 (R/W) $1,220 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $0 $0 $400 $400	201.130 Assembly: 21 Senate: 8 Congress: 14 3 Location(s)
22 1463E	04-Sol-220 2.1 0P780 04 1700 0533	Near Ryer Island, at 0.9 mile west of East Ryer Road. Reconstruct embankment with shoulder backing.	$5 (R/W) $400 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $0 $0 $200 $200	201.130 Assembly: 8 Senate: 5 Congress: 3 1 Location(s)
23 3236	10-Alp-4 27.6 1H570 10 1700 0158	Near Loope, at 0.4 mile west of Silver Creek Bridge; also on Route 89, at 0.2 mile north of Leviathan Mine Road. Reconstruct failed slope and repair roadway.	$0 (R/W) $700 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$10 $60 $0 $400 $470	201.130 Assembly: 4 Senate: 1 Congress: 3 2 Location(s)
24 3244	10-Alp-4 22.0/23.6 1H610 10 1700 0163	Near Loope, from 0.3 mile east of Upper Cascade Creek to 0.9 mile west of Raymond Meadow Creek. Reconstruct roadway and backfill shoulder.	$0 (R/W) $1,400 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$40 $100 $0 $600 $740	201.130 Assembly: 4 Senate: 1 Congress: 3 1 Location(s)
25 3246	10-Ama-88 54.0 1H680 10 1700 0198	Near Bear River Reservoir, at Peddler Hill Maintenance Station. Clean up, repair and replace diesel fuel supply system for maintenance facility power generators.	$0 (R/W) $500 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$12 $35 $0 $200 $247	201.130 Assembly: 10 Senate: 1 Congress: 3 1 Location(s)
26 1278	11-SD-15 M12.7 43016 11 1700 0204	In the city of San Diego, at 0.6 mile south of Miramar Way. Replace failed culvert and repair roadway sinkhole.	$0 (R/W) $3,500 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $0 $0 $1,400 $1,400	201.130 Assembly: 77 Senate: 36, 39 Congress: 52 1 Location(s)

List of New 2016 SHOPP Capital Project Amendments

No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Major Damage Restoration (Cont.)							
27 1277	11-SD-52 5.4 43015 11 1700 0203	In the city of San Diego, at 0.1 mile west of Convoy Street. Remove and replace failed culvert, backfill sinkhole, and repair roadway sinkhole.	$0 (R/W) $1,500 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$0 $0 $0 $600 $600	201.130 Assembly: 76, 77 Senate: 39 Congress: 50, 52 1 Location(s)
28 4693	12-Ora-91 R18.7/R18.8 0Q560 12 1700 0065	Near Corona, at Coal Canyon. Remove slide debris and repair drainage systems.	$0 (R/W) $250 (C)	16-17	PA&ED PS&E R/W Sup Con Sup Total	$10 $10 $0 $40 $60	201.130 Assembly: 60, 71 Senate: 29, 33 Congress: 42 1 Location(s)
Collision Reduction							
29 1121	01-DN-199 10.2/10.7 0G130 01 1600 0128	Near Gasquet, from 0.7 to 0.3 mile south of Hardscrabble Creek Bridge. Install high friction surface treatment (HFST), signs, guardrail, and centerline rumble strip. PA&ED: 12/01/2018 R/W: 12/16/2019 RTL: 01/13/2020 BC: 06/06/2020	$25 (R/W) $1,570 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$402 $507 $93 $393 $1,395	201.010 Assembly: 1 Senate: 2 Congress: 1 20 Collisions Reduced
30 4639	01-Men-1 71.2/71.4 0G060 01 1600 0120	Near Fort Bragg, from 0.03 mile south to 0.07 mile north of Abalobadiah Creek. Curve improvement and shoulder widening. PA&ED: 11/01/2018 R/W: 02/15/2020 RTL: 03/01/2020 BC: 08/01/2020	$263 (R/W) $1,991 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$874 $1,094 $190 $783 $2,941	201.010 Assembly: 2 Senate: 2 Congress: 2 16 Collisions Reduced
31 2635	03-But-162 18.5/19.9 2H630 03 1700 0166	In and near Oroville, from Foothill Boulevard to the Gold Country Casino entrance. Construct two-way left-turn lane and widen shoulders. PA&ED: 12/01/2018 R/W: 03/05/2020 RTL: 03/20/2020 BC: 09/15/2020	$1,645 (R/W) $14,075 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$927 $1,769 $2,023 $1,913 $6,632	201.010 Assembly: 3 Senate: 4 Congress: 1 50 Collisions Reduced

List of New 2016 SHOPP Capital Project Amendments

No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Collision Reduction (Cont.)							
32 4000	03-Nev-20 37.1/39.8 2H620 03 1700 0165	Near Emigrant Gap, from 0.3 mile west of Excelsior Point Road to 1.3 mile west of Zeibright Road. Curve improvement and widen shoulders. PA&ED: 02/01/2019 R/W: 04/15/2020 RTL: 05/15/2020 BC: 11/15/2020	$1,380 (R/W) $27,480 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$3,920 $2,810 $410 $3,480 $10,620	201.010 Assembly: 1 Senate: 1 Congress: 1 52 Collisions Reduced
33 2697	05-SBt-25 18.8/19.1 1H810 05 1600 0164	Near Pinnacles National Park, from 0.7 miles north of San Benito Lateral/Old Hernandez Road to 2.4 miles south of Route 146. Improve curve and flatten slope. PA&ED: 11/13/2018 R/W: 02/19/2020 RTL: 04/06/2020 BC: 10/28/2020	$363 (R/W) $4,265 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$1,181 $1,756 $345 $1,506 $4,788	201.010 Assembly: 30 Senate: 12 Congress: 17 14 Collisions Reduced
34 6886	06-Fre-43 0.0/7.3 0V980 06 1700 0082	Near Selma, from Kings County Line to East Mountain View Avenue. Construct rumble strips and update pavement delineation. PA&ED: 06/29/2017 R/W: 08/01/2018 RTL: 09/17/2018 BC: 03/15/2019	$0 (R/W) $1,026 (C)	18-19	PA&ED PS&E R/W Sup Con Sup Total	$0 $750 $22 $202 $974	201.010 Assembly: 31, 34 Senate: 14, 16 Congress: 23 16 Collisions Reduced

List of New 2016 SHOPP Capital Project Amendments

No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Collision Reduction (Cont.)							
35 5083	07-LA-110 25.8/30.6 33150 07 1600 0231	In the city of Los Angeles and South Pasadena, between Figueroa Street and Orange Grove Avenue. Convert outside lane to a dynamic lane/shoulder that can switch between the two depending on prevailing traffic conditions. This will require Dynamic Message Signs (DMS) monitored by the TMC. PA&ED: 12/18/2018 R/W: 05/16/2020 RTL: 06/01/2020 BC: 02/26/2021	$4,982 (R/W) $25,284 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$2,835 $3,735 $1,318 $5,390 $13,278	201.010 Assembly: 41, 51 Senate: 24, 25 Congress: 27, 34 504 Collisions Reduced
36 5037	07-LA-110 28.7/29.4 32660 07 1600 0117	In Highland Park and South Pasadena, from south of Avenue 60 to north of Avenue of 64. Place high friction surface treatment (HFST). PA&ED: 01/22/2018 R/W: 08/17/2018 RTL: 10/01/2018 BC: 08/01/2019	$11 (R/W) $2,059 (C)	18-19	PA&ED PS&E R/W Sup Con Sup Total	$600 $1,265 $15 $885 $2,765	201.010 Assembly: 51 Senate: 24 Congress: 34 436 Collisions Reduced
37 5155	07-LA-138 49.5 33290 07 1600 0297	In Palmdale, at the intersection of Avenue R-8. Upgrade traffic signal system and curb ramps and install drainage inlets. PA&ED: 07/09/2018 R/W: 07/01/2019 RTL: 08/04/2019 BC: 03/01/2020	$141 (R/W) $888 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$329 $988 $140 $711 $2,168	201.010 Assembly: 36 Senate: 21 Congress: 25 17 Collisions Reduced
38 3220	10-Cal-4 Var 1F740 10 1700 0042	In Calaveras and Amador Counties, on Routes 4 and 26 at various locations. Install centerline and edge-line rumble strips. PA&ED: 11/28/2017 R/W: 07/16/2018 RTL: 08/15/2018 BC: 03/05/2019	$5 (R/W) $2,300 (C)	18-19	PA&ED PS&E R/W Sup Con Sup Total	$60 $840 $5 $640 $1,545	201.010 Assembly: 4, 10 Senate: 1, 6 Congress: 3, 4 55 Collisions Reduced

List of New 2016 SHOPP Capital Project Amendments

No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Collision Reduction (Cont.)							
39 2930	12-Ora-22 R6.9 0P980 12 1600 0070	In Garden Grove, at westbound on ramp from Euclid Street. Overlay with open graded friction course. PA&ED: 06/16/2017 R/W: 07/02/2018 RTL: 08/01/2018 BC: 04/01/2019	$0 (R/W) $430 (C)	18-19	PA&ED PS&E R/W Sup Con Sup Total	$0 $381 $0 $251 $632	201.010 Assembly: 72 Senate: 34 Congress: 47 17 Collisions Reduced
40 2981	12-Ora-22 R9.4/R10.1 0P520 12 1500 0137	In the cities of Orange and Santa Ana, from Lewis Street Overcrossing to east of Bristol Street Undercrossing; also on Route 57, from PM 10.9/11.9. Replace concrete median barrier and add lighting in median. PA&ED: 08/01/2018 R/W: 02/03/2020 RTL: 03/02/2020 BC: 11/02/2020	$5 (R/W) $3,815 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$591 $1,247 $0 $1,257 $3,095	201.010 Assembly: 69 Senate: 34 Congress: 46 36 Collisions Reduced
41 3279	12-Ora-39 19.4 0Q290 12 1600 0122	In the city of La Habra, at Fashion Square Lane. Modify traffic signal and add lighting. PA&ED: 08/01/2018 R/W: 05/01/2019 RTL: 06/01/2019 BC: 12/01/2019	$10 (R/W) $709 (C)	18-19	PA&ED PS&E R/W Sup Con Sup Total	$185 $320 $0 $260 $765	201.010 Assembly: 55 Senate: 29 Congress: 39 25 Collisions Reduced
Mobility							
42 0334J	04-Mrn-101 0.3/9.0 15161 04 1400 0446	In and near Sausalito, Corte Madera, and Larkspur, from north of Golden Gate Bridge to 0.3 mile north of Sir Francis Drake Boulevard. Install ramp metering and traffic operations system (TOS) elements. PA&ED: 05/07/2014 R/W: 07/02/2018 RTL: 08/01/2018 BC: 03/13/2020	$110 (R/W) $9,700 (C)	18-19	PA&ED PS&E R/W Sup Con Sup Total	$0 $1,500 $50 $1,600 $3,150	201.315 Assembly: 10 Senate: 2 Congress: 2 11 Field Elements

List of New 2016 SHOPP Capital Project Amendments

No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Facilities							
43 0064Q	04-Ala-80 2.1 01411 04 1400 0436	Near Oakland, at the San Francisco Oakland Bay Bridge (SFOBB) Maintenance Complex. Construct SFOBB Maintenance Complex Phase 3 Training Facility. PA&ED: 12/28/2005 R/W: 10/11/2016 RTL: 10/17/2016 BC: 01/15/2018	$20 (R/W) $14,930 (C)	17-18	PA&ED PS&E R/W Sup Con Sup Total	$170 $8,000 $125 $4,500 $12,795	201.352 Assembly: 16 Senate: 9 Congress: 9 1 Location(s)
Note: This project is consistent with the State Highway System Management Plan (SHSMP).							

List of New 2016 SHOPP Capital Project Amendments
(2018 SHOPP Candidates being Advanced Due to Senate Bill 1)

No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Bridge Preservation							
1 3614	02-Sis-5 2.5/3.0 1H480 02 1600 0019	In Dunsmuir, from Central Dunsmuir Undercrossing to 0.1 mile north of Siskiyou Avenue at Sacramento River Bridge and Overhead No. 02-0002. Replace southbound bridge deck. PA&ED: 04/15/2020 R/W: 12/15/2021 RTL: 01/21/2022 BC: 09/20/2022	$269 (R/W) $14,350 (C)	21-22	*PA&ED PS&E R/W Sup Con Sup Total	$1,440 $2,660 $450 $3,480 $8,030	201.110 Assembly: 1 Senate: 1 Congress: 1 1 Bridge(s)
Note: *PA&ED is the only authorized phase in FY 2017-18.							
2 1494K	04-Ala-580 R35.0 0K470 04 1600 0091	In Oakland, at Foothill Boulevard Undercrossing No. 33-0334K. Bridge deck rehabilitation. PA&ED: 05/27/2016 R/W: 12/01/2019 RTL: 01/31/2020 BC: 08/01/2020	$0 (R/W) $360 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$0 $398 $21 $212 $631	201.110 Assembly: 18 Senate: 9, 10 Congress: 13 1 Bridge(s)
3 2654	05-Mon-1 63.0 1H460 05 1600 0077	Near Carmel-By-The Sea, at Garrapata Creek No. 44-0018. Rehabilitate bridge to extend the service life and mitigate corrosion by applying Electrochemical Chloride Extraction (ECE) process and waterproofing to the structure. PA&ED: 04/02/2019 R/W: 09/30/2020 RTL: 01/23/2021 BC: 07/23/2021	$0 (R/W) $7,400 (C)	20-21	*PA&ED PS&E R/W Sup Con Sup Total	$700 $1,500 $90 $2,100 $4,390	201.110 Assembly: 29 Senate: 17 Congress: 20 1 Bridge(s)
Note: *PA&ED is the only authorized phase in FY 2017-18.							
4 3255	10-Cal-4 16.1 1H500 01 1700 0154	Near Angels Camp, at West Branch Cherokee Creek Bridge No. 30-0036. Replace bridge. PA&ED: 08/06/2019 R/W: 02/04/2021 RTL: 08/11/2021 BC: 02/28/2022	$278 (R/W) $2,000 (C)	21-22	*PA&ED PS&E R/W Sup Con Sup Total	$605 $1,392 $103 $1,241 $3,341	201.110 Assembly: 25 Senate: 1 Congress: 3 1 Bridge(s)
Note: *PA&ED is the only authorized phase in FY 2017-18.							

List of New 2016 SHOPP Capital Project Amendments
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No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Bridge Preservation (Cont.)							
5 3193	10-SJ-5 26.5 1C940 10 1600 0020	In Stockton, at the Stockton Channel Viaduct No. 29-0176L/R. Bridge deck rehabilitation at spot locations. PA&ED: 07/13/2018 R/W: 09/20/2019 RTL: 01/03/2020 BC: 07/13/2020	$5 (R/W) $4,766 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$335 $1,030 $10 $1,950 $3,325	201.110 Assembly: 17 Senate: 5 Congress: 11 2 Bridge(s)
Roadway Preservation							
6 2422	01-Hum-101 R39.2/R48.3 0F360 01 1500 0115	Near Redcrest, from Englewood Park Undercrossing to Eel River Bridge and Overhead. Pavement rehabilitation. PA&ED: 01/15/2019 R/W: 07/01/2019 RTL: 07/15/2019 BC: 02/01/2020	$6 (R/W) $14,515 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$579 $680 $85 $1,518 $2,862	201.121 Assembly: 2 Senate: 2 Congress: 2 36.8 Lane Miles
7 2439	01-Hum-101 R90.1/109.6 0F820 01 1600 0067	Near Trinidad, from 1.3 miles south of School Road to 0.4 mile north of Big Lagoon Bridge. Pavement rehabilitation. PA&ED: 08/01/2019 R/W: 11/01/2020 RTL: 11/15/2020 BC: 06/01/2021	$12 (R/W) $45,355 (C)	20-21	*PA&ED PS&E R/W Sup Con Sup Total	$332 $561 $84 $4,287 $5,264	201.121 Assembly: 2 Senate: 2 Congress: 2 77.7 Lane Miles
Note: *PA&ED is the only authorized phase in FY 2017-18.							
8 4626	01-Men-1 0.0/15.0 0F440 01 1600 0008	In and near Point Arena, from Sonoma County Line to 0.1 mile south of Mill Street. Pavement rehabilitation. PA&ED: 12/01/2018 R/W: 09/17/2019 RTL: 10/01/2019 BC: 03/15/2020	$15 (R/W) $12,585 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$623 $704 $85 $2,590 $4,002	201.121 Assembly: 2 Senate: 2 Congress: 2 31.4 Lane Miles

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Roadway Preservation (Cont.)							
9 0154T	01-Men-1 62.1/78.9 36270 01 1600 0031	In and near Fort Bragg, from Pudding Creek Bridge to 0.6 mile north of Wages Creek Bridge. Pavement rehabilitation. PA&ED: 09/01/2018 R/W: 05/01/2019 RTL: 05/15/2019 BC: 10/01/2019	$1 (R/W) $13,582 (C)	18-19	PA&ED PS&E R/W Sup Con Sup Total	$336 $501 $36 $657 $1,530	201.121 Assembly: 2 Senate: 2 Congress: 2 32.9 Lane Miles
10 4442	01-Men-101 R0.1/R9.6 46630 01 1600 0024	Near Hopland, from 0.7 mile south of Geysers Road to Hopland Overhead. Pavement rehabilitation. PA&ED: 09/01/2018 R/W: 05/01/2019 RTL: 05/15/2019 BC: 10/01/2019	$1 (R/W) $13,289 (C)	18-19	PA&ED PS&E R/W Sup Con Sup Total	$362 $635 $4 $1,724 $2,725	201.121 Assembly: 2 Senate: 2 Congress: 2 36.2 Lane Miles
11 3668	02-Tri-299 1.6/45.2 2H810 02 1700 0012	Near Salyer, at various locations from 0.1 mile west of White House Gulch Road to 0.4 mile west of Slattery Pond Road. Rehabilitate culverts. PA&ED: 06/03/2020 R/W: 11/19/2021 RTL: 12/20/2021 BC: 05/10/2022	$311 (R/W) $5,390 (C)	21-22	*PA&ED PS&E R/W Sup Con Sup Total	$930 $980 $330 $990 $3,230	201.151 Assembly: 2 Senate: 2 Congress: 2 18 Drainage Systems
Note: *PA&ED is the only authorized phase in FY 2017-18.							
12 6177	03-Sac-50 L0.6/R5.3 0H080 03 1500 0074	In the city of Sacramento, from Route 5 to Watt Avenue. Roadway rehabilitation. PA&ED: 12/01/2018 R/W: 02/01/2020 RTL: 02/15/2020 BC: 07/01/2020	$3,900 (R/W) $216,000 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$7,800 $17,000 $1,800 $31,800 $58,400	201.120 Assembly: 7 Senate: 6 Congress: 6 56.0 Lane Miles

List of New 2016 SHOPP Capital Project Amendments
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No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Roadway Preservation (Cont.)							
13 6714	03-Sac-80 M9.6/12.9 1H190 03 1600 0065	Near the City of Sacramento, from 0.2 mile east of Longview Drive to 0.4 mile east of Madison Avenue. Pavement rehabilitation. PA&ED: 08/01/2019 R/W: 09/20/2021 RTL: 10/15/2021 BC: 04/01/2022	$100 (R/W) $14,000 (C)	21-22	*PA&ED PS&E R/W Sup Con Sup Total	$50 $1,500 $80 $2,500 $4,130	201.121 Assembly: 8 Senate: 6 Congress: 6 35.6 Lane Miles
Note: *PA&ED is the only authorized phase in FY 2017-18.							
14 8378	03-Sut-99 39.4/41.0 1H150 03 1600 0061	In Live Oak, from 0.1 mile north of Coleman Avenue to 0.2 mile north of Ramsdell Drive. Roadway rehabilitation. PA&ED: 09/01/2018 R/W: 09/01/2019 RTL: 09/01/2019 BC: 03/01/2020	$0 (R/W) $18,100 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$20 $380 $50 $1,500 $1,950	201.120 Assembly: 3 Senate: 4 Congress: 3 4.2 Lane Miles
15 2631	05-Mon-68 1.1/L4.3 1H000 05 1600 0011	In and near Pacific Grove, from Forest Avenue to Route 1. Upgrade ADA curb ramps, cold plane pavement and place rubberized hot mix asphalt concrete (RHMA). PA&ED: 02/21/2019 R/W: 10/21/2020 RTL: 12/28/2020 BC: 07/15/2021	$70 (R/W) $7,996 (C)	20-21	*PA&ED PS&E R/W Sup Con Sup Total	$482 $1,638 $312 $1,675 $4,107	201.121 Assembly: 29 Senate: 17 Congress: 20 6.5 Lane Miles
Note: *PA&ED is the only authorized phase in FY 2017-18.							
16 2629	05-SB-135 11.7/17.8 1G970 05 1600 0008	In and near Santa Maria, from Lakeview Road to Route 101. Upgrade ADA curb ramps, cold plane pavement, and place rubberized hot mix asphalt concrete (RHMA). PA&ED: 06/16/2017 R/W: 01/11/2021 RTL: 03/30/2021 BC: 09/24/2021	$378 (R/W) $14,372 (C)	20-21	PA&ED *PS&E R/W Sup Con Sup Total	$0 $1,869 $1,832 $2,396 $6,097	201.121 Assembly: 35 Senate: 19 Congress: 24 24.4 Lane Miles
Note: *PS&E is the only authorized phase in FY 2017-18.							

List of New 2016 SHOPP Capital Project Amendments
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No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Roadway Preservation (Cont.)							
17 2632	05-SB-246 Var 1H010 05 1600 0012	In Lompoc, at combined segment of Route 246 and Route 1; on Route 246, from 0.3 mile west of V Street to H Street; also on Route 1, from H Street to 12th Street. Upgrade ADA curb ramps, cold plane pavement and place hot mix asphalt concrete (HMA). PA&ED: 04/24/2017 R/W: 11/15/2021 RTL: 12/15/2021 BC: 08/15/2022	$350 (R/W) $6,900 (C)	21-22	PA&ED *PS&E R/W Sup Con Sup Total	$0 $3,630 $2,460 $1,750 $7,840	201.121 Assembly: 37 Senate: 19 Congress: 24 9.0 Lane Miles
Note: *PS&E is the only authorized phase in FY 2017-18.							
18 1967	05-SCr-1 31.9/35.7 0J200 05 1200 0069	Near Davenport, from 1.4 miles north of Swanton Road to 0.6 mile south of Waddell Creek. Replace and upgrade existing corrugated metal pipe (CMP) culverts with reinforced concrete pipe (RCP) culverts. PA&ED: 01/30/2020 R/W: 07/09/2021 RTL: 07/18/2021 BC: 12/27/2021	$84 (R/W) $3,570 (C)	21-22	*PA&ED PS&E R/W Sup Con Sup Total	$964 $1,940 $344 $1,365 $4,613	201.151 Assembly: 29 Senate: 17 Congress: 18 4 Drainage Systems
Note: *PA&ED is the only authorized phase in FY 2017-18.							
19 2630	05-SLO-1 10.0/16.8 1G980 05 1600 0009	In and near Pismo Beach, from Gracia Way to North Pismo (Route 101/Route 1) Separation. Upgrade ADA curb ramps, cold plane pavement and place rubberized hot mix asphalt concrete (RHMA). PA&ED: 03/01/2019 R/W: 06/01/2021 RTL: 08/01/2021 BC: 01/05/2022	$303 (R/W) $8,618 (C)	21-22	*PA&ED PS&E R/W Sup Con Sup Total	$1,156 $1,751 $1,670 $1,568 $6,145	201.121 Assembly: 35 Senate: 17 Congress: 24 13.5 Lane Miles
Note: *PA&ED is the only authorized phase in FY 2017-18.							

List of New 2016 SHOPP Capital Project Amendments
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No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Roadway Preservation (Cont.)							
20 6800	06-Fre-99 R5.7/11.1 0U420 06 1600 0004	In and near Selma and Fowler, from 0.1 south of Rose Avenue Undercrossing to Merced Street Undercrossing. Replace pavement with Continuous Reinforced Concrete Pavement (CRCP). Update curb ramps to meet current ADA standards. PA&ED: 12/03/2018 R/W: 12/13/2019 RTL: 01/24/2020 BC: 08/19/2020	$56 (R/W) $86,000 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$845 $2,000 $24 $11,000 $13,869	201.120 Assembly: 31 Senate: 14, 16 Congress: 21 32.4 Lane Miles
21 6789	06-Mad-99 13.1/19.6 0U520 06 1600 0003	In and near Madera, from 0.3 mile north of Avenue 16 Overcrossing to 0.9 mile north of Avenue 20 Overcrossing. Rehabilitate pavement on mainline and ramps. PA&ED: 05/11/2016 R/W: 12/01/2018 RTL: 01/23/2019 BC: 07/15/2019	$27 (R/W) $11,210 (C)	18-19	PA&ED PS&E R/W Sup Con Sup Total	$0 $1,118 $19 $1,379 $2,516	201.121 Assembly: 5 Senate: 14 Congress: 16 26.0 Lane Miles
22 3233	10-Mpa-49 0.3/18.5 1C040 10 1700 0034	Near the community of Mariposa, from Madera County line to the south junction with Route 140. Pavement rehabilitation. PA&ED: 10/09/2018 R/W: 10/01/2019 RTL: 02/18/2020 BC: 09/27/2020	$7 (R/W) $16,197 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$403 $1,032 $9 $2,150 $3,594	201.121 Assembly: 4 Senate: 1 Congress: 4 34.6 Lane Miles
23 3165	10-SJ-4 T15.5/R16.6 1C500 10 1600 0026	In Stockton, from 0.1 mile east of Fresno Avenue to west of Center Street. Roadway rehabilitation. PA&ED: 05/07/2018 R/W: 07/05/2019 RTL: 08/15/2019 BC: 04/01/2020	$48 (R/W) $30,576 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$538 $2,324 $19 $4,589 $7,470	201.122 Assembly: 26 Senate: 5 Congress: 11 9.5 Lane Miles

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Roadway Preservation (Cont.)							
24 0157	10-Tuo-108 R18.9/38.8 46210 10 1300 0266	Near Long Barn, from 0.1 mile east of the east junction of Long Barn Road to 2.3 miles east of Cow Creek Road. Pavement rehabilitation. PA&ED: 10/01/2019 R/W: 12/01/2020 RTL: 01/01/2021 BC: 07/15/2021	$88 (R/W) $17,970 (C)	20-21	*PA&ED PS&E R/W Sup Con Sup Total	$687 $1,152 $8 $2,092 $3,939	201.121 Assembly: 25 Senate: 14 Congress: 19 51.6 Lane Miles
Note: *PA&ED is the only authorized phase in FY 2017-18.							
25 1246	11-SD-8 L0.7/R23.0 42810 11 1700 0028	In San Diego County, at various locations, from 0.5 mile west of Midway Drive Undercrossing to 0.6 mile west of Flinn Springs Road Undercrossing. Repair, rehabilitate and replace culvert systems. PA&ED: 11/26/2018 R/W: 02/04/2020 RTL: 03/30/2020 BC: 10/08/2020	$80 (R/W) $8,367 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$1,173 $1,590 $0 $2,020 $4,783	201.151 Assembly: 71 Senate: 36 Congress: 50 65 Drainage Systems
26 2246	12-Ora-1 4.7/14.1 0H150 12 1600 0055	In Laguna Beach and Newport Beach, from south of Vista Del Sol to Newport Coast Drive. Cold plane pavement and place rubberized hot mix asphalt concrete (RHMA). PA&ED: 06/26/2017 R/W: 05/01/2020 RTL: 06/01/2020 BC: 01/04/2021	$65 (R/W) $12,160 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$0 $3,200 $0 $2,950 $6,150	201.121 Assembly: 74 Senate: 37 Congress: 48 36.0 Lane Miles
Mobility							
27 2437	03-But-99 28.3/T37.8 1H860 03 1700 0010	In and near Chico, from Estates Drive to Garner Lane. Install intelligent transportation system (ITS) elements. PA&ED: 07/02/2019 R/W: 07/02/2020 RTL: 08/01/2020 BC: 01/02/2021	$35 (R/W) $8,470 (C)	20-21	*PA&ED PS&E R/W Sup Con Sup Total	$561 $1,177 $41 $1,352 $3,131	201.315 Assembly: 3 Senate: 4 Congress: 1 9.4 Miles of Cable
Note: *PA&ED is the only authorized phase in FY 2017-18.							

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No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Mobility (Cont.)							
28 6925	03-Sac-51 10.0/R24.3 0H670 03 1600 0005	In and near the cities of Elk Grove and Sacramento, from Grant Line Road to Route 50; also, on Route 51 from Route 50 to 0.1 mile south of the Fort Sutter Viaduct (PM 0.0 to 0.1). Install fiber optic cable. PA&ED: 10/01/2020 R/W: 09/01/2021 RTL: 10/01/2021 BC: 05/01/2022	$100 (R/W) $9,000 (C)	21-22	*PA&ED PS&E R/W Sup Con Sup Total	$700 $1,000 $50 $1,300 $3,050	201.315 Assembly: 7, 9 Senate: 6 Congress: 6, 7 14.0 Miles of Cable
42							
29 1463D	04-Ala-680 M0.0/R21.9 4G113 04 1400 0305	In and near Fremont, Pleasanton, and Dublin, from 0.3 mile south of Scott Creek Road to 0.3 mile north of Alcosta Boulevard. Install ramp meters, ramp HOV bypass lanes, and traffic operations systems (TOS). PA&ED: 11/16/2016 R/W: 07/16/2018 RTL: 08/01/2018 BC: 03/04/2019	$800 (R/W) $28,300 (C)	18-19	PA&ED PS&E R/W Sup Con Sup Total	$0 $5,600 $100 $5,600 $11,300	201.315 Assembly: 16, 20, 25 Senate: 7, 10 Congress: 15, 17 46 Field Elements
43 0064Q	05-Mon-101 86.0/95.8 0N200 05 1600 0016	In and near Salinas, from 0.4 mile north of Airport Boulevard Overcrossing to 0.3 mile south of San Miguel Canyon Road Overcrossing. Install vehicle detection systems, changeable message signs, cameras, and a vehicle pullout. PA&ED: 07/15/2018 R/W: 01/11/2019 RTL: 03/10/2019 BC: 08/18/2019	$9 (R/W) $1,500 (C)	18-19	PA&ED PS&E R/W Sup Con Sup Total	$260 $1,000 $45 $420 $1,725	201.315 Assembly: 29 Senate: 17 Congress: 20 11 Field Elements

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No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Mobility (Cont.)							
31 4022	05-SLO-101 31.5/59.1 0N220 05 1600 0007	In San Luis Obispo County, from 0.3 mile north of Reservoir Canyon Road to 0.3 mile north of North Paso Robles Overhead at various locations. Install vehicle detection systems, changeable message signs, cameras, and loop detectors. PA&ED: 02/01/2019 R/W: 08/03/2020 RTL: 12/01/2020 BC: 08/02/2021	$5 (R/W) $2,865 (C)	20-21	*PA&ED PS&E R/W Sup Con Sup Total	$380 $1,095 $78 $702 $2,255	201.315 Assembly: 35 Senate: 17 Congress: 24 107 Field Elements
Note: *PA&ED is the only authorized phase in FY 2017-18.							
32 6883	06-Fre-99 Var 0V930 06 1700 0067	In Fresno County, on Routes 99, 41, 168, and 180 at various locations; also in Madera County on Route 99 at various locations. Repair vehicle detection systems. PA&ED: 09/03/2018 R/W: 12/02/2019 RTL: 12/16/2019 BC: 06/01/2020	$119 (R/W) $3,036 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$800 $1,017 $450 $1,056 $3,323	201.315 Assembly: 31, 34 Senate: 14, 16 Congress: 23 20 Field Elements
33 6880	06-Fre-Var Var 0V920 06 1700 0066	In Fresno County, on Routes 41, 99, 168 and 180; also in Kern County on Route 99 and Madera County on Route 41. Repair detection systems with wire theft prevention measures. PA&ED: 06/15/2017 R/W: 09/01/2017 RTL: 02/01/2018 BC: 05/01/2018	$0 (R/W) $1,284 (C)	17-18	PA&ED PS&E R/W Sup Con Sup Total	$0 $319 $8 $166 $493	201.315 Assembly: 31, 34 Senate: 14, 16 Congress: 23 38 Field Elements

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No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Mobility (Cont.)							
34 5188	07-LA-110 R0.7/8.8 33500 07 1600 0346	In Los Angeles County, from Gaffey Street to Route 405; also on Route 210 (PM R0.0/R35.8), Route 605 (PM 19.9/26.0), Route 710 (PM 5.0/9.4) and Route 2 (PM R18.7). Install wireless Bluetooth™ detection system to monitor travel time. PA&ED: 12/30/2018 R/W: 07/21/2020 RTL: 10/21/2020 BC: 04/22/2021	$10 (R/W) $1,373 (C)	20-21	*PA&ED PS&E R/W Sup Con Sup Total	$40 $200 $0 $300 $540	201.315 Assembly: 70 Senate: 35 Congress: 44 76 Field Elements
Note: *PA&ED is the only authorized phase in FY 2017-18.							
35 3009A	08-SBd-10 29.4/R39.2 38423 08 1500 0168	In and near Redlands, from Route 210/Route 10 Junction to the Riverside County line. Install wireless VDS pole, CMS, CCTV, Data Node Cabinet and Fiber Optic elements. PA&ED: 06/01/2018 R/W: 05/01/2019 RTL: 06/03/2019 BC: 11/01/2019	$10 (R/W) $7,654 (C)	18-19	PA&ED PS&E R/W Sup Con Sup Total	$300 $1,000 $10 $1,600 $2,910	201.315 Assembly: 40, 42 Senate: 31 Congress: 41 36 Field Elements
36 3007S	08-SBd-215 4.0/17.8 47642 08 1600 0186	In and near the City of San Bernardino, from Route 215/Route 10 Connector to Route 215/Route 15 Junction; also on Route 259 from Route 259/Route 215 Separation to Route 259/Route 210 Junction. Install wireless VDS, CMS, CCTV and Fiber Optic elements. PA&ED: 02/01/2019 R/W: 05/01/2020 RTL: 06/01/2020 BC: 02/01/2021	$10 (R/W) $9,238 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$376 $842 $37 $1,930 $3,185	201.315 Assembly: 40, 47 Senate: 20 Congress: 31 32 Field Elements

List of New 2016 SHOPP Capital Project Amendments
(2018 SHOPP Candidates being Advanced Due to Senate Bill 1)

No. PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg./Congr. Dists. Perf. Meas.
Mobility (Cont.)							
37 1281	11-SD-5 R19.5/R55.4 42560 11 1600 0101	In San Diego County, from 0.6 mile south of Route 5/Route 8 Separation to 1.5 miles north of Route 5/Route 76 Separation. Install VDS, CMS, CCTV, Ramp Metering, Traffic Signal and Fiber Optic Network elements. PA&ED: 10/23/2013 R/W: 08/02/2019 RTL: 03/17/2020 BC: 10/14/2020	$3 (R/W) $19,621 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$0 $1,497 $122 $2,995 $4,614	201.315 Assembly: 76, 78 Senate: 36, 39 Congress: 52 103 Field Elements
38 2859C	12-Ora-5 33.0/43.2 0P670 12 1500 0160	In and near Anaheim, from south of Route 22 to south of Route 39; also on Route 57 (PM 10.7/16.6) and Route 91 (PM R2.6/R4.1 and (PM 0.0/7.2). Create interoperability of TMS by upgrading install intelligent transportation system (ITS) elements between Caltrans and local agencies. PA&ED: 11/01/2018 R/W: 05/01/2020 RTL: 06/01/2020 BC: 02/01/2021	$0 (R/W) $13,673 (C)	19-20	PA&ED PS&E R/W Sup Con Sup Total	$2,380 $3,650 $320 $3,650 $10,000	201.315 Assembly: 55, 65, 68, 69, 72 Senate: 29, 32, 34, 37 Congress: 39, 46, 47 311 Field Elements

2016 SHOPP Amendment 16H-017
Cost, Scope, Schedule and Technical Changes
Includes Federal Emergency Relief Funds
($ Thousands)

No.	Dist	County	Route	Post Miles	Location/Description	EA	PPNO	Project ID	Prog Code	FY	RW	Con	PA&ED	PS&E	RW Sup	Con Sup	Perfomance Measure	Performance Value
1	02	Trinity	3	40.0/41.5	Near Weaverville, from 1.4 miles south to 0.2 mile north of Slate Creek Road. Continue revegetation and 5 year plant establishment for storm damage EA 02-2H560.	3H000	3674	~~0317000046~~ **0217000046**	201.131	2017-18	0	330	0	0	10	270	Location(s)	1.0
2	03	El Dorado	50	~~R28.8~~ **R27.9/R29.8**	Near Pollock Pines, at Sawmill Undercrossing No. 25-0041; also ~~in the city of Sacramento on Route 99, at 21st Avenue Undercrossing No. 24-0154 (PM 22.6). Replace 1 bridge and rehabilitate 1 bridge deck.~~ **at Sly Park Road (PM R30.17/R31.3). Replace bridge, restore culverts, and add highway lighting.**	~~0H340~~ **0H341**	6923	~~0315000146~~ **0317000152**	201.110	2019/20	~~0~~ **10**	~~7,000~~ **6,405**	~~340~~ **230**	~~750~~ **690**	~~12~~ **11**	~~1,810~~ **1,660**	Bridge(s)	~~2.0~~ **1.0**
3	**03**	**Sacramento**	**99**	**21.9/23.6**	**In the city of Sacramento, at 21st Avenue Undercrossing No. 24-0154. Replace bridge deck.**	**0H342**	**6923B**	**0317000153**	**201.110**	**2019/20**	**5**	**2,240**	**210**	**240**	**3**	**580**	**Bridge(s)**	**1.0**
4	~~04~~	~~Marin~~	~~101~~	~~0.0/9.0~~	~~In and near Sausalito, Corte Madera, and Larkspur, from north of Golden Gate Bridge to north of Sir Francis Drake Boulevard. Ramp metering.~~	~~15161~~	~~0334J~~	~~0414000446~~	~~201.315~~	~~2017-18~~	~~0~~	~~1,600~~	~~0~~	~~0~~	~~0~~	~~0~~	~~Field Elements~~	~~10.0~~
5	05	Monterey	101	73.0/96.8	In Monterey and San Benito Counties, from north of North Gonzalez Overcrossing to the Santa Clara County line. Roadside safety improvements.	1F900	2571	0514000073	201.235	2019-20	456	~~2,814~~ **4,368**	715	~~1,090~~ **1,216**	175	~~1,044~~ **1,355**	Location(s)	~~57.0~~ **52.0**
6	06	Kings	43	3.7/18.0	In Kings County, from 1.4 miles south of Nevada Avenue to 0.2 mile south of Route 198 Junction; also on Route 43 (PM 22.3/27.3) and Route 33 (PM 0.0/7.8). Construct ground-in centerline and shoulder rumble strips.	0T950	6804	0615000119	201.010	2017-18	2	782	0	430	20	350	Collisions Reduced	~~26.0~~ **29.0**
7	~~08~~	~~Riverside~~	~~10~~	~~9.5/14.1~~	~~In the city of Banning, from Highland Springs Avenue to east of Hargrave Street. Roadside safety improvements.~~	~~1C310~~	~~3003G~~	~~0812000284~~	~~201.235~~	~~2018-19~~	~~7~~	~~1,168~~	~~227~~	~~265~~	~~27~~	~~230~~	~~Location(s)~~	~~189.0~~
8	~~08~~	~~Riverside~~	~~10~~	~~R12.4/13.1~~	~~In the city of Banning, from 0.4 mile west to 0.3 mile east of 8th Street. Roadside safety improvements.~~	~~1C320~~	~~3003H~~	~~0812000283~~	~~201.235~~	~~2017-18~~	~~7~~	~~1,315~~	~~256~~	~~298~~	~~31~~	~~259~~	~~Location(s)~~	~~77.0~~
9	08	Riverside	74	13.2/34.0	In and near the Cities of Lake Elsinore, Perris, Menifee and Hemet, at Leach Canyon Channel Bridge No. 56-0750 and Blue Ridge Wash Bridge No. 56-0257; also on Routes 79 and 371, at ~~Arroyo Seco Bridge~~, Temecula Creek Bridge, and Cahuilla Bridge. Bridge rail replacement **and extend culvert at Blue Ridge Wash Bridge.**	1C680	3002C	0812000343	201.112	2019-20	~~20~~ **30**	2,884	505	859	11	532	Linear Feet	~~1391.0~~ **800.0**
10	~~08~~	~~San Bernardino~~	~~38~~	~~0.0~~	~~At various locations, from Eagle Mountain Drive to Route 38/18 Separation. Sediment control and stabilization.~~	~~0R430~~	~~0206U~~	~~0812000075~~	~~201.335~~	~~2016-17~~	~~39~~	~~2,195~~	~~741~~	~~220~~	~~5~~	~~480~~	~~Acres Treated/Pollutant~~	85.0
11	**08**	**San Bernardino**	**38**	~~**0.0**~~ **50.4/59.4**	**At various locations, from Eagle Mountain Drive to Route 38/18 Separation. Sediment control and stabilization.**	**0R431**	**0206U**	**0817000231**	**201.335**	**2016-17**	**39**	**950**	**741**	**330**	**20**	**376**	**Acres Treated/Pollutant**	~~**85.0**~~ **58.0**
12	**08**	**San Bernardino**	**38**	~~**0.0**~~ **50.4/59.4**	**At various locations, from Eagle Mountain Drive to Route 38/18 Separation. Sediment control and stabilization.**	**0R432**	**3008W**	**0817000232**	**201.335**	**2019-20**	**150**	**576**	**0**	**86**	**50**	**200**	**Acres Treated/Pollutant**	~~**85**~~ **27.0**
13	10	Stanislaus	99	~~R18.1/R20.9~~ **R18.0/R21.2**	In Modesto, from north of West Modesto Overhead to north of Beckwith Road/Standiford Avenue. Construct acceleration and deceleration lanes at 4 northbound ramps and 2 southbound ramps to reduce collisions.	0V110	3130	1014000158	201.015	2017-18	17	8,300	685	1,280	10	2,400	Collisions Reduced	18.0

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 61

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.5b.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS RESOLUTION FP-17-01**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $664,070,000 for 70 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 $664,070,000 for 70 SHOPP projects.

BACKGROUND:

The attached vote list describes 70 SHOPP Projects totaling $664,070,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time. An attachment that described the 70 SHOPP projects coming forward for allocation will be provided prior to the meeting.

FINANCIAL RESOLUTION:

Resolved, that $554,800,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-303-0042, 2660-302-0042 and 2660-302-0890 for construction and $109,270,000 for construction engineering for 70 SHOPP projects.

2.5 Highway Financial Matters

TAB 61
Reference 2.5b.(1)
YELLOW HANDOUT

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
1 $961,000 Mendocino 01-Men-Var.	On Route 101, in Willits at Baechtel Creek Bridge No. 10-0013 (PM 45.89); On Route 128, at 34.1 miles west of Ukiah at Beebe Creek Bridge No. 10-0052 (PM 38.8); also on Route 20, at 8.5 miles east of Route 101 at North Fork Cold Creek Bridge No. 10-0072 (PM R41.87). Outcome/Output: Repair and prevent stream erosion and scour to protect bridge foundation stability by placing rock rip-rap armoring. Performance Measure: Planned: 3.0, Actual: 3.0 Bridge(s) Preliminary Engineering / Budget / Expended PA&ED / $550,000 / $472,956 PS&E / $462,000 / $394,181 R/W Supp / $146,000 / $89,660 (CEQA - CE, 7/15/2016) (NEPA - CE, 7/15/2016)	01-4572 SHOPP/16-17 CON ENG $446,000 CONST $518,000 0112000293 4 0C430	001-0042 SHA 20.10.201.111 2017-18 302-0042 SHA 20.20.201.111	$446,000 $515,000
2 $14,166,000 Lassen 02-Las-36 22.4/R29.4	In and near Susanville, from 0.3 mile east of Eagle Lake Road to Route 395. Outcome/Output: Rehabilitate pavement by grinding and overlay, reconstruct guardrail, repair culverts, construct bulb-outs and ADA curb ramps, and relocate drainage inlets, fire hydrants and utilities. This project will extend pavement service life and improve ride quality. Performance Measure: Planned: 20.1, Actual: 20.1 Lane Miles Preliminary Engineering / Budget / Expended PA&ED / $1,400,000 / $1,390,886 PS&E / $2,000,000 / $1,895,019 R/W Supp / $870,000 / $296,997 (CEQA - CE, 6/9/2016; Re-validation 6/22/2017) (NEPA - FONSI, 6/9/2016; Re-validation 6/22/2017)	02-3529 SHOPP/16-17 CON ENG ~~$1,205,000~~ **$1,433,000** CONST $10,700,000 0213000057 4 4F990	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$1,433,000 $255,000 $12,478,000 $12,733,000
3 $11,230,000 Plumas 02-Plu-89 29.8/30.2	Near Canyon Dam, from 0.2 mile south to 0.3 mile north of Lake Almanor Spillway Bridge No. 09-0044. Outcome/Output: Replace bridge to address deterioration of deck reinforcement steel caused by high deck chlorides, to address seismic needs, to make standard shoulders, and to upgrade bridge railing. Performance Measure: Planned: 1.0, Actual: 1.0 Bridge(s) Preliminary Engineering / Budget / Expended PA&ED / $1,100,000 / $533,656 PS&E / $2,300,000 / $2,034,120 R/W Supp / $70,000 / $49,757 (CEQA - CE, 1/23/2015; Re-validation 6/1/2017) (NEPA - FONSI, 1/23/2015; Re-validation 6/1/2017)	02-3349 SHOPP/16-17 CON ENG $2,400,000 CONST $9,810,000 0200000022 4 0E180	001-0890 FTF 20.10.201.113 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.113	$2,400,000 $177,000 $8,653,000 $8,830,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
4 $5,869,000 Siskiyou 02-Sis-5 R25.2	Near Edgewood, at the North Edgewood Overhead No. 02-0032L&R. Outcome/Output: Strengthen and upgrade bridges by attaching fiber reinforced polymer strips on girders to increase permit load capacity, upgrading bridge railing, and replacing approach and departure slabs. Performance Measure: Planned: 2.0, Actual: 2.0 Bridge(s) Preliminary Engineering Budget Expended PA&ED $680,000 $331,780 PS&E $1,400,000 $1,196,209 R/W Supp $42,000 $19,044 (CEQA - CE, 7/13/2015; Re-validation 11/2/2015) (NEPA - FONSI, 7/13/2015; Re-validation 11/2/2015)	02-3535 SHOPP/16-17 CON ENG ~~$1,000,000~~ **$1,111,000** CONST $4,000,000 0213000095 4 4G240	001-0890 FTF 20.10.201.322 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.322	$1,111,000 $95,000 $4,663,000 $4,758,000
5 $4,550,000 Siskiyou 02-Sis-89 20.9/21.2	Near McCloud, from 0.2 mile south to 0.2 mile north of Mud Creek Bridge No. 02-0046. Outcome/Output: Replace bridge to address cracking, deck delamination and unsound concrete and reconstruct bridge approaches. The new replacement bridge will result in upgraded bridge railings, will make shoulders standard, will be built longer and higher to adequately pass 100-year storm events, and will result in improved minimum sight distance. Performance Measure: Planned: 1.0, Actual: 1.0 Bridge(s) Preliminary Engineering Budget Expended PA&ED $550,000 $646,983 PS&E $860,000 $553,958 R/W Supp $150,000 $10,104 (CEQA - CE, 3/25/2016; Re-validation 6/26/2017) (NEPA - FONSI, 3/25/2016; Re-validation 6/26/2017)	02-3519 SHOPP/17-18 CON ENG $1,200,000 CONST $3,700,000 0213000005 4 4F550	001-0890 FTF 20.10.201.110 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.110	$1,200,000 $67,000 $3,283,000 $3,350,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
6 $3,027,000 Trinity 02-Tri-3 32.8/39.8	Near Weaverville, at various locations from 0.1 mile north of East Weaver Road to 0.4 mile north of Rush Creek Campground Road. Outcome/Output: Repair or replace culvert pipes at 16 locations, including installation of inlets, headwalls, riser pipe, rock slope protection, flared end sections, and a flume. The work will result in reduced runoff and sediment discharges to the Trinity River and its tributaries to improve for established water quality standards and the Total Maximum Daily Load (TMDL) for sediment in this anadromous fish bearing system. Performance Measure: Planned: 2.3, Actual: 84.0 Acres treated/ pollutant Preliminary Engineering / Budget / Expended PA&ED $800,000 $477,008 PS&E $420,000 $309,344 R/W Supp $190,000 $116,286 (CEQA - CE, 7/15/2016) (NEPA - FONSI, 7/15/2016)	02-3536 SHOPP/17-18 CON ENG ~~$748,000~~ **$885,000** CONST $1,800,000 0213000094 4 4G250	001-0890 FTF 20.10.201.335 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.335	$885,000 $43,000 $2,099,000 $2,142,000
7 $600,000 Trinity 02-Tri-3 40/ 41.5	Near Weaverville, from 1.4 miles south to 0.2 mile north of Slate Creek Road. Outcome/Output: Continue revegetation and 5 year plant establishment required under general permit conditions for large emergency slip-out project EA 2H560 that occurred in March 2016. Performance Measure: Planned: 1.0, Actual: 1.0 Location(s) Preliminary Engineering / Budget / Expended PA&ED $0 $0 PS&E $0 $0 R/W Supp $10,000 $0 (CEQA - CE, 3/17/2016) (NEPA - CE, 3/17/2016) (This is a Financial Contribution Only (FCO) to Trinity County Resource Conservation District (TCRCD).)	02-3674 SHOPP/17-18 CON ENG $270,000 CONST $330,000 0217000046 4FCO 3H000	001-0042 SHA 20.10.201.131 2017-18 302-0042 SHA 20.20.201.131	$270,000 $330,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
8 $20,700,000 Placer 03-Pla-65 R5.0/R6.6	In and near Roseville and Rocklin, from Route 80 to 0.5 mile south of Pleasant Grove Overcrossing. Outcome/Output: Construct an auxiliary lane in northbound (NB) direction to improve safety and reduce the frequency and severity of congestion-related collisions by reducing merge conflicts and queue back-ups within the adjacent interchange and Route 80. An additional contribution to the project is included for work to widen for a new NB general purpose mixed-flow "3rd lane" that will increase capacity and reduce congestion. Performance Measure: Planned: 184.0, Actual: 184.0 Collisions Reduced Preliminary Engineering — Budget / Expended PA&ED — $1,100,000 / $1,100,000 PS&E — $3,050,000 / $2,932,612 R/W Supp — $375,000 / $133,694 (CEQA - EIR, 9/8/2016; Re-validation 6/26/2017) (NEPA - FONSI, 9/8/2016; Re-validation 6/26/2017) (Future consideration of funding approved under Resolution E-16-92; December 2016.) (Additional Contribution: $10,900,000 CONST and $1,000,000 CON ENG in TCIF, Federal, and local funds from Placer County Transportation Planning Agency (PCTPA).) (EA 0H260, PPNO 03-5108 combined with EA 0F352, PPNO 03-6913A, TCIF EA 0H260, PPNO TC126, and local project EA 0H560 for construction under EA 0H26U, Project ID 0317000247.) (Concurrent TCIF Programming Amendment under Resolution TCIF-P-1718-01; August 2017.) (Concurrent TCIF Baseline Agreement under TCIF-P-1718-03B; August 2017.) (Related TCIF allocation under Resolution TCIF-A-1718-01; August 2017.)	03-5108 SHOPP/16-17 CON ENG ~~$2,600,000~~ **$3,100,000** CONST $15,050,000 0315000118 4 0H260	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$3,100,000 $352,000 $17,248,000 $17,600,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
9 $3,600,000 Placer 03-Pla-65 R5.9	In Roseville, at Galleria Boulevard/Stanford Ranch Road. Outcome/Output: Install ramp meters and widen southbound on-ramp to provide two ramp lanes and an HOV preferential ramp bypass lane. This project will improve traffic mobility and safety. Performance Measure: Planned: 1.0, Actual: 1.0 Field Elements Preliminary Engineering / Budget / Expended PA&ED / $230,000 / $282,443 PS&E / $640,000 / $456,790 R/W Supp / $500,000 / $4,281 (CEQA - EIR, 9/8/2016; Re-validation 6/26/2017) (NEPA - FONSI, 9/8/2016; Re-validation 6/26/2017) (Future consideration of funding approved under Resolution E-16-92; December 2016.) (EA 0F352, PPNO 03-6913A combined with EA 0H260, PPNO 03-5108, TCIF EA 0H260, PPNO TC126 and local project EA 0H560 for construction under EA 0H26U, Project ID 0317000247.) (Concurrent TCIF Programming Amendment under Resolution TCIF-P-1718; August 2017.) (Concurrent TCIF Baseline Agreement under TCIF-P-1718-03B; August 2017.) (Related TCIF allocation under Resolution TCIF-A-1718-01; August 2017.)	03-6913A SHOPP/16-17 CON ENG $1,000,000 CONST $2,800,000 0316000081 4 0F352	001-0890 FTF 20.10.201.315 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.315	$1,000,000 $52,000 $2,548,000 $2,600,000
10 $19,429,000 Alameda 04-Ala-80 2.1	Near Oakland, at the San Francisco Oakland Bay Bridge (SFOBB) Maintenance Complex. Outcome/Output: Construct SFOBB Maintenance Complex Phase 3 Training Facility: Construct new training facility building and parking lot/equipment operation training area for centralized regional maintenance staff training. The new facility will provide training in three new classrooms, a computer training room, equipment simulators, climbing apparatus, truck training bays, office space, and a conference room at a facility that meets current building code requirements. Performance Measure: Planned: 1.0, Actual: 1.0 Location(s) Preliminary Engineering / Budget / Expended PA&ED / $170,000 / $169,835 PS&E / $8,000,000 / $7,745,856 R/W Supp / $125,000 / $107,923 (CEQA - CE, 4/11/2014) (NEPA - N/A)	04-0064Q SHOPP/17-18 CON ENG $4,500,000 CONST $14,930,000 0414000436 4 01411	001-0042 SHA 20.10.201.352 2017-18 303-0042 SHA 20.20.201.352	$4,500,000 $14,929,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
11 $3,484,000 Alameda 04-Ala-580 R26.8/R27.2	In Castro Valley, from 0.3 mile west of Sunnyslope Avenue to 0.4 mile east of Old Dublin Road at eastbound East Castro Valley Boulevard Undercrossing No. 33-0235L. Outcome/Output: Partial depth replacement of the bridge deck to repair deck cracking and spalling and to extend the bridge useful life. Project will include a polyester concrete deck overlay and repairs to adjacent damaged roadbed concrete slabs. Performance Measure: Planned: 1.0, Actual: 1.0 Bridge(s) Preliminary Engineering — Budget / Expended PA&ED — $781,000 / $778,120 PS&E — $1,100,000 / $1,139,446 R/W Supp — $36,000 / $491 (CEQA - CE, 7/11/2016; Re-validation 5/30/2017) (NEPA - CE, 7/11/2016; Re-validation 5/30/2017)	04-0130B SHOPP/17-18 CON ENG $871,000 CONST $4,000,000 0413000050 4 4G800	001-0890 FTF 20.10.201.110 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.110	$871,000 $52,000 $2,561,000 $2,613,000
12 $22,750,000 Alameda 04-Ala-680 M0.0/M4.0	In Fremont, from south of Scott Creek Road to Auto Mall Parkway. Outcome/Output: Rehabilitate roadway to improve safety and ride quality. Project will crack and seat existing concrete pavement and overlay with new asphalt pavement; construct new approach slabs at bridge structures; install precast transition slabs, drainage, concrete barrier, and loop detectors; and will upgrade guardrail, safety lighting, and ADA curb ramps to current standards. Performance Measure: Planned: 15.0, Actual: 15.0 Lane Miles Preliminary Engineering — Budget / Expended PA&ED — $0 / $1,986,414 PS&E — $3,022,000 / $2,147,001 R/W Supp — $80,000 / $33,829 (CEQA - MND, 3/2/2016) (NEPA - CE, 3/4/2016) (Future consideration of funding approved under Resolution E-16-34; June 2016.) (EA 3G602, PPNO 04-0587J combined with EA 4G114, PPNO 04-0521M for construction under EA 3G603, Project ID 0417000128.)	04-0587J SHOPP/16-17 CON ENG $3,300,000 CONST $17,600,000 0414000484 4 3G602	001-0890 FTF 20.10.201.122 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.122	$3,300,000 $389,000 $19,061,000 $19,450,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
13 $11,273,000 Alameda 04-Ala-680 M0.0/M4.0	In Fremont, from south of Scott Creek Road to Auto Mall Parkway. Outcome/Output: Install ramp meters and Traffic Operations System (TOS) elements, construct HOV preferential ramp bypass lanes, Maintenance Vehicle Pullouts (MPV), CHP enforcement areas, guardrail, concrete barrier, lighting, retaining walls and drainage improvement features. This project will improve traffic mobility and monitoring. Performance Measure: Planned: 2.0, Actual: 2.0 Field Elements Preliminary Engineering Budget Expended PA&ED $0 $0 PS&E $0 $0 R/W Supp $0 $0 (CEQA - MND, 9/2/2016) (NEPA - CE, 9/14/2016) (Future consideration of funding approved under Resolution E-17-03; January 2017.) (EA 4G114, PPNO 04-0521M combined with EA 3G602, PPNO 04-0587J for construction under EA 3G603, Project ID 0417000128.)	04-0521M SHOPP/16-17 CON ENG $1,700,000 CONST $8,500,000 0417000129 4 4G114	001-0890 FTF 20.10.201.315 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.315	$1,700,000 $191,000 $9,382,000 $9,573,000
14 $16,334,000 Alameda 04-Ala-680 R6.8/R21.9	In and near Fremont, Pleasanton, and Dublin from 0.4 miles north of Mission Boulevard (Route 238) to 0.3 mile north of Alcosta Boulevard. Outcome/Output: Install ramp meters, construct HOV preferential ramp bypass lanes, and install Traffic Operational Systems, including closed-circuit TV cameras, changeable message signs, and traffic monitoring stations. Work also includes construction of maintenance vehicle pull-outs, CHP enforcement areas, guardrail, barriers, and lighting. Project includes off-site environmental mitigation work for stormwater treatment to be performed by the City of Pleasanton. Performance Measure: Planned: 14.0, Actual: 22.0 Field Elements Preliminary Engineering Budget Expended PA&ED $0 $0 PS&E $0 $730,035 R/W Supp $50,000 $12,201 (CEQA - MND, 9/2/2016) (NEPA - CE, 9/14/2016) (Future consideration of funding approved under Resolution E-17-03; January 2017.) (Additional contribution: $8,626,900 PA&ED and $1,397,337 PS&E from the Bay Area Metropolitan Transporation Commission (MTC).)	04-0521K SHOPP/17-18 CON ENG $2,800,000 CONST $14,000,000 0417000130 4 4G115	001-0890 FTF 20.10.201.315 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.315	$2,800,000 $271,000 $13,263,000 $13,534,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
15 $52,873,000 Alameda 04-Ala-880 11.8/27.5	In and near Fremont, Union City, Hayward, San Leandro, and Oakland from 0.4 mile north of Fremont Boulevard Overcrossing to High Street Separation and Overhead. Outcome/Output: Rehabilitate pavement by grinding existing pavement and overlaying with asphalt; also, upgrade curb ramps to meet ADA standards. This project will extend pavement service life and improve ride quality. An additional contribution to the project is included for work necessary to convert High Occupancy Vehicle (HOV) lanes to Express Lanes. Performance Measure: Planned: 88.0, Actual: 107.0 Lane Miles Preliminary Engineering — Budget / Expended PA&ED — $654,000 / $755,392 PS&E — $5,920,000 / $5,799,814 R/W Supp — $166,000 / $100,714 (CEQA - CE, 12/21/2016; Re-validation 3/6/2017) (NEPA - CE, 12/21/2016; Re-validation 3/6/2017) (Additional contribution: $2,280,000 CONST and $400,000 CON ENG from Bay Area Infrastructure Financing Authority (BAIFA).)	04-0483W SHOPP/16-17 CON ENG $6,600,000 CONST $44,446,000 0413000162 4 4H580	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$6,600,000 $925,000 $45,348,000 $46,273,000
16 $2,305,000 Alameda 04-Ala-Var.	In Alameda and Contra Costa counties, on various routes at various intersection locations. Outcome/Output: Install pedestrian crosswalk safety enhancements at uncontrolled intersections and ramps to reduce the number and severity of collisions. Enhancements consist of high visibility crosswalk markings and roadside signs. Performance Measure: Planned: 244.0, Actual: 191.0 Collisions Reduced Preliminary Engineering — Budget / Expended PA&ED — $270,000 / $378,892 PS&E — $650,000 / $530,607 R/W Supp — $200,000 / $190,779 (CEQA - CE, 9/1/2015) (NEPA - CE, 9/1/2015; Re-validation 12/27/2016)	04-0820P SHOPP/16-17 CON ENG ~~$390,000~~ **$464,000** CONST $2,466,000 0413000370 4 0J000	001-0890 FTF 20.10.201.015 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.015	$464,000 $37,000 $1,804,000 $1,841,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
17 $6,501,000 Contra Costa 04-CC-4 0.0/T31.5	Near Concord, at various locations on Route 4 from Route 80 to Route 160; also on Route 24 east of Caldecott Tunnel to Route 680 (PM R0.3 to 9.2) at various locations. Outcome/Output: Improve highway worker safety by constructing Maintenance Vehicle pullout areas, paving miscellaneous areas beyond the gore to reduce maintenance cleanup activities, and provide vegetation control treatments under the existing guardrail. Performance Measure: Planned: 257.0, Actual: 225.0 Location(s) Preliminary Engineering Budget Expended PA&ED $950,000 $872,405 PS&E $1,146,000 $1,180,060 R/W Supp $90,000 $37,726 (CEQA - CE, 4/6/2016; Re-validation 6/15/2017) (NEPA - CE, 4/6/2016; Re-validation 6/15/2017)	04-0481D SHOPP/16-17 CON ENG $700,000 CONST $4,925,000 0413000122 4 4G980	001-0890 FTF 20.10.201.235 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.235	$700,000 $116,000 $5,685,000 $5,801,000
18 $2,370,000 Contra Costa 04-CC-242 R1.6	In Concord, at Buchanan Field Viaduct No. 28-0186. Outcome/Output: Repair bridge abutment shear keys and wingwalls damaged by differential settlement, rehabilitate structure by replacing joint seals and elastomeric bearing pads, and replace concrete barrier railing. Performance Measure: Planned: 1.0, Actual: 1.0 Bridge(s) Preliminary Engineering Budget Expended PA&ED $360,000 $374,048 PS&E $1,124,000 $1,129,999 R/W Supp $265,000 $134,279 (CEQA - CE, 1/27/2016; Re-validation 5/5/2017) (NEPA - CE, 1/27/2016; Re-validation 5/5/2017)	04-0250B SHOPP/16-17 CON ENG $426,000 CONST $1,824,000 0413000055 4 4G810	001-0890 FTF 20.10.201.110 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.110	$426,000 $39,000 $1,905,000 $1,944,000
19 $1,312,000 Marin 04-Mrn-101 0.0/8.5	In and near Sausalito, Corte Madera, and Larkspur at various locations; also, in Tiburon on Route 131 (PM 4.0 to 4.392) at various locations. Outcome/Output: Upgrade curb ramps, driveways and sidewalks to make compliant with the Americans with Disabilities Act (ADA). Performance Measure: Planned: 43.0, Actual: 32.0 Curb Ramps Preliminary Engineering Budget Expended PA&ED $450,000 $420,902 PS&E $650,000 $442,267 R/W Supp $200,000 $157,992 (CEQA - CE, 1/12/2016; Re-validation 6/5/2017) (NEPA - CE, 1/12/2016; Re-validation 6/5/2017)	04-2119Q SHOPP/16-17 CON ENG ~~$270,000~~ **$320,000** CONST $1,682,000 0412000027 4 3G210	001-0890 FTF 20.10.201.361 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.361	$320,000 $20,000 $972,000 $992,000

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Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
20 $1,274,000 Marin 04-Mrn-101 15.4	Near San Rafael at Miller Creek Bridge No. 27-0004. Outcome/Output: Address bridge scour conditions by replacing eroded rock slope protection (RSP) and extending the existing streambed using bioengineering methods. Project includes service contract work to be performed by others for advanced tree cutting and willow harvesting that will occur prior to main contract work and within environmental restriction timeframes. Performance Measure: Planned: 1.0, Actual: 1.0 Bridge(s) Preliminary Engineering / Budget / Expended PA&ED $278,000 $285,432 PS&E $486,000 $249,220 R/W Supp $10,000 $4,181 (CEQA - CE, 7/11/2016; Re-validation 6/23/2017) (NEPA - CE, 7/11/2016; Re-validation 6/23/2017)	04-0487Q SHOPP/16-17 CON ENG ~~$286,000~~ **$340,000** CONST $965,000 0416000152 4 4G871	001-0890 FTF 20.10.201.111 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.111	$340,000 $19,000 $915,000 $934,000
21 $20,729,000 Napa 04-Nap-29 13.5/25.5	In and near Napa and Yountville, from 0.4 mile north of Trancas Street/Redwood Road to Mee Lane. Outcome/Output: Rehabilitate pavement by repairing localized failure, grinding roadway, and overlaying with asphalt to extend pavement service life and improve ride quality. Work includes upgrading ADA curb ramps and guardrail, and repairing or replacing existing culverts. Performance Measure: Planned: 36.0, Actual: 36.0 Lane Miles Preliminary Engineering / Budget / Expended PA&ED $1,500,000 $1,483,718 PS&E $2,300,000 $1,682,118 R/W Supp $239,000 $76,727 (CEQA - CE, 1/26/2016; Re-validation 3/7/2017) (NEPA - CE, 1/26/2016; Re-validation 3/7/2017)	04-0378E SHOPP/16-17 CON ENG $2,100,000 CONST $17,100,000 0413000258 4 4H200	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$2,100,000 $373,000 $18,256,000 $18,629,000

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Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
22 $1,515,000 Napa 04-Nap-29 36.9/38.0	In Calistoga, on Route 29 from postmile 36.9 to 38.0 at various locations; also on Route 128 from postmile 4.0 to 4.5 at various locations. Outcome/Output: Upgrade 25 curb ramps at 10 intersections to make compliant with the Americans with Disabilities Act (ADA). Work also involves adjustment to roadway pavement at gutters and adjustment to existing recessed electrical boxes. Performance Measure: Planned: 29.0, Actual: 25.0 Curb Ramps Preliminary Engineering Budget Expended PA&ED $700,000 $704,897 PS&E $750,000 $622,802 R/W Supp $393,000 $166,061 (CEQA - CE, 3/24/2016) (NEPA - CE, 3/24/2016)	04-0371Q SHOPP/16-17 CON ENG ~~$300,000~~ **$350,000** CONST $1,422,000 0412021276 4 3G140	001-0890 FTF 20.10.201.361 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.361	$350,000 $23,000 $1,142,000 $1,165,000
23 $5,747,000 San Francisco 04-SF-Var. Var.	In the City and County of San Francisco, on Routes 80 and 82 at various locations; also in Santa Clara County, on Routes 82, 130, and 152 at various locations. Outcome/Output: Install pedestrian hybrid beacons and markings to enhance pedestrian crossing safety at existing uncontrolled intersection crosswalks by providing dedicated crossing phases to reduce the number and severity of collisions. Also, upgrade curb ramps and walkways to Americans with Disability Act (ADA) requirements. Performance Measure: Planned: 24.0, Actual: 24.0 Collisions Reduced Preliminary Engineering Budget Expended PA&ED $416,000 $409,126 PS&E $3,100,000 $2,104,841 R/W Supp $130,000 $117,024 (CEQA - CE, 8/28/2015; Re-validation 5/12/2017) (NEPA - CE, 8/28/2015; Re-validation 5/12/2017)	04-0158G SHOPP/16-17 CON ENG ~~$1,100,000~~ **$1,200,000** CONST $4,650,000 0416000119 4 4H751	001-0890 FTF 20.10.201.015 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.015	$1,200,000 $91,000 $4,456,000 $4,547,000

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Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
24 $1,789,000 San Mateo 04-SM-1 4.2	Near Ano Nuevo Park, at Rossi Road. Outcome/Output: Permanent restoration of storm damage slip-out by improving surface drainage to stabilize existing embankment, removing and replacing failing northbound roadway pavement and shoulder, and grinding and overlaying southbound direction. Performance Measure: Planned: 1.0, Actual: 1.0 Location(s) Preliminary Engineering / Budget / Expended PA&ED / $1,200,000 / $1,328,927 PS&E / $816,000 / $576,733 R/W Supp / $100,000 / $25,002 (CEQA - CE, 5/2/2016; Re-validation 6/2/2017) (NEPA - CE, 5/2/2016; Re-validation 6/2/2017)	04-0045Q SHOPP/16-17 CON ENG $450,000 CONST $2,800,000 0412000624 4 4G650	001-0042 SHA 001-0890 FTF 20.10.201.131 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.131	$9,000 $441,000 $450,000 $27,000 $1,312,000 $1,339,000
25 $15,830,000 San Mateo 04-SM-1 37.9/R48.0	In and near Montara, Pacifica and Daly City, from 1.3 miles north of 2nd Street to Sullivan Avenue Overcrossing (Route 280). Outcome/Output: Rehabilitate pavement by overlaying existing pavement with asphalt, upgrading signals and guardrail, and upgrading curb ramps and sidewalks to make ADA compliant. This project will extend the pavement service life and improve ride quality. Performance Measure: Planned: 20.2, Actual: 20.2 Lane Miles Preliminary Engineering / Budget / Expended PA&ED / $1,400,000 / $1,396,362 PS&E / $1,432,000 / $1,225,632 R/W Supp / $60,000 / $22,426 (CEQA - CE, 9/12/2016; Re-validation 6/9/2017) (NEPA - CE, 9/12/2016; Re-validation 6/9/2017)	04-0636S SHOPP/16-17 CON ENG $1,120,000 CONST $15,163,000 0413000140 4 4H210	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$1,120,000 $294,000 $14,416,000 $14,710,000
26 $5,812,000 San Mateo 04-SM-1 R44.1	In Pacifica, at San Jose Avenue Pedestrian Overcrossing No. 35-0240. Outcome/Output: Replace existing structure damaged by effects of salt and marine environment and make compliant with requirements of the Americans with Disabilities Act (ADA). Performance Measure: Planned: 1.0, Actual: 1.0 Bridge(s) Preliminary Engineering / Budget / Expended PA&ED / $500,000 / $495,063 PS&E / $2,250,000 / $1,952,666 R/W Supp / $125,000 / $59,089 (CEQA - CE, 10/12/2015) (NEPA - CE, 10/12/2015; Re-validation 6/2/2017)	04-0681Q SHOPP/16-17 CON ENG $1,400,000 CONST $4,445,000 0413000052 4 4G850	001-0890 FTF 20.10.201.110 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.110	$1,400,000 $88,000 $4,324,000 $4,412,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
27 $4,091,000 Sonoma 04-Son-116 26.6/ R26.9	In Sebastopol, from Keating Avenue to Willow Street in southbound direction (Main Street); also from McKinley Street to Joe Rodora Trail in northbound direction (Petaluma Avenue). Outcome/Output: Upgrade 22 existing curb ramps, 12 driveways, 2250 feet of sidewalk, 14 Accessible Pedestrian Signals (APS), and install 4 new APS to make compliant with the Americans with Disabilities Act (ADA). Performance Measure: Planned: 42.0, Actual: 42.0 Structures Preliminary Engineering Budget Expended PA&ED $240,000 $296,793 PS&E $1,100,000 $974,968 R/W Supp $715,000 $540,701 (CEQA - CE, 8/28/2015; Re-validation 5/5/2017) (NEPA - CE, 8/28/2015; Re-validation 5/5/2017)	04-0730E SHOPP/17-18 CON ENG $850,000 CONST $2,790,000 0400020616 4 1G840	001-0890 FTF 20.10.201.378 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.378	$850,000 $65,000 $3,176,000 $3,241,000
28 $29,970,000 Tulare 06-Tul-198 R11.7/R19.8	In Visalia, from Lovers Lane to west of Route 245. Outcome/Output: Rehabilitate pavement to extend service life, improve safety and improve ride quality. Performance Measure: Planned: 32.4, Actual: 32.4 Lane Miles Preliminary Engineering Budget Expended PA&ED $545,000 $504,225 PS&E $1,625,000 $1,641,127 R/W Supp $55,000 $29,236 (CEQA - CE, 7/7/2015; Re-validation 12/29/2016) (NEPA - CE, 7/7/2015; Re-validation 12/26/2016)	06-3034 SHOPP/16-17 CON ENG $3,700,000 CONST $23,850,000 0614000114 4 0S340	001-0890 FTF 20.10.201.122 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.122	$3,700,000 $525,000 $25,745,000 $26,270,000
29 $15,036,000 Los Angeles 07-LA-1 R0.9/R6.3	In Long Beach, Signal Hill and Lakewood on various routes at various locations. Outcome/Output: Install storm water quality best management devices including biofiltration swales/strips, infiltration/detention basins, media filters and gross solid removal devices to meet regulatory requirements. Performance Measure: Planned: 124.0, Actual: 78.1 acres treated/ pollutant Preliminary Engineering Budget Expended PA&ED $0 $0 PS&E $3,605,000 $3,453,995 R/W Supp $300,000 $0 (CEQA - CE, 6/22/2017; Re-validation 6/26/2017) (NEPA - CE, 6/22/2017; Re-validation 6/26/2017)	07-4390 SHOPP/16-17 CON ENG ~~$2,000,000~~ **$3,094,000** CONST $10,000,000 0700020900 4 28660	001-0890 FTF 20.10.201.335 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.335	$3,094,000 $239,000 $11,703,000 $11,942,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
30 $6,758,000 Los Angeles 07-LA-5 16.1/17.0	In the city of Los Angeles, at Route 5/10/60 Interchange. Outcome/Output: Construct maintenance vehicle pullouts. Install guardrail, vegetation control, landscape planting for graffiti and erosion control, bridge approach railing and concrete barrier. The project is necessary to improve safety for highway workers. Performance Measure: Planned: 214.0, Actual: 214.0 Location(s) Preliminary Engineering / Budget / Expended PA&ED / $135,000 / $140,996 PS&E / $2,118,000 / $1,832,962 R/W Supp / $27,000 / $0 (CEQA - CE, 4/8/2015; Re-validation 3/7/2017) (NEPA - CE, 4/8/2015; Re-validation 3/7/2017) (As part of this allocation request, the Department is requesting to extend the completion of construction an additional 18 months beyond the 36 month deadline).	07-4594 SHOPP/16-17 CON ENG ~~$843,000~~ **$986,000** CONST $5,117,000 0713000031 4 29640	001-0890 FTF 20.10.201.235 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.235	$986,000 $115,000 $5,657,000 $5,772,000
31 $3,580,000 Los Angeles 07-LA-5 19.2/19.9	In the cities of Los Angeles, Glendale and Burbank, from Main street to south of Verdugo Avenue. Outcome/Output: Cold plane and overlay pavement, upgrade curb ramps to meet current ADA standards, replace bridge railing, signal poles, electrical boxes and loop detectors. The project is necessary to extend pavement service life and improve ride quality and pedestrian access. Performance Measure: Planned: 0.1, Actual: 2.4 Lane Miles Preliminary Engineering / Budget / Expended PA&ED / $0 / $0 PS&E / $2,200,000 / $2,004,176 R/W Supp / $47,000 / $0 (CEQA - CE, 6/12/2014; Re-validation 3/22/2017) (NEPA - CE, 6/12/2014; Re-validation 3/22/2017)	07-4775 SHOPP/16-17 CON ENG ~~$900,000~~ **$1,070,000** CONST $2,100,000 0714000224 4 30800	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$1,070,000 $50,000 $2,460,000 $2,510,000

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2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
32 $66,880,000 Los Angeles 07-LA-10 R14.0/19.0	In the city of Los Angeles, at Santa Monica Viaduct (Br. No. 53-1301). Outcome/Output: Remove and repaint steel superstructure spans of the bridge to prevent further corrosion to increase the life span of the bridge. Additional deficiencies including joint seal replacement/repair and spall repair will also be addressed during construction operations. Performance Measure: Planned: 1.0, Actual: 1.0 Bridge(s) Preliminary Engineering / Budget / Expended PA&ED / $0 / $0 PS&E / $3,024,000 / $1,398,794 R/W Supp / $1,200,000 / $678,991 (CEQA - CE, 1/9/2013; Re-validation 5/11/2017) (NEPA - CE, 1/9/2013; Re-validation 5/11/2017)	07-4599 SHOPP/16-17 CON ENG ~~$5,904,000~~ **$7,024,000** CONST $65,640,000 0713000057 4 29660	001-0890 FTF 20.10.201.110 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.110	$7,024,000 $1,197,000 $58,659,000 $59,856,000
33 $6,186,000 Los Angeles 07-LA-10 22.3/28.2	In Alhambra, Monterey Park, San Gabriel, Rosemead and El Monte, from Fremont Avenue Undercrossing No. 53-647 to Rio Hondo No. 53-657. Outcome/Output: Reconstruct, repair, clean and seal bridge decks. Repair bridge railing and/or replace approach/departure slabs and joint seals. The project is necessary to extend the service life of these bridges. Performance Measure: Planned: 30.0, Actual: 30.0 Bridge(s) Preliminary Engineering / Budget / Expended PA&ED / $486,000 / $219,001 PS&E / $1,894,000 / $895,741 R/W Supp / $159,000 / $0 (CEQA - CE, 8/29/2016; Re-validation 6/9/2017) (NEPA - CE, 8/29/2016; Re-validation 6/9/2017)	07-4916 SHOPP/16-17 CON ENG $1,908,000 CONST $8,265,000 0715000280 4 31800	001-0890 FTF 20.10.201.119 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.119	$1,908,000 $86,000 $4,192,000 $4,278,000
34 $1,649,000 Los Angeles 07-LA-14 33.2/R58.3	In and near Santa Clarita and Palmdale, from Sand Canyon Road Overcrossing to Avenue S Undercrossing. Outcome/Output: Upgrade curb ramps, sidewalks, pedestrian push button poles, pavement striping/markings and relocate electrical boxes. The project in necessary to meet ADA standards. Performance Measure: Planned: 70.0, Actual: 14.0 Structures Preliminary Engineering / Budget / Expended PA&ED / $144,000 / $143,753 PS&E / $2,270,000 / $2,018,780 R/W Supp / $76,000 / $0 (CEQA - CE, 11/12/2014; Re-validation 2/8/2017) (NEPA - CE, 11/12/2014; Re-validation 2/8/2017)	07-4492 SHOPP/16-17 CON ENG ~~$600,000~~ **$710,000** CONST $980,000 0712000077 4 29100	001-0890 FTF 20.10.201.378 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.378	$710,000 $19,000 $920,000 $939,000

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Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
35 $1,841,000 Los Angeles 07-LA-57 R7.7/R12.2	In San Dimas and Glendora from Route 10 to Route 210, also on Route 60 in and near the cities of Los Angeles, Monterey Park, and Montebello. Outcome/Output: Construct ADA sidewalks and curb ramps including installation, upgrade and relocation of electrical boxes, pedestrian push button poles and pavement markings. The project is necessary to comply with current ADA standards. Performance Measure: Planned: 54.0, Actual: 48.0 Curb Ramps Preliminary Engineering Budget Expended PA&ED $200,000 $254,784 PS&E $1,500,000 $1,391,071 R/W Supp $450,000 $65,745 (CEQA - CE, 6/15/2015; Re-validation 11/4/2016) (NEPA - CE, 6/15/2015; Re-validation 11/4/2016)	07-4494 SHOPP/16-17 CON ENG ~~$800,000~~ **$950,000** CONST $2,515,000 0712000008 4 29120	001-0042 SHA 20.10.201.361 2017-18 302-0042 SHA 20.20.201.361	$950,000 $891,000
36 $3,784,000 Los Angeles 07-LA-60 R3.7/R6.3	In and near Monterey Park and Montebello, from Mednick Avenue to Markland drive. Outcome/Output: Construct maintenance vehicle pullouts, install access gates, relocate irrigation facilities, place vegetation control near traveled way, plant vines along sound walls and upgrade guardrail to current standards. The project is necessary to improve safety for highway workers. Performance Measure: Planned: 47.0, Actual: 47.0 Location(s) Preliminary Engineering Budget Expended PA&ED $113,000 $105,015 PS&E $1,780,000 $1,549,092 R/W Supp $5,000 $0 (CEQA - CE, 6/22/2015; Re-validation 4/6/2017) (NEPA - CE, 6/22/2015; Re-validation 4/6/2017)	07-4595 SHOPP/16-17 CON ENG ~~$600,000~~ **$714,000** CONST $2,684,000 0713000037 4 29580	001-0890 FTF 20.10.201.235 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.235	$714,000 $61,000 $3,009,000 $3,070,000
37 $17,333,000 Los Angeles 07-LA-91 R6.3/R8.4	In the cities of Los Angeles, Long Beach, Signal Hill, Lakewood, Carson and Hawthorn. Outcome/Output: Construct 40 storm water BMP treatment devices including media filters, biofiltration strips and swales to meet U.S. EPA requirements. Performance Measure: Planned: 250.0, Actual: 124.0 Acres treated/ pollutant Preliminary Engineering Budget Expended PA&ED $0 $0 PS&E $6,101,000 $5,149,008 R/W Supp $30,000 $0 (CEQA - CE, 3/14/2016; Re-validation 6/7/2017) (NEPA - CE, 3/14/2016; Re-validation 6/7/2017)	07-4387 SHOPP/16-17 CON ENG $5,000,000 CONST $18,720,000 0700020923 4 28670	001-0890 FTF 20.10.201.335 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.335	$5,000,000 $247,000 $12,086,000 $12,333,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
38 $2,084,000 Los Angeles 07-LA-91 R11.4	In Long Beach, at Butler-Artesia Undercrossing (No. 53-2169). Outcome/Output: Upgrade bridge approach railing to meet current standards and install flashing beacons on the connector. The project is necessary to improve safety. Performance Measure: Planned: 1100.0, Actual: 1100.0 Linear Feet Preliminary Engineering — Budget / Expended: PA&ED — $73,000 / $66,637 PS&E — $923,000 / $836,521 R/W Supp — $12,000 / $0 (CEQA - CE, 8/25/2014; Re-validation 5/22/2017) (NEPA - CE, 8/25/2014; Re-validation 5/22/2017)	07-4500 SHOPP/16-17 CON ENG ~~$295,000~~ **$350,000** CONST $1,446,000 0712000095 4 29170	001-0890 FTF 20.10.201.112 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.112	$350,000 $35,000 $1,699,000 $1,734,000
39 $10,001,000 Los Angeles 07-LA-101 0.0/S1.9	In the city of Los Angeles, from Route 5 to Route 110. Outcome/Output: Grind and replace concrete pavement slabs, repair localized failed asphalt concrete pavement, cold plane asphalt concrete and overlay with rubberized hot mix asphalt, reconstruct curb ramps to meet ADA standards and relocate signal and light poles. The project is necessary to extend pavement service life, improve ride quality and pedestrian access. Performance Measure: Planned: 26.0, Actual: 23.0 Lane Miles Preliminary Engineering — Budget / Expended: PA&ED — $88,000 / $155,869 PS&E — $2,352,000 / $2,296,515 R/W Supp — $761,000 / $0 (CEQA - CE, 12/10/2015; Re-validation 6/2/2017) (NEPA - CE, 12/10/2015; Re-validation 6/2/2017)	07-4680 SHOPP/16-17 CON ENG ~~$1,503,000~~ **$1,788,000** CONST $12,840,000 0713000489 4 30080	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$1,788,000 $164,000 $8,049,000 $8,213,000
40 $23,010,000 Los Angeles 07-LA-101 0.5/29.3	In the cities of Los Angeles and Calabasas, at various locations from Alameda Street to Mureau Road. Outcome/Output: Pave bridge abutment slopes and exposed areas under the bridge including access at 12 locations, implement various permanent BMP treatment at 46 locations. The project is necessary to meet regulatory requirements. Performance Measure: Planned: 200.0, Actual: 102.0 Acres treated/ pollutant Preliminary Engineering — Budget / Expended: PA&ED — $960,000 / $1,145,411 PS&E — $4,363,000 / $4,133,822 R/W Supp — $20,000 / $0 (CEQA - CE, 12/17/2015; Re-validation 4/18/2017) (NEPA - CE, 12/17/2015; Re-validation 4/18/2017)	07-4676 SHOPP/16-17 CON ENG ~~$2,655,000~~ **$3,150,000** CONST $24,902,000 0713000435 4 30040	001-0890 FTF 20.10.201.335 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.335	$3,150,000 $397,000 $19,463,000 $19,860,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
41 $693,000 Los Angeles 07-LA-101 1.8/8.4	In the city of Los Angeles, near Hollywood, from Route 110 to north of Pilgrimage Overcrossing. Outcome/Output: The project is necessary to upgrade ADA ramps, relocate electrical facilities and ramp pavement resurfacing. Performance Measure: Planned: 0.5, Actual: 0.0 Lane Miles Preliminary Engineering Budget Expended PA&ED $67,000 $67,119 PS&E $941,000 $569,855 R/W Supp $40,000 $0 (CEQA - CE, 4/7/2015; Re-validation 6/12/2017) (NEPA - CE, 4/7/2015; Re-validation 6/12/2017) All of the pavement rehabilitation (CAPM) was completed on project 07-29550.	07-4774 SHOPP/16-17 CON ENG ~~$637,000~~ **$330,000** CONST $2,073,000 0714000223 4 30790	001-0042 SHA 20.10.201.121 2017-18 302-0042 SHA 20.20.201.121	$330,000 $363,000
42 $2,880,000 Los Angeles 07-LA-101 30.9/38.1	In and near Calabasas, Agoura Hills and West Lake Village, from Las Virgenes Road to Lindero Canyon Road; also in and near the cities of Camarillo, Oxnard, and Ventura from Pleasant Valley Road to Padre Juan Canyon Road. Outcome/Output: Construct and upgrade curb ramps. Install detectable warning surfaces, relocate electrical boxes and traffic signal/lighting/pedestrian push button poles. The project is necessary to meet ADA standards. Performance Measure: Planned: 97.0, Actual: 97.0 Structures Preliminary Engineering Budget Expended PA&ED $616,000 $615,596 PS&E $2,495,000 $1,877,277 R/W Supp $276,000 $0 (CEQA - CE, 10/12/2015; Re-validation 4/28/2017) (NEPA - CE, 10/12/2015; Re-validation 6/28/2017)	07-4493 SHOPP/16-17 CON ENG ~~$800,000~~ **$933,000** CONST $1,969,000 0712000068 4 29110	001-0890 FTF 20.10.201.378 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.378	$933,000 $39,000 $1,908,000 $1,947,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
43 $2,863,000 Los Angeles 07-LA-110 R24.1/R31.9	In cities of Los Angeles, South Pasadena, and Pasadena, from West Sunset Boulevard to East Glenarm Street. Outcome/Output: Install access gates and safety lighting, pave gore areas, construct maintenance vehicle pullouts and place vegetation control near the traveled way. The project is necessary improve safety for highway workers. Performance Measure: Planned: 62.0, Actual: 62.0 Location(s) Preliminary Engineering / Budget / Expended PA&ED / $547,000 / $230,091 PS&E / $457,000 / $0 R/W Supp / $10,000 / $0 (CEQA - EIR, 6/27/2017) (NEPA - FONSI, 6/27/2017) (Concurrent consideration of funding under Resolution E-17-57; August 2017.) (EA 29530, PPNO 07-4588 combined with EA 29750, PPNO 07-4617 for construction under EA 2975U, Project ID 0716000144.)	07-4588 SHOPP/16-17 CON ENG ~~$466,000~~ **$545,000** CONST $2,028,000 0713000017 4 29530	001-0890 FTF 20.10.201.235 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.235	$545,000 $46,000 $2,272,000 $2,318,000
44 $2,487,000 Los Angeles 07-LA-405 28/39	In the city of Los Angeles, near Westwood and Sherman Oaks, from Venice Boulevard to Route 101. Outcome/Output: Rehabilitate pavement on freeway ramps, upgrade dikes and curb ramps to meet ADA standards. The project is necessary to extend pavement service life, improve ride quality and meet ADA standards. Performance Measure: Planned: 0.1, Actual: 2.4 Lane Miles Preliminary Engineering / Budget / Expended PA&ED / $124,000 / $91,125 PS&E / $953,000 / $747,768 R/W Supp / $151,000 / $0 (CEQA - CE, 5/26/2015; Re-validation 2/27/2017) (NEPA - CE, 5/26/2015; Re-validation 2/27/2017)	07-4773 SHOPP/16-17 CON ENG ~~$773,000~~ **$897,000** CONST $1,687,000 0714000222 4 30780	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$897,000 $32,000 $1,558,000 $1,590,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				**Resolution FP-17-01**
45 $1,718,000 Los Angeles 07-LA-605 R15.5/R19.5	In and near Pico Rivera and Industry, from Rose Hills Road to Valley Boulevard. Outcome/Output: Cold plane and overlay ramps, replace damage concrete slabs and loop detectors, upgrade curb ramps, guardrail and pedestrian crosssing buttons. The project will improve pavement quality and pedestrian facilities. Performance Measure: Planned: 0.1, Actual: 0.1 Lane Miles Preliminary Engineering Budget Expended PA&ED $30,000 $3,971 PS&E $1,017,000 $876,926 R/W Supp $81,000 $0 (CEQA - CE, 5/4/2015; Re-validation 10/14/2016) (NEPA - CE, 5/4/2015; Re-validation 10/15/2016)	07-4772 SHOPP/16-17 CON ENG ~~$221,000~~ **$263,000** CONST $1,227,000 0714000221 4 30770	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$263,000 $29,000 $1,426,000 $1,455,000
46 $2,180,000 Ventura 07-Ven-118 19.1/30.5	In Moorpark and Simi Valley, from east of Arroyo Simi Overhead to 2.1 miles west of the Los Angeles County line. Outcome/Output: Rehabilitate pavement on three onramps and upgrade 21 curb ramps to meet ADA standards. The project is necessary to extend pavement service life, improve ride quality and pedestrian access. Performance Measure: Planned: 0.1, Actual: 0.3 Lane Miles Preliminary Engineering Budget Expended PA&ED $200,000 $88,041 PS&E $1,120,000 $1,100,584 R/W Supp $50,000 $0 (CEQA - CE, 6/29/2017) (NEPA - CE, 6/29/2017)	07-4771 SHOPP/16-17 CON ENG ~~$800,000~~ **$925,000** CONST $2,292,000 0714000220 4 30760	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$925,000 $25,000 $1,230,000 $1,255,000
47 $3,992,000 Ventura 07-Ven-126 R8.2/R12.8	In and near Santa Paula, from east of Todd Road to west of S. Hallock Drive. Outcome/Output: Construct storm water quality BMP devices including biofiltration swales and infiltration basins to comply with the NPDES Permit. Performance Measure: Planned: 43.0, Actual: 31.9 Acres treated/ pollutant Preliminary Engineering Budget Expended PA&ED $570,000 $872,853 PS&E $2,000,000 $726,429 R/W Supp $50,000 $0 (CEQA - CE, 10/20/2016; Re-validation 3/17/2017) (NEPA - CE, 10/20/2016; Re-validation 3/17/2017)	07-4834 SHOPP/16-17 CON ENG ~~$1,400,000~~ **$1,666,000** CONST $5,680,000 0715000064 4 31240	001-0890 FTF 20.10.201.335 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.335	$1,666,000 $47,000 $2,279,000 $2,326,000

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Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
48 $26,114,000 Ventura 07-Ven-126 R13.6/R34.6	In and near Fillmore, from Haun Creek Bridge to Los Angeles County line. Outcome/Output: Cold plane and overlay roadway with rubberized hot mix asphalt, dig out and reconstruct distressed pavement, vegetation control treatment near traveled way, upgrade guardrail and construct ADA compliant curb ramps. The project is necessary to extend service life, improve ride quality and pedestrian access. Performance Measure: Planned: 84.0, Actual: 84.0 Lane Miles Preliminary Engineering / Budget / Expended PA&ED / $220,000 / $321,851 PS&E / $1,450,000 / $1,196,189 R/W Supp / $130,000 / $0 (CEQA - CE, 11/24/2015; Re-validation 6/15/2017) (NEPA - CE, 11/24/2015; Re-validation 6/15/2017)	07-4703 SHOPP/16-17 CON ENG ~~$2,700,000~~ **$3,186,000** CONST $20,445,000 0714000021 4 30140	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$3,186,000 $459,000 $22,469,000 $22,928,000
49 $2,125,000 Riverside 08-Riv-10 R29.3/R33.1	In Riverside and San Bernardino counties, on Routes 10, 111, and 215 at various locations. Outcome/Output: Rehabilitate deck, super/substructure and railing, scour mitigation, joint and sign replacement. The project is necessary to extend the service life of the bridges. Performance Measure: Planned: 9.0, Actual: 9.0 Bridge(s) Preliminary Engineering / Budget / Expended PA&ED / $210,000 / $227,373 PS&E / $720,000 / $675,063 R/W Supp / $40,000 / $13,355 (CEQA - CE, 3/8/2016) (NEPA - CE, 3/8/2016)	08-0010C SHOPP/16-17 CON ENG $600,000 CONST $1,906,000 0800020582 4 0Q890	001-0890 FTF 20.10.201.119 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.119	$600,000 $30,000 $1,495,000 $1,525,000
50 $9,163,000 Riverside 08-Riv-10 44.4/R52.3	In and near Indio, from Monterey Avenue to Jefferson Overcrossing. Outcome/Output: Cold plane pavement and overlay. The project is necessary to extend pavement service life and improve ride quality. Performance Measure: Planned: 48.0, Actual: 48.0 Lane Miles Preliminary Engineering / Budget / Expended PA&ED / $396,000 / $302,947 PS&E / $1,014,000 / $1,062,791 R/W Supp / $30,000 / $5,956 (CEQA - CE, 3/17/2015) (NEPA - CE, 3/17/2015)	08-0015N SHOPP/17-18 CON ENG ~~$1,350,000~~ **$1,440,000** CONST $15,210,000 0812000256 4 1C060	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$1,440,000 $154,000 $7,569,000 $7,723,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
51 $1,628,000 Riverside 08-Riv-111 0/10.5	At Salton Sea, from the Riverside/Imperial County line to east of Cleveland Street. Outcome/Output: Slope stabilization and sediment source control measures including placement of gravel, RSP and installation of energy dissipation devices to minimize sediment transport from Caltrans facilities into the Salton Sea. The project is necessary to meet regulatory permit requirements. Performance Measure: Planned: 32.0, Actual: 38 Acres treated/ pollutant Preliminary Engineering / Budget / Expended PA&ED / $223,000 / $319,166 PS&E / $610,000 / $582,488 R/W Supp / $20,000 / $5,089 (CEQA - CE, 6/20/2016) (NEPA - CE, 6/20/2016)	08-0098F SHOPP/16-17 CON ENG ~~$285,000~~ **$319,000** CONST $1,442,000 0812000337 4 1C620	001-0890 FTF 20.10.201.335 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.335	$319,000 $26,000 $1,283,000 $1,309,000
52 $5,410,000 Riverside 08-Riv-VAR VAR	Between Banning and Palm Springs on Routes 10 and 111, at Bridges No.56-0003 (PM R16.1) and 56-0241R (PM R60.5). Outcome/Output: Seismic retrofit of two bridges to maintain structural integrity of the bridges. Performance Measure: Planned: 3.0, Actual: 2.0 Bridge(s) Preliminary Engineering / Budget / Expended PA&ED / $456,000 / $562,864 PS&E / $1,467,000 / $1,069,457 R/W Supp / $21,000 / $8,395 (CEQA - CE, 3/9/2016) (NEPA - CE, 3/9/2016)	08-0107F SHOPP/16-17 CON ENG $1,112,000 CONST $5,031,000 0812000071 4 0R350	001-0890 FTF 20.10.201.113 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.113	$1,112,000 $86,000 $4,212,000 $4,298,000
53 $28,270,000 San Bernardino 08-SBd-10 30.9/33.3	In Redlands, from Route 38/Orange Street to Ford Street. Outcome/Output: Rehabilitate and replace deteriorated concrete and asphalt concrete pavement on the mainline and ramps. The project is necessary to improve safety and ride quality. Performance Measure: Planned: 19.2, Actual: 9.6 Lane Miles Preliminary Engineering / Budget / Expended PA&ED / $0 / $0 PS&E / $1,738,000 / $1,469,259 R/W Supp / $45,000 / $3,633 (CEQA - CE, 8/1/2007; Re-validation 5/17/2017) (NEPA - CE, 8/1/2007; Re-validation 5/17/2017)	08-0159J SHOPP/16-17 CON ENG $2,623,000 CONST $25,055,000 0812000098 4 0K291	001-0890 FTF 20.10.201.122 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.122	$2,623,000 $513,000 $25,134,000 $25,647,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
54 $1,326,000 San Bernardino 08-SBd-38 50.4/59.4	At various locations, from Eagle Mountain Drive to Route 38/18 Separation. Outcome/Output: Implement sediment controls including native planting to reduce sediment from Caltrans facilities into Big Bear Lake. The project is necessary to meet permit requirements from regulatory agencies. Performance Measure: Planned: 58.0, Actual: 58.0 Acres treated/ pollutant Preliminary Engineering Budget Expended PA&ED $741,000 $686,000 PS&E $330,000 $251,000 R/W Supp $20,000 $7,000 (CEQA - CE, 10/18/2016) (NEPA - CE, 10/18/2016) Concurrent Amendment to split Parent EA 0R430 into Child EA 0R431 and EA 0R432 on 2.1a(1a).	08-3008V SHOPP/16-17 CON ENG $376,000 CONST $950,000 0817000231 4 0R431	001-0042 SHA 20.10.201.335 2017-18 302-0042 SHA 20.20.201.335	$376,000 $950,000
55 $799,000 San Bernardino 08-SBd-40 R134.0	Near Needles, at South Fork Piute Wash Bridge No. 54 -0872R. Outcome/Output: Reconstruct failed grouted rock slope protection due to scour and a flash flood. The project is necessary to maintain the integrity of the existing structure. Performance Measure: Planned: 1.0, Actual: 1.0 Bridge(s) Preliminary Engineering Budget Expended PA&ED $119,000 $214,959 PS&E $319,000 $313,867 R/W Supp $10,000 $3,916 (CEQA - CE, 10/20/2016; Re-validation 6/28/2017) (NEPA - CE, 10/20/2016; Re-validation 6/28/2017)	08-3001C SHOPP/16-17 CON ENG $245,000 CONST $833,000 0814000196 4 1F280	001-0042 SHA 20.10.201.119 2017-18 302-0042 SHA 20.20.201.119	$245,000 $554,000
56 $1,853,000 San Bernardino 08-SBd-210 R29.3/R33.1	In Redlands and Highland, from north of West Pioneer Avenue to Baseline Street. Outcome/Output: Place methacrylate on deck, patch spalls, replace joint seals and elastomeric bearings. The project is necessary to extend the bridge service life. Performance Measure: Planned: 15.0, Actual: 15.0 Bridge(s) Preliminary Engineering Budget Expended PA&ED $126,000 $186,332 PS&E $453,000 $252,954 R/W Supp $10,000 $3,823 (CEQA - CE, 6/10/2016) (NEPA - CE, 6/10/2016)	08-3001E SHOPP/16-17 CON ENG $660,000 CONST $1,178,000 0814000195 4 1F270	001-0890 FTF 20.10.201.119 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.119	$660,000 $24,000 $1,169,000 $1,193,000

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Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
57 $798,000 San Bernardino 08-SBd-210 50.4/59.4	In the cities of Upland and Rancho Cucamonga, from Los Angeles County line to 0.2 mile west of East Avenue Overcrossing. Outcome/Output: Convert existing HOV lane to a continuous access HOV lane in both directions to distribute movement into and out of HOV lane. The project is necessary to improve operations and safety. Performance Measure: Planned: 215.0, Actual: 215.0 1000 Vehicle Hours/Yr Preliminary Engineering Budget Expended PA&ED $34,000 $31,242 PS&E $96,000 $0 R/W Supp $10,000 $441 (CEQA - CE, 6/19/2017) (NEPA - CE, 6/19/2017)	08-3003Q SHOPP/16-17 CON ENG ~~$162,000~~ **$158,000** CONST $649,000 0816000193 4 1G191	001-0042 SHA 20.10.201.310 2017-18 302-0042 SHA 20.20.201.310	$158,000 $640,000
58 $4,312,000 Inyo 09-Iny-168 Var	In Bishop, from Pioneer Lane to Route 395; also on Route 395 from Jay Street to Wye Road (PM 114.9/116.4) Outcome/Output: Reconstruct curb ramps, driveways and sidewalks, relocate utility poles, street signs, fire hydrants, street and light poles. The project is necessary to improve pedestrian access and meet ADA standards. Performance Measure: Planned: 211.0, Actual: 211.0 Structures Preliminary Engineering Budget Expended PA&ED $643,000 $648,979 PS&E $1,150,000 $1,016,417 R/W Supp $1,773,000 $1,053,234 (CEQA - CE, 1/15/2015) (NEPA - CE, 1/15/2015)	09-0611 SHOPP/17-18 CON ENG ~~$765,000~~ **$840,000** CONST $3,270,000 0900020090 4 35210	001-0890 FTF 20.10.201.378 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.378	$840,000 $69,000 $3,403,000 $3,472,000
59 $16,220,000 Merced 10-Mer-99 R35.9/R37.3	In Merced and Stanislaus Counties near Turlock, from 0.3 mile north of Bradbury Road to 0.2 mile north of the Stanislaus County line (STA PM R0.0/R0.2). Outcome/Output: Rehabilitate roadway by replacing roadway section for the outside truck lanes with continuous reinforcement concrete pavement and replacing outside shoulder with asphalt pavement. This project will improve safety and ride quality. Performance Measure: Planned: 16.0, Actual: 16.0 Lane Miles Preliminary Engineering Budget Expended PA&ED $281,000 $226,772 PS&E $1,584,000 $1,099,886 R/W Supp $4,000 $0 (CEQA - CE, 11/17/2015; Re-validation 5/23/2017) (NEPA - CE, 11/17/2015; Re-validation 5/23/2017)	10-3091 SHOPP/16-17 CON ENG $2,100,000 CONST $14,250,000 1014000101 4 1C180	001-0890 FTF 20.10.201.122 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.122	$2,100,000 $282,000 $13,838,000 $14,120,000

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Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
60 $3,804,000 San Joaquin 10-SJ-5 Var.	In Stockton, at Route 5/4 Separation Bridge No. 29-0232R/L, Route 4/5 Connector Undercrossing Bridge No. 29-0235R/L and Route 5/4 Connector viaduct Bridge No. 29-0233H. Outcome/Output: Seismic retrofit of various bridges by removing existing exterior cable restrainer units and installing new cable restrainers in each of the interior bays. Performance Measure: Planned: 5.0, Actual: 5.0 Bridge(s) Preliminary Engineering — Budget / Expended: PA&ED — $0 / $0 PS&E — $1,490,000 / $1,052,757 R/W Supp — $10,000 / $0 (CEQA - CE, 6/8/2012; Re-validation 3/2/2017) (NEPA - CE, 6/8/2012; Re-validation 3/2/2017)	10-0337 SHOPP/16-17 CON ENG $1,174,000 CONST $2,195,000 1012000039 4 0G720	001-0890 FTF 20.10.201.113 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.113	$1,174,000 $53,000 $2,577,000 $2,630,000
61 $896,000 San Joaquin 10-SJ-12 17.1/17.7	In Lodi, from South School Street to South Central Street. Outcome/Output: Upgrade 14 curb ramps, construct 325 feet of new sidewalk, and install Accessible Pedestrian Signals (APS) at two intersections to make facilities compliant with the Americans with Disabilities Act (ADA). Performance Measure: Planned: 14.0, Actual: 14.0 Curb Ramps Preliminary Engineering — Budget / Expended: PA&ED — $225,000 / $332,315 PS&E — $720,000 / $734,863 R/W Supp — $245,000 / $112,329 (CEQA - CE, 12/3/2014; Re-validation 4/27/2017) (NEPA - CE, 12/3/2014; Re-validation 4/27/2017)	10-3079 SHOPP/16-17 CON ENG ~~$307,000~~ **$331,000** CONST $539,000 1013000239 4 0Y550	001-0042 SHA 20.10.201.361 2017-18 302-0042 SHA 20.20.201.361	$331,000 $565,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
62 $17,329,000 San Joaquin 10-SJ-99 0.0/6.8	In Stanislaus and San Joaquin Counties, from 0.8 mile south of Pelandale Avenue to 0.2 mile north of Yosemite Avenue (Route 120) junction (also STA PM R20.9/R24.7). Outcome/Output: Reduce congestion and improve highway operations and mobility by lengthening lane transitions to benefit merge movements, installing ramp meters and HOV preferential ramp bypass lanes, installing Intelligent Transportation System (ITS) elements, and lowering the mainline profile at Main Street to increase vertical clearance. Performance Measure: Planned: 4970.0, Actual: 4970.0 1000 Vehicle Hours/Yr Preliminary Engineering — Budget / Expended PA&ED — $2,061,000 / $1,436,699 PS&E — $2,650,000 / $2,555,731 R/W Supp — $122,000 / $0 (CEQA - CE, 2/1/2016; Re-validation 5/31/2017) (NEPA - CE, 2/1/2016; Re-validation 5/31/2017)	10-5002 SHOPP/16-17 CON ENG $3,825,000 CONST $29,424,000 1014000145 4 1C300	001-0890 FTF 20.10.201.310 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.310	$3,825,000 $270,000 $13,234,000 $13,504,000
63 $30,512,000 Tuolumne 10-Tuo-120 R0.0/R24.1	In Stanislaus County near Oakdale, from west of Lancaster Road to county line (STA PM 11.2/T18.2): also, in Tuolumne County near Sonora, from county line to Moccasin Creek Bridge (TUO PM R0.0/R24.1); also, on Route 108 from Route 120 to Route 49 (TUO PM L0.0/L2.8). Outcome/Output: Rehabilitate pavement by overlaying the existing lanes with rubberized asphalt, grind and replace heavily distressed locations, and upgrade guardrail and end treatments to current standards. Performance Measure: Planned: 62.0, Actual: 62.0 Lane Miles Preliminary Engineering — Budget / Expended PA&ED — $1,680,000 / $627,437 PS&E — $2,551,000 / $1,921,329 R/W Supp — $280,000 / $0 (CEQA - CE, 9/22/2015; Re-validation 6/1/2017) (NEPA - CE, 9/22/2015; Re-validation 6/1/2017)	10-0282 SHOPP/16-17 CON ENG ~~$1,680,000~~ **$2,010,000** CONST $29,200,000 1013000050 4 3A730	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$2,010,000 $570,000 $27,932,000 $28,502,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
64 $20,632,000 San Diego 11-SD-8 9.0/15.3	In the cities of San Diego, La Mesa and El Cajon, from 0.6 mile west of Lake Murray Boulevard overcrossing to Johnson Avenue undercrossing. Outcome/Output: Cold plane, grind and replace concrete slabs and guardrail. The project is necessary to extend pavement service life and improve ride quality and safety. Performance Measure: Planned: 2.5, Actual: 2.5 Lane Miles Preliminary Engineering — Budget / Expended: PA&ED — $636,000 / $829,247 PS&E — $2,091,000 / $1,935,446 R/W Supp — $52,000 / $0 (CEQA - CE, 10/20/2011; Re-validation 3/1/2017) (NEPA - CE, 10/20/2011; Re-validation 3/1/2017)	11-1062 SHOPP/16-17 CON ENG ~~$2,988,000~~ **$3,363,000** CONST $17,423,000 1112000017 4 40870	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$3,363,000 $345,000 $16,924,000 $17,269,000
65 $2,912,000 San Diego 11-SD-76 22.2/ 40.0	Near Palomar Mountain State Park, at various locations from Gomez Creek Bridge No. 57-0158 to La Jolla Amago Creek Bridge No. 57-0169. Outcome/Output: Upgrade and replace bridge railing. The project is necessary to improve public safety. Performance Measure: Planned: 304.0, Actual: 304.0 Linear Feet Preliminary Engineering — Budget / Expended: PA&ED — $400,000 / $439,825 PS&E — $1,498,000 / $1,034,395 R/W Supp — $1,000 / $0 (CEQA - CE, 11/5/2015; Re-validation 6/6/2017) (NEPA - CE, 11/5/2015; Re-validation 6/6/2017)	11-1067 SHOPP/16-17 CON ENG $1,015,000 CONST $2,086,000 1100000421 4 29910	001-0890 FTF 20.10.201.112 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.112	$1,015,000 $38,000 $1,859,000 $1,897,000
66 $2,459,000 San Diego 11-SD-79 34.2/ 36.5	Near Warner Springs, at Canada Verde Creek Bridge and at Agua Caliente Creek Bridge. Outcome/Output: Rehabilitate and upgrade bridge railing. The project is necessary to improve public safety. Performance Measure: Planned: 507.0, Actual: 507.0 Linear Feet Preliminary Engineering — Budget / Expended: PA&ED — $330,000 / $346,565 PS&E — $1,557,000 / $1,344,882 R/W Supp — $0 / $0 (CEQA - CE, 2/9/2016; Re-validation 6/21/2017) (NEPA - CE, 2/9/2016; Re-validation 6/21/2017)	11-1123 SHOPP/16-17 CON ENG ~~$892,000~~ **$618,000** CONST $2,587,000 1114000024 4 41430	001-0890 FTF 20.10.201.112 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.112	$618,000 $37,000 $1,804,000 $1,841,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
67 $8,416,000 San Diego 11-SD-163 2.5/ 4.0	In the city of San Diego, from Robinson Avenue overcrossing to San Diego River Bridge. Outcome/Output: Enhance striping, lighting, upgrade bridge rail end treatments, install concrete barrier and place High Friction Surface Treatment. The project is necessary to reduce the number of vehicles running off the highway. Performance Measure: Planned: 48.0, Actual: 10.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $448,000 / $661,603 PS&E / $981,000 / $927,125 R/W Supp / $167,000 / $93,998 (CEQA - CE, 9/22/2016; Re-validation 6/21/2017) (NEPA - CE, 9/22/2016; Re-validation 6/21/2017)	11-1103 SHOPP/16-17 CON ENG $1,261,000 CONST $6,193,000 1113000018 4 41530	001-0890 FTF 20.10.201.015 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.015	$1,261,000 $143,000 $7,012,000 $7,155,000
68 $688,000 Orange 12-Ora-1 11.6/11.9	Near Laguna Beach, from north of Irvine Cove Drive to Moro Ridge Road. Outcome/Output: Replace sediment and rock retaining system BMP storm water quality device. The project is necessary to meet permit requirements issued by regulatory agencies. Performance Measure: Planned: 0.2, Actual: 0.2 Acres treated/ pollutant Preliminary Engineering / Budget / Expended PA&ED / $200,000 / $203,869 PS&E / $564,000 / $525,063 R/W Supp / $10,000 / $0 (CEQA - CE, 4/24/2015; Re-validation 11/3/2016) (NEPA - CE, 4/24/2015; Re-validation 11/3/2016)	12-2314 SHOPP/17-18 CON ENG $335,000 CONST $935,000 1213000186 4 0N260	001-0042 SHA 20.10.201.335 2017-18 302-0042 SHA 20.20.201.335	$335,000 $353,000
69 $6,318,000 Orange 12-Ora-90 0.6/8.0	In La Habra, Fullerton, Brea, and Placentia, from Route 39 (Beach Blvd.) to west of Rose Drive. Outcome/Output: Construct new curb ramps, improve existing curb ramp facilities, provide continuous sidewalk for improved access, upgrade crosswalks, sidewalks and driveways. The project is necessary to improve pedestrian access and meet current ADA standards. Performance Measure: Planned: 51.0, Actual: 51.0 Curb Ramps Preliminary Engineering / Budget / Expended PA&ED / $740,000 / $742,562 PS&E / $3,225,000 / $2,812,568 R/W Supp / $2,640,000 / $1,864,878 (CEQA - CE, 1/26/2015; Re-validation 5/22/2017) (NEPA - CE, 1/26/2015; Re-validation 5/22/2017)	12-4317 SHOPP/16-17 CON ENG ~~$1,570,000~~ **$1,850,000** CONST $4,472,000 1213000036 4 0M910	001-0890 FTF 20.10.201.378 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.378	$1,850,000 $89,000 $4,379,000 $4,468,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-01**
70 $7,040,000 Orange 12-Ora-142 R0.8/R2.9	In and near Brea, from Route 90 to east of Brea Hills Avenue. Outcome/Output: Cold plane and overlay pavement, upgrade signing/ pavement delineation, reconstruct curb ramps to meet current ADA standards. The project is necessary to extend the pavement service life, improve ride quality and pedestrian access. Performance Measure: Planned: 11.0, Actual: 11.0 Lane Miles Preliminary Engineering Budget Expended PA&ED $0 $0 PS&E $2,040,000 $1,814,006 R/W Supp $780,000 $320,438 (CEQA - CE, 3/6/2014; Re-validation 5/15/2017) (NEPA - CE, 3/6/2014; Re-validation 5/15/2017)	12-5364 SHOPP/16-17 CON ENG $2,490,000 CONST $5,750,000 1214000066 4 0N600	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$2,490,000 $91,000 $4,459,000 $4,550,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 62

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.5b.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**
PA&ED, PS&E AND R/W SUPPORT
RESOLUTION FP-17-02

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $140.1 million for Project Approval and Environmental Document (PA&ED), Plans, Specifications and Estimate (PS&E) and Right-of-Way (R/W) support for 159 phases programmed in the 2016 SHOPP?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation for the following phases for the amounts and number of projects listed below programmed in the 2016 SHOPP to avoid delay in project delivery:

- $51.4 million for PA&ED for 49 projects
- $74.1 million for PS&E for 57 projects and
- $14.6 million for R/W support for 53 projects.

The attached list describes 159 SHOPP phases totaling $140.1 million for PA&ED, PS&E and R/W support costs.

BACKGROUND:

The 2016 State Highway Operation and Protection Program (SHOPP) details both support and construction capital for rehabilitation projects on the State Highway System. The passage of the Road Repair and Accountability Act (SB 1) necessitates that the Department and the Commission to establish baseline budgets for each phase of each project in the 2016 SHOPP.

It is important to recognize that SB 1 changed the way support phases are managed. The Road Repair and Accountability Act now requires an allocation of each support phase after July 1, 2017. Prior to the passage of SB 1, the Department could commence work on preconstruction SHOPP support phases without receiving an allocation from the Commission. The adoption of the 2016 SHOPP in March 2016 included support and capital phase budgets. At that time, the Department had the authority to set support budgets in the SHOPP. Since then the Department has identified SHOPP preconstruction phases that began before the implementation of SB 1 and will continue after June 30, 2017. The Department then reviewed and updated the project work

plans to arrive at budget allocation request for each phase. If the budget exceeded the programmed amount, the Department followed existing change control processes to validate the requested allocation amounts.

The allocation request for the open preconstruction support phases for projects in all four years of the 2016 SHOPP is approximately $140.1 million and includes PA&ED, Plans, PS&E and R/W support for 159 phases. As part of the 159 project phases, the Department is requesting allocation of preconstruction SHOPP phases that will begin before the next Commission meeting in October 2017.

FINANCIAL RESOLUTION:

Resolved, that $140.1 million be allocated for PA&ED, PS&E and R/W support for SHOPP projects described on the attached list.

Attachment

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
Phase: PA&ED								
1	01-DN-199	1121	Near Gasquet, from 0.7 to 0.3 mile south of Hardscrabble Creek Bridge. Install high friction surface treatment (HFST), signs, guardrail, and centerline rumble strip.	0G130	201.010	PA&ED	$402,000	$402,000
2	01-Hum-101	2422	Near Redcrest, from Englewood Park Undercrossing to Eel River Bridge and Overhead. Pavement rehabilitation.	0F360	201.121	PA&ED	$579,000	$579,000
3	01-Hum-101	2439	Near Trinidad, from 1.3 miles south of School Road to 0.4 mile north of Big Lagoon Bridge. Pavement rehabilitation.	0F820	201.121	PA&ED	$332,000	$332,000
4	01-Men-1	4626	In and near Point Arena, from Sonoma County Line to 0.1 mile south of mill Street. Pavement rehabilitation.	0F440	201.121	PA&ED	$623,000	$623,000
5	01-Men-1	0154T	In and near Fort Bragg, from Pudding Creek Bridge to 0.6 mile north of Wages Creek Bridge. Pavement rehabilitation.	36270	201.121	PA&ED	$336,000	$336,000
6	01-Men-1	4639	Near Fort Bragg, from 0.03 mile south to 0.07 mile north of Abalobadiah Creek. Curve improvement and shoulder widening.	0G060	201.010	PA&ED	$874,000	$874,000
7	01-Men-101	4442	Near Hopland, from 0.7 mile south of Geysers Road to Hopland Overhead. Pavement rehabilitation.	46630	201.121	PA&ED	$362,000	$362,000
8	02-Sha-299	3680	In and near the town of Shasta, from west of Crystal Creek Road to Trinity Alley. Roadway rehabilitation.	3H310	201.120	PA&ED	$4,130,000	$4,130,000
9	02-Sis-5	3614	In Dunsmuir, from Central Dunsmuir Undercrossing to 0.1 mile north of Siskiyou Avenue at Sacramento River Bridge and Overhead No. 02-0002. Replace southbound bridge deck.	1H480	201.110	PA&ED	$1,440,000	$1,440,000
10	02-Tri-299	3668	Near Salyer, at various locations from 0.1 mile west of White House Gulch road to 0.4 mile west of Slattery Pond Road. Rehabilitate culverts.	2H810	201.151	PA&ED	$930,000	$930,000
11	03-But-99	2437	In and near Chico, from Estates Drive to Garner Lane. Install intelligent transportation system (ITS) elements.	1H860	201.315	PA&ED	$561,000	$561,000
12	03-But-162	2635	In and near Oroville, from Foothill Boulevard to the Gold Country Casino entrance. Construct two-way left-turn lane and widen shoulders.	2H630	201.010	PA&ED	$927,000	$927,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
13	03-Nev-20	4000	Near Emigrant Gap, from 0.3 mile west of Excelsior point Road to 1.3 mile west of Zeibright Road. Curve improvement and widen shoulders.	2H620	201.010	PA&ED	$3,920,000	$3,920,000
14	03-Sac-5	8920	In Placer, Sacramento, and Yolo Counties, on routes 5, 80, 99, and 113. Replace obsolete microwave vehicle detection system (MVDS) elements.	2H700	201.315	PA&ED	$148,000	$148,000
15	03-Sac-50	6177	In the city of Sacramento, from Route 5 to Watt Avenue. Roadway rehabilitation.	0H080	201.120	PA&ED	$7,800,000	$7,800,000
16	03-Sac-51	6925	In and near the Cities of Elk Grove and Sacramento, from Grant Line Road to Route 50; also, on Route 51 from Route 50 to 0.1 mile south of the Fort Sutter Viaduct (PM 0.0 to 0.1). Install fiber optic cable.	0H670	201.315	PA&ED	$700,000	$700,000
17	03-Sac-80	6717	In various counties, on various routes. Repair or replace damaged inductive loop vehicle detection elements.	2H570	201.315	PA&ED	$94,000	$94,000
18	03-Sac-80	6714	Near the City of Sacramento, from 0.2 mile east of Longview Drive to 0.4 mile east of Madison Avenue. Pavement rehabilitation.	1H190	201.121	PA&ED	$50,000	$50,000
19	03-Sut-99	8378	In Live Oak, from 0.1 mile north of Coleman Avenue to 0.2 mile north of Ramsdell Drive. Roadway rehabilitation.	1H150	201.120	PA&ED	$20,000	$20,000
20	03-Yol-84	9058	Near West Sacramento, from 3.7 miles north of Clarksburg Road to Levee Access Road. Permanent restoration of damaged pavement and supporting levee embankment.	2H460	201.131	PA&ED	$2,080,000	$2,080,000
21	05-Mon-1	2654	Near Carmel-By-The Sea, at Garrapata Creek No. 44-0018. Rehabilitate bridge to extend the service life and mitigate corrosion by applying Electrochemical Chloride Extraction (ECE) process and waterproofing to the structure.	1H460	201.110	PA&ED	$700,000	$700,000
22	05-Mon-68	2631	In and near Pacific Grove, from Forest Avenue to Route 1. Upgrade ADA curb ramps, cold plane pavement and place rubberized hot mix asphalt concrete (RHMA).	1H000	201.121	PA&ED	$482,000	$482,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
23	05-Mon-101	4020	In and near Salinas, from 0.4 mile north of Airport Boulevard Overcrossing to 0.3 mile south of San Miguel Canyon Road Overcrossing. Install vehicle detection systems, changeable message signs, cameras, and a vehicle pullout.	0N200	201.315	PA&ED	$260,000	$260,000
24	05-SBt-25	2697	Near Pinnacles National Park, from 0.7 miles north of San Benito Lateral/Old Hernandez Road to 2.4 miles south of Route 146. Improve curve and flatten slope.	1H810	201.010	PA&ED	$1,181,000	$1,181,000
25	05-SCr-1	1967	Near Davenport, from 1.4 miles north of Swanton Road to 0.6 mile south of Waddell Creek. Replace and upgrade existing corrugated metal pipe (CMP) culverts with reinforced concrete pipe (RCP) culverts.	0J200	201.151	PA&ED	$964,000	$964,000
26	05-SLO-1	2630	In and near Pismo Beach, from Gracia Way to North Pismo (101/1) Separation. Upgrade ADA curb ramps, cold plane pavement and place rubberized hot mix asphalt concrete (RHMA).	1G980	201.121	PA&ED	$1,156,000	$1,156,000
27	05-SLO-101	4022	In San Luis Obispo County, from 0.3 mile north of Reservoir Canyon Road to 0.3 mile north of North Paso Robles Overhead at various locations. Install vehicle detection systems, changeable message signs, cameras, and loop detectors.	0N220	201.315	PA&ED	$380,000	$380,000
28	06-Fre-99	6800	In and near Selma and Fowler, from 0.1 south of Rose Avenue Undercrossing to Merced Street Undercrossing. Update curb ramps to meet current ADA standards.	0U420	201.120	PA&ED	$845,000	$845,000
29	06-Fre-99	6883	In Fresno County, on Routes 99, 41, 168, and 180 at various locations; also in Madera County on Route 99 at various locations. Repair vehicle detection systems.	0V930	201.315	PA&ED	$800,000	$800,000
30	07-LA-110	5188	In Los Angeles County, from Gaffey Street to Route 405; also on Route 210 (PM R0.0/R35.8, Route 605 (PM 19.9/26.0), Route 710 (PM 5.0/9.4) and Route 2 (PM R18.7). Install Bluetooth detection system to monitor travel time.	33500	201.315	PA&ED	$40,000	$40,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
31	07-LA-110	5083	In the city of Los Angeles and South Pasadena, between Figueroa Street and Orange Grove Avenue. Convert outside lane to a dynamic shoulder/through lane in response to prevailing traffic conditions.	33150	201.010	PA&ED	$2,835,000	$2,835,000
32	07-LA-110	5037	In Highland Park and South Pasadena, from south of Avenue 60 to north of Avenue of 64. Place high friction surface treatment (HFST).	32660	201.010	PA&ED	$600,000	$600,000
33	07-LA-138	5155	In Palmdale, at the intersection of Avenue R-8. Upgrade traffic signal system and curb ramps and install drainage inlets.	33290	201.010	PA&ED	$329,000	$329,000
34	08-Riv-Var	3006W	In Riverside and San Bernardino Counties, on various routes and at various locations. Repair and replace vehicle detection equipment impacting the operations of the District TMC.	1H530	201.315	PA&ED	$346,000	$346,000
35	08-SBd-10	3009A	In and near Redlands, from Route 210/10 Junction to the Riverside County line. Install wireless VDS pole, CMS, CCTV, Data Node Cabinet and Fiber Optic elements.	38423	201.315	PA&ED	$300,000	$300,000
36	08-SBd-40	3001S	Near Needles, from Park Moabi Road to Topock Road at the Colorado River Bridge No. 54-0415. Bridge rehabilitation and/or replacement.	0R380	201.110	PA&ED	$2,650,000	$2,650,000
37	08-SBd-60	3003N	In Ontario, from Haven Avenue to Milliken Avenue/Hamner Avenue. Construct auxiliary lane and widen connector and ramps.	0E33U	201.310	PA&ED	$2,700,000	$2,700,000
38	08-SBd-215	3007S	In and near the city of San Bernardino, from Route 215/10 Connector to Route 215/15 Junction; also on Route 259 from Route 259/215 Separation to Route 259/210 Junction. Install wireless VDS, CMS, CCTV and Fiber Optic elements.	47642	201.315	PA&ED	$376,000	$376,000
39	10-Cal-4	3255	Near Angels Camp, at West Branch Cherokee Creek Bridge No. 30-0036. Replace bridge.	1H500	201.110	PA&ED	$605,000	$605,000
40	10-Cal-4	3220	In Calaveras and Amador counties on Routes 4 and 26 at various locations. Install centerline and edge-line rumble strips.	1F740	201.010	PA&ED	$60,000	$60,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
41	10-Mpa-49	3233	Near the community of Mariposa, from Madera County line to the south junction with Route 140. Pavement rehabilitation.	1C040	201.121	PA&ED	$403,000	$403,000
42	10-SJ-4	3165	In Stockton, from 0.1 mile east of Fresno Avenue west of Center Street. Roadway rehabilitation.	1C500	201.122	PA&ED	$538,000	$538,000
43	10-SJ-5	3193	In Stockton, at the Stockton Channel Viaduct No. 29-0176L/R. Bridge deck rehabilitation at spot locations.	1C940	201.110	PA&ED	$335,000	$335,000
44	10-SJ-99	3227	In San Joaquin, Merced, and Stanislaus counties, on Routes 5, 12, 59, 99, and 152 at various locations. Upgrade or replace inefficient and damaged Traffic Monitoring Station elements.	1G750	201.315	PA&ED	$1,202,000	$1,202,000
45	10-Tuo-108	0157	Near Long Barn, from 0.1 mile east of the east junction of Long Barn Road to 2.3 miles east of Cow Creek Road. Pavement rehabilitation.	46210	201.121	PA&ED	$687,000	$687,000
46	11-SD-8	1246	In San Diego County, at various locations, from 0.5 mile west of Midway Drive Undercrossing to 0.6 mile west of Flinn Springs Road Undercrossing. Repair, rehabilitate and replace culvert systems.	42810	201.151	PA&ED	$1,173,000	$1,173,000
47	12-Ora-5	2859C	In and near Anaheim, from south of Route 22 to south of Route 39; also on Route 57 (PM 10.7/16.6) and Route 91 (PM R2.6/R4.1 and (PM 0.0/7.2). Create interoperability of transportation management system (TMS) by upgrading ITS elements between Caltrans and local agencies.	0P670	201.315	PA&ED	$2,380,000	$2,380,000
48	12-Ora-22	2981	In the cities of Orange and Santa Ana, from Lewis Street Overcrossing to east of Bristol Street Undercrossing; also in the Cities of Orange and Anaheim, on Route 57, from PM 10.9/11.9. Replace concrete median barrier and add lighting in median.	0P520	201.010	PA&ED	$591,000	$591,000
49	12-Ora-39	3279	In the city of La Habra, at Fashion Square Lane. Modify traffic signal and add lighting.	0Q290	201.010	PA&ED	$185,000	$185,000
Total for PA&ED			**49 Requests**					**$51,411,000**

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
Phase: PS&E								
50	02-Sha-299	3456	In and near the town of Shasta, from west of Crystal Creek Road to Trinity Alley. Rehabilitate pavement. (The Department has determined this project is Categorically Exempt.)	3E740	201.121	PS&E	$840,000	$840,000
51	03-But-32	2112	In Chico, from Walnut Street to Poplar Street. Upgrade ADA facilities. (G13 Contingency Project) (The Department has determined this project is Categorically Exempt.)	4F800	201.361	PS&E	$650,000	$650,000
52	03-ED-50	3312	In El Dorado County, from the Sacramento County line to east of Stateline Avenue. Upgrade new transportation management system (TMS) elements. (The Department has determined this project is Categorically Exempt.)	0H520	201.315	PS&E	$1,000,000	$1,000,000
53	03-Sac-80	6711	In and near the city of Sacramento, from west of West El Camino Avenue to east of Route 244. Pavement rehabilitation. (The Department has determined this project is Categorically Exempt.)	0H470	201.121	PS&E	$1,110,000	$1,110,000
54	03-Yol-5	8572	In and near Woodland, from the Sacramento County line to Colusa County line. Improvements to reduce maintenance worker exposure. (The Department has determined this project is Categorically Exempt.)	4F830	201.235	PS&E	$400,000	$400,000
55	04-Ala-580	1494K	In Oakland at Foothill Boulevard Undercrossing No. 33-0334K. Bridge deck rehabilitation. (The Department has determined this project is Categorically Exempt.)	0K470	201.110	PS&E	$398,000	$398,000
56	04-Ala-680	1463D	In and near Fremont, Pleasanton, and Dublin, from 0.3 mile south of Scott Creek Road to 0.3 mile north of Alcosta Boulevard. Install ramp meters, ramp HOV bypass lanes, and traffic operations systems (TOS). (Future consideration of funding approved under Resolution E-17-03; January 2017.)	4G113	201.315	PS&E	$5,600,000	$5,600,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
57	04-Ala-VAR	1488T	In Alameda County, on Routes 24, 80, 84, 92, 238, 580, 680, 880, and 980 at various locations. Repair and replace existing transportation management system (TMS) elements. (The Department has determined this project is Categorically Exempt.)	3K310	201.315	PS&E	$393,000	$393,000
58	04-CC-VAR	1488V	In Contra Costa County, on Routes 4, 24, 80, 242, 580, and 680 at various locations. Repair and replace existing transportation management system (TMS) elements. (The Department has determined this project is Categorically Exempt.)	3K320	201.315	PS&E	$314,000	$314,000
59	04-Mrn-101	0334J	In and near Sausalito, Corte Madera, and Larkspur, from north of Golden Gate Bridge to north of Sir Francis Drake Boulevard. Ramp metering. (The Department has determined this project is Categorically Exempt.)	15161	201.315	PS&E	$1,500,000	$1,500,000
60	04-SCl-680	0481T	In San Jose and Milpitas, from Route 101 to Scott Creek Road at various locations. Construct maintenance worker safety improvements. (The Department has determined this project is Categorically Exempt.)	0J660	201.235	PS&E	$1,320,000	$1,420,000
61	04-SCl-VAR	1488W	In Santa Clara County, on Routes 17, 85, 87, 101, 152, 237, 280, and 680 at various locations. Repair and replace existing transportation management system (TMS) elements. (The Department has determined this project is Categorically Exempt.)	3K330	201.315	PS&E	$415,000	$415,000
62	04-SM-VAR	1488X	In San Mateo and San Francisco Counties, on Routes 80, 92, 101, and 280 at various locations. Repair and replace existing transportation management system (TMS) elements. (The Department has determined this project is Categorically Exempt.)	3K340	201.315	PS&E	$236,000	$236,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
63	04-Son-VAR	1488Y	In Sonoma, Marin, Napa, and Solano Counties, on Routes 12, 29, 37, 80, 101, 580, 680, and 780 at various locations. Repair and replace existing transportation management system (TMS) elements. (The Department has determined this project is Categorically Exempt.)	3K350	201.315	PS&E	$600,000	$600,000
64	05-Mon-101	2454	In and near King City, at the Salinas River Bridge No 44- 32. Bridge seismic retrofit and bridge rail replacement. (Concurrent consideration of funding under Resolution 17-58; August 2017.)	1C960	201.113	PS&E	$4,875,000	$4,875,000
65	05-SB-101	2460	In and near Buellton, from Gaviota State Park Entrance to north of Alisos Canyon Road. Roadside safety improvements. (The Department has determined this project is Categorically Exempt.)	1E000	201.235	PS&E	$840,000	$840,000
66	05-SB-101	2522	In Los Alamos, at Route 101/Route 135 Separation No. 51-0073L/R. Replace bridge decks. (The Department has determined this project is Categorically Exempt.)	1F500	201.110	PS&E	$1,800,000	$1,800,000
67	05-SB-135	2629	In and near Santa Maria, from Lakeview Road to Route 101. Upgrade ADA curb ramps, cold plane pavement, and place rubberized hot mix asphalt concrete (RHMA). (The Department has determined this project is Categorically Exempt.)	1G970	201.121	PS&E	$1,869,000	$1,869,000
68	05-SB-246	2632	In Lompoc, at combined segment of Route 246 and Route 1; on Route 246, from 0.3 mile west of V street to H street; also on Route 1, from H street to 12th street. Upgrade ADA curb ramps, cold plane pavement and place hot mix asphalt concrete (HMA). (The Department has determined this project is Categorically Exempt.)	1H010	201.121	PS&E	$3,630,000	$3,630,000
69	05-SCr-9	2418	In Castle Rock State Park, from 5 miles south to 3.3 miles south of Route 35. Construct centerline rumble strips, widen shoulders, and replace guardrail and super elevation corrections. (The Department has determined this project is Categorically Exempt.)	1C650	201.015	PS&E	$1,842,000	$1,842,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
70	05-SCr-VAR	2590	In Santa Cruz County, on Routes 1, 9, 17, 129, and 152 at various locations. Install accessible pedestrian signals (APS). (The Department has determined this project is Categorically Exempt.)	1G160	201.361	PS&E	$883,000	$883,000
71	05-SLO-41	2532	In Atascadero, from San Gabriel Road to Route 101 Southbound ramps. Improve and construct new ADA accessible pedestrian pathways and install accessible pedestrian signal (APS) systems. (The Department has determined this project is Categorically Exempt.)	1F630	201.361	PS&E	$1,333,000	$1,300,000
72	06-Fre-41	6771	In Fresno, at the South Fresno Viaduct No. 42-0226L/R. Replace failed joint seals and rehabilitate worn bridge decks with polyester concrete overlay (The Department has determined this project is Categorically Exempt.)	0U160	201.119	PS&E	$750,000	$750,000
73	06-Fre-43	6886	Near Selma, from Kings County Line to East Mountain View Avenue. Construct rumble strips and update pavement delineation. (The Department has determined this project is Categorically Exempt.)	0V980	201.010	PS&E	$750,000	$750,000
74	06-Fre-99	6727	In and near Kingburg, from Route 201 to south of Second Street. Roadway rehabilitation. (The Department has determined this project is Categorically Exempt.)	0S460	201.122	PS&E	$1,496,000	$1,496,000
75	06-Fre-Var	6880	In Fresno County, on Routes 41, 99, 168 and 180; also in Kern County on Route 99 and Madera County on Route 41. Repair detection systems with wire theft prevention measures. Repair detection systems with wire theft prevention measures. (The Department has determined this project is Categorically Exempt.)	0V920	201.315	PS&E	$319,000	$319,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
76	06-Mad-99	6789	In and near Madera, from 0.3 mile north of Avenue 16 Overcrossing to 0.9 mile north of Avenue 20 Overcrossing. Rehabilitate pavement on mainline and ramps. (The Department has determined this project is Categorically Exempt.)	0U520	201.121	PS&E	$1,118,000	$1,118,000
77	06-Mad-VAR	6750	In various counties and on various routes. Establish mitigation bank for future Caltrans projects in Districts 6 and 10 to protect the California Tiger Salamander. (The Department has determined this project is Categorically Exempt.)	0U020	201.240	PS&E	$130,000	$130,000
78	06-Tul-99	6700	In Tulare, from north of Bardsley Avenue to north of Prosperity Avenue. Roadside safety improvements. (The Department has determined this project is Categorically Exempt.)	0R170	201.235	PS&E	$624,000	$624,000
79	07-LA-2	5245	In Los Angeles and Ventura counties, on various routes and at various locations. Repair and rehabilitate ramp metering systems (RMS) and vehicle detection systems (VDS). (The Department has determined this project is Categorically Exempt.)	34060	201.315	PS&E	$3,047,000	$3,047,000
80	07-LA-5	5247	In Los Angeles County, on various routes and at various locations. Repair and rehabilitate ramp metering systems (RMS) and vehicle detection systems (VDS). (The Department has determined this project is Categorically Exempt.)	34040	201.315	PS&E	$2,962,000	$2,962,000
81	07-LA-10	5246	In Los Angeles County, on various routes and at various locations. Repair and rehabilitate ramp metering systems (RMS) and vehicle detection systems (VDS). (The Department has determined this project is Categorically Exempt.)	34050	201.315	PS&E	$2,295,000	$2,295,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
82	08-Riv-10	3005C	In Riverside County, on Routes 10, 15, 71 and 215 at various locations. Replace existing guide signs with Type XI reflectivity. (G13 Contingency Project) (The Department has determined this project is Categorically Exempt.)	1F372	201.170	PS&E	$722,000	$722,000
83	08-Riv-10	3002T	In the cities of Calimesa and Beaumont, from Cherry Valley Boulevard to 14th Street/ San Timoteo Canyon Road; also on Routes 60 and 86 at various locations. Install Changeable Message Signs. (The Department has determined this project is Categorically Exempt.)	1F920	201.315	PS&E	$450,000	$450,000
84	08-Riv-10	3002G	In Riverside County, on Routes 10 and 91, at various locations; also in San Bernardino County, on Routes 10 and 15, at various locations. Repair bridge decks. (The Department has determined this project is Categorically Exempt.)	1E720	201.119	PS&E	$660,000	$660,000
85	08-Riv-10	3002L	Near Desert Center, at Palen Ditch Bridge No. 56-0040 R/L. Bridge rail replacement. (The Department has determined this project is Categorically Exempt.)	1F410	201.112	PS&E	$342,000	$393,000
86	08-Riv-74	3002J	Near Lake Elsinore, at 0.8 mile west of Grand Avenue. Stabilize slope to protect safety of traveling public. (The Department has determined this project is Categorically Exempt.)	1E770	201.150	PS&E	$250,000	$288,000
87	08-Riv-74	3003P	In Helmet, from Warren Avenue to Soboba Street. Construct and upgrade pedestrian facilities to current Americans with Disability Act (ADA) standards. (The Department has determined this project is Categorically Exempt.)	1F590	201.361	PS&E	$1,815,000	$1,815,000
88	08-Riv-111	3007U	In Palm Springs, from Gateway Drive to Golf Club Drive. Reconstruct and construct curb ramps. (The Department has determined this project is Categorically Exempt.)	0R302	201.378	PS&E	$1,547,000	$1,547,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
89	08-Riv-111	0105C	In Palm Springs, from Gateway Drive to Golf Club Drive. Reconstruct and construct curb ramps. (The Department has determined this project is Categorically Exempt.)	0R301	201.378	PS&E	$805,000	$805,000
90	08-SBd-15	3003T	Near Fontana, from Sierra Avenue to Devore Road. Rehabilitate roadway. (The Department has determined this project is Categorically Exempt.)	0K121	201.122	PS&E	$900,000	$900,000
91	08-SBd-15	3003V	In Barstow, from Outlet Center Drive to Mojave River Bridge. Rehabilitate pavement. (The Department has determined this project is Categorically Exempt.)	0K123	201.121	PS&E	$1,200,000	$1,200,000
92	08-SBd-210	3003X	In Rancho Cucamonga and Fontana, from East Avenue to west of Beech Avenue; also on Route 15 at Route 210/15 Separation. Install transportation management system (TMS) elements. (The Department has determined this project is Categorically Exempt.)	1G210	201.315	PS&E	$390,000	$449,000
93	08-SBd-210	3005A	In San Bernardino County, on Routes 71, 210, 215 and 259 at various locations. Replace existing guide signs with Type XI reflectivity. (G13 Contingency Project) (The Department has determined this project is Categorically Exempt.)	1F362	201.170	PS&E	$614,000	$614,000
94	08-SBd-215	3001P	In the city of San Bernardino, at San Bernardino Maintenance Station (L5726) at 175 Cluster Street. Reconstruct maintenance station. (The Department has determined this project is Categorically Exempt.)	0K840	201.352	PS&E	$1,248,000	$1,248,000
95	10-SJ-4	3148	In Stockton, at Route 4/Route 99 Separation (Farmington Road) Bridge No. 29-0155. Replace structure to provide standard vertical clearance. (The Department has determined this project is Categorically Exempt.)	0X310	201.322	PS&E	$2,092,000	$2,092,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
96	10-SJ-5	3118	In San Joaquin County on Routes 5 and 580 and in Stanislaus County on Route 99, at various locations. Seismic retrofit of 4 bridges. (The Department has determined this project is Categorically Exempt.)	0P540	201.113	PS&E	$1,992,000	$1,992,000
97	10-SJ-99	3206	Near Stockton, at Wilson Way Overcrossing No. 29-0118C. Remove existing damaged girder and build new overhang and barrier, resulting in reduced bridge width and increased vertical clearance. (The Department has determined this project is Categorically Exempt.)	1C880	201.119	PS&E	$562,000	$562,000
98	10-SJ-205	3231	In San Joaquin, Stanislaus, and Tuolumne Counties, on Routes 4, 5, 99, 120, and 205 at various locations. Improve wet roadway surface conditions at 12 locations. (The Department has determined this project is Categorically Exempt.)	1E590	201.010	PS&E	$642,000	$642,000
99	10-Sta-108	3010B	Near Riverbank, at 2nd Street and 4th Street. Upgrade curb ramps, sidewalk and crosswalks. (The Department has determined this project is Categorically Exempt.)	0W902	201.361	PS&E	$715,000	$715,000
100	10-Sta-108	3010	Near Modesto and Riverbank, on Routes 108 and 132 at various locations. Upgrade curb ramps, sidewalk and crosswalks. (The Department has determined this project is Categorically Exempt.)	0W901	201.361	PS&E	$1,430,000	$1,430,000
101	11-SD-5	1281	In San Diego County, from 0.6 mile south of Route 5/8 Separation to 1.5 miles north of Route 5/76 Separation. Install VDS, CMS, CCTV, Ramp Metering, Traffic Signal and Fiber Optic Network elements. (The Department has determined this project is Categorically Exempt.)	42560	201.315	PS&E	$1,497,000	$1,497,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
102	12-Ora-1	2246	In Laguna Beach and Newport Beach, from south of Vista Del Sol to Newport Coast Drive. Cold plane pavement and place rubberized hot mix asphalt concrete (RHMA). (The Department has determined this project is Categorically Exempt.)	0H150	201.121	PS&E	$3,200,000	$3,200,000
103	12-Ora-1	2300	In Laguna Beach, from south of Ruby Street to Ledroit Street. Upgrade pedestrian facilities to Americans with Disabilities Act (ADA) standards. (The Department has determined this project is Categorically Exempt.)	0M820	201.378	PS&E	$1,825,000	$2,170,000
104	12-Ora-22	2930	In Garden Grove, at westbound on ramp from Euclid Street. Overlay with open graded friction course. (The Department has determined this project is Categorically Exempt.)	0P980	201.010	PS&E	$381,000	$381,000
105	12-Ora-55	3573	In the cities of Orange and Tustin, from north of 17th Street to north of La Veta Avenue. Roadside safety improvements. (The Department has determined this project is Categorically Exempt.)	0N500	201.235	PS&E	$390,000	$390,000
106	12-Ora-73	4051A	In the cities of San Juan Capistrano, Laguna Nigel, Laguna Hills, Aliso Viejo, Laguna Beach, Irvine, Newport Beach, and Costa Mesa from Route 5 to Route 405. Upgrade highway safety features. (The Department has determined this project is Categorically Exempt.)	0N720	201.015	PS&E	$2,600,000	$2,600,000
Total for PS&E			**57 Requests**					**$74,168,000**

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
Phase: R/W Sup								
107	02-Sha-299	3456	In and near the town of Shasta, from west of Crystal Creek Road to Trinity Alley. Rehabilitate pavement.	3E740	201.121	R/W Sup	$90,000	$90,000
108	03-But-32	2112	In Chico, from Walnut Street to Poplar Street. Upgrade ADA facilities. (G13 Contingency Project)	4F800	201.361	R/W Sup	$375,000	$375,000
109	03-ED-50	3312	In El Dorado County, from the Sacramento County line to east of Stateline Avenue. Upgrade new transportation management system (TMS) elements.	0H520	201.315	R/W Sup	$580,000	$580,000
110	03-Sac-50	6177	In the city of Sacramento, from Route 5 to Watt Avenue. Roadway rehabilitation.	0H080	201.120	R/W Sup	$1,800,000	$1,800,000
111	03-Sac-80	6711	In and near the city of Sacramento, from west of West El Camino Avenue to east of Route 244. Pavement rehabilitation.	0H470	201.121	R/W Sup	$105,000	$105,000
112	03-Sut-99	8378	In Live Oak, from 0.1 mile north of Coleman Avenue to 0.2 mile north of Ramsdell Drive. Roadway rehabilitation.	1H150	201.120	R/W Sup	$50,000	$50,000
113	03-Yol-5	8572	In and near Woodland, from the Sacramento County line to Colusa County line. Improvements to reduce maintenance worker exposure.	4F830	201.235	R/W Sup	$20,000	$20,000
114	04-Ala-580	1494K	In Oakland at Foothill Boulevard Undercrossing No. 33-0334K. Bridge deck rehabilitation.	0K470	201.110	R/W Sup	$21,000	$21,000
115	04-Ala-680	1463D	In and near Fremont, Pleasanton, and Dublin, from 0.3 mile south of Scott Creek Road to 0.3 mile north of Alcosta Boulevard. Install ramp meters, ramp HOV bypass lanes, and traffic operations systems (TOS).	4G113	201.315	R/W Sup	$100,000	$100,000
116	04-Ala-VAR	1488T	In Alameda County, on Routes 24, 80, 84, 92, 238, 580, 680, 880, and 980 at various locations. Repair and replace existing transportation management system (TMS) elements.	3K310	201.315	R/W Sup	$10,000	$10,000
117	04-CC-VAR	1488V	In Contra Costa County, on Routes 4, 24, 80, 242, 580, and 680 at various locations. Repair and replace existing transportation management system (TMS) elements.	3K320	201.315	R/W Sup	$10,000	$10,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
118	04-Mrn-101	0334J	In and near Sausalito, Corte Madera, and Larkspur, from north of Golden Gate Bridge to north of Sir Francis Drake Boulevard. Ramp metering.	15161	201.315	R/W Sup	$50,000	$50,000
119	04-SCl-680	0481T	In San Jose and Milpitas, from Route 101 to Scott Creek Road at various locations. Construct maintenance worker safety improvements.	0J660	201.235	R/W Sup	$110,000	$110,000
120	04-SCl-VAR	1488W	In Santa Clara County, on Routes 17, 85, 87, 101, 152, 237, 280, and 680 at various locations. Repair and replace existing transportation management system (TMS) elements.	3K330	201.315	R/W Sup	$10,000	$10,000
121	04-SM-VAR	1488X	In San Mateo and San Francisco Counties, on Routes 80, 92, 101, and 280 at various locations. Repair and replace existing transportation management system (TMS) elements.	3K340	201.315	R/W Sup	$10,000	$10,000
122	04-Son-VAR	1488Y	In Sonoma, Marin, Napa, and Solano Counties, on Routes 12, 29, 37, 80, 101, 580, 680, and 780 at various locations. Repair and replace existing transportation management system (TMS) elements.	3K350	201.315	R/W Sup	$10,000	$10,000
123	05-SB-101	2460	In and near Buellton, from Gaviota State Park Entrance to north of Alisos Canyon Road. Roadside safety improvements.	1E000	201.235	R/W Sup	$34,000	$34,000
124	05-SB-101	2522	In Los Alamos, at Route 101/Route 135 Separation No. 51-0073L/R. Replace bridge decks.	1F500	201.110	R/W Sup	$250,000	$250,000
125	05-SB-135	2629	In and near Santa Maria, from Lakeview Road to Route 101. Upgrade ADA curb ramps, cold plane pavement, and place rubberized hot mix asphalt concrete (RHMA).	1G970	201.121	R/W Sup	$1,832,000	$1,832,000
126	05-SB-246	2632	In Lompoc, at combined segment of Route 246 and Route 1; on Route 246, from 0.3 mile west of V street to H street; also on Route 1, from H street to 12th street. Upgrade ADA curb ramps, cold plane pavement and place hot mix asphalt concrete (HMA).	1H010	201.121	R/W Sup	$2,460,000	$2,460,000
127	05-SCr-VAR	2590	In Santa Cruz County, on Routes 1, 9, 17, 129, and 152 at various locations. Install accessible pedestrian signals (APS).	1G160	201.361	R/W Sup	$20,000	$20,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
128	05-SLO-41	2532	In Atascadero, from San Gabriel Road to Route 101 Southbound ramps. Improve and construct new ADA accessible pedestrian pathways and install accessible pedestrian signal (APS) systems.	1F630	201.361	R/W Sup	$1,082,000	$984,000
129	06-Fre-41	6771	In Fresno, at the South Fresno Viaduct No. 42-0226L/R. Replace failed joint seals and rehabilitate worn bridge decks with polyester concrete overlay	0U160	201.119	R/W Sup	$20,000	$20,000
130	06-Fre-99	6727	In and near Kingburg, from Route 201 to south of Second Street. Roadway rehabilitation.	0S460	201.122	R/W Sup	$43,000	$43,000
131	06-Fre-Var	6880	In Fresno County, on Routes 41, 99, 168 and 180; also in Kern County on Route 99 and Madera County on Route 41. Repair detection systems with wire theft prevention measures.	0V920	201.315	R/W Sup	$8,000	$8,000
132	06-Mad-VAR	6750	In various counties and on various routes. Establish mitigation bank for future Caltrans projects in Districts 6 and 10 to protect the California Tiger Salamander.	0U020	201.240	R/W Sup	$5,000	$5,000
133	06-Tul-99	6700	In Tulare, from north of Bardsley Avenue to north of Prosperity Avenue. Roadside safety improvements.	0R170	201.235	R/W Sup	$24,000	$24,000
134	07-LA-2	5245	In Los Angeles and Ventura counties, on various routes and at various locations. Repair and rehabilitate ramp metering systems (RMS) and vehicle detection systems (VDS).	34060	201.315	R/W Sup	$200,000	$200,000
135	07-LA-5	5247	In Los Angeles County, on various routes and at various locations. Repair and rehabilitate ramp metering systems (RMS) and vehicle detection systems (VDS).	34040	201.315	R/W Sup	$18,000	$18,000
136	07-LA-10	5246	In Los Angeles County, on various routes and at various locations. Repair and rehabilitate ramp metering systems (RMS) and vehicle detection systems (VDS).	34050	201.315	R/W Sup	$18,000	$18,000
137	08-Riv-10	3005C	In Riverside County, on Routes 10, 15, 71 and 215 at various locations. Replace existing guide signs with Type XI reflectivity. (G13 Contingency Project)	1F372	201.170	R/W Sup	$45,000	$45,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
138	08-Riv-10	3002T	In the cities of Calimesa and Beaumont, from Cherry Valley Boulevard to 14th Street/ San Timoteo Canyon Road; also on Routes 60 and 86 at various locations. Install Changeable Message Signs.	1F920	201.315	R/W Sup	$20,000	$20,000
139	08-Riv-10	3002Q	In Riverside County, on Routes 10, 62, 74, 86, 86S, 111 and 95 at various locations. Advance Mitigation. (Financial Contribution Only)	1F560	201.240	R/W Sup	$15,000	$15,000
140	08-Riv-10	3002G	In Riverside County, on Routes 10 and 91, at various locations; also in San Bernardino County, on Routes 10 and 15, at various locations. Repair bridge decks.	1E720	201.119	R/W Sup	$20,000	$20,000
141	08-Riv-10	3002L	Near Desert Center, at Palen Ditch Bridge No. 56-0040 R/L. Bridge rail replacement.	1F410	201.112	R/W Sup	$10,000	$10,000
142	08-Riv-74	3002J	Near Lake Elsinore, at 0.8 mile west of Grand Avenue. Stabilize slope to protect safety of traveling public.	1E770	201.150	R/W Sup	$20,000	$20,000
143	08-Riv-74	3003P	In Helmet, from Warren Avenue to Soboba Street. Construct and upgrade pedestrian facilities to current Americans with Disability Act (ADA) standards.	1F590	201.361	R/W Sup	$467,000	$467,000
144	08-Riv-111	3007U	In Palm Springs, from Gateway Drive to Golf Club Drive. Reconstruct and construct curb ramps.	0R302	201.378	R/W Sup	$3,339,000	$3,339,000
145	08-Riv-111	0105C	In Palm Springs, from Gateway Drive to Golf Club Drive. Reconstruct and construct curb ramps.	0R301	201.378	R/W Sup	$30,000	$30,000
146	08-SBd-15	3003T	Near Fontana, from Sierra Avenue to Devore Road. Rehabilitate roadway.	0K121	201.122	R/W Sup	$10,000	$10,000
147	08-SBd-15	3003V	In Barstow, from Outlet Center Drive to Mojave River Bridge. Rehabilitate pavement.	0K123	201.121	R/W Sup	$10,000	$10,000
148	08-SBd-210	3003X	In Rancho Cucamonga and Fontana, from East Avenue to west of Beech Avenue; also on Route 15 at Route 210/15 Separation. Install transportation management system (TMS) elements.	1G210	201.315	R/W Sup	$10,000	$10,000
149	08-SBd-210	3005A	In San Bernardino County, on Routes 71, 210, 215 and 259 at various locations. Replace existing guide signs with Type XI reflectivity. (G13 Contingency Project)	1F362	201.170	R/W Sup	$32,000	$32,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**
150	08-SBd-215	3001P	In the city of San Bernardino, at San Bernardino Maintenance Station (L5726) at 175 Cluster Street. Reconstruct maintenance station.	0K840	201.352	R/W Sup	$42,000	$42,000
151	10-SJ-4	3148	In Stockton, at Route 4/Route 99 Separation (Farmington Road) Bridge No. 29-0155. Replace structure to provide standard vertical clearance.	0X310	201.322	R/W Sup	$147,000	$147,000
152	10-SJ-5	3129	In San Joaquin County on Routes 5 and 99, and in Stanislaus County on Routes 5, at various locations. Upgrade sign panels and replace overhead sign structures.	1C530	201.170	R/W Sup	$52,000	$52,000
153	10-SJ-5	3147	In various counties on various routes, at various locations. Upgrade Transportation Management System (TMS) elements.	1C620	201.315	R/W Sup	$138,000	$138,000
154	10-SJ-5	3118	In San Joaquin County on Routes 5 and 580 and in Stanislaus County on Route 99, at various locations. Seismic retrofit of 4 bridges.	0P540	201.113	R/W Sup	$73,000	$73,000
155	10-SJ-99	3206	Near Stockton, at Wilson Way Overcrossing No. 29-0118C. Remove existing damaged girder and build new overhang and barrier, resulting in reduced bridge width and increased vertical clearance.	1C880	201.119	R/W Sup	$7,000	$7,000
156	10-SJ-205	3231	In San Joaquin, Stanislaus, and Tuolumne Counties, on Routes 4, 5, 99, 120, and 205 at various locations. Improve wet roadway surface conditions at 12 locations.	1E590	201.010	R/W Sup	$31,000	$30,000
157	10-Sta-108	3010B	Near Riverbank, at 2nd Street and 4th Street. Upgrade curb ramps, sidewalk and crosswalks.	0W902	201.361	R/W Sup	$180,000	$180,000
158	10-Sta-108	3010	Near Modesto and Riverbank, on Routes 108 and 132 at various locations. Upgrade curb ramps, sidewalk and crosswalks.	0W901	201.361	R/W Sup	$530,000	$530,000
159	12-Ora-73	4051A	In the cities of San Juan Capistrano, Laguna Nigel, Laguna Hills, Aliso Viejo, Laguna Beach, Irvine, Newport Beach, and Costa Mesa from Route 5 to Route 405. Upgrade highway safety features.	0N720	201.015	R/W Sup	$58,000	$58,000
Total for R/W Sup			**53 Requests**					**$14,552,000**

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-02**

Grand Total	**159 Requests**	**$140,131,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 63

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.5b.(5)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **RESCISSION OF PROJECT FROM PREVIOUSLY APPROVED FINANCIAL ALLOCATION FOR SHOPP PROJECTS**
RESOLUTION FP-17-10, AMENDING RESOLUTION FP-16-56

ISSUE:

Should the California Transportation Commission (Commission) approve the rescission of Project 5 (East Sand Slough Bridge to Stice Road Pavement Rehabilitation project [PPNO 02-3453/EA 3E720]), in Tehama County, originally approved under Resolution FP-16-56 at the June 2017 meeting?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve the rescission of Project 5 (East Sand Slough Bridge to Stice Road Pavement Rehabilitation project [PPNO 02-3453/EA 3E720]) in Tehama County, originally approved under Resolution FP-16-56 at the June 2017 meeting.

BACKGROUND:

At its June 2017 meeting, the Commission approved an allocation for $242,128,000 for 26 projects programmed in the State Highway Operation and Protection Program (SHOPP) under Resolution FP-16-56.

Project 5 (East Sand Slough Bridge to Stice Road Pavement Rehabilitation project [PPNO 02-3453/EA 3E720]) was part of that allocation and approved for $5,640,000. However, after approval of the project, it was determined that the requested allocation amount was incorrect.

Therefore, the Department is now requesting that the allocation approved under Resolution FP-16-56 for $5,640,000 be rescinded. It should be noted, that there is a concurrent allocation request for this project with the corrected amount on this month's Commission agenda.

FINANCIAL RESOLUTION:

Resolved, that $5,640,000 originally approved for Project 5 (East Sand Slough Bridge to Stice Road Pavement Rehabilitation project [PPNO 02-3453/EA 3E720]), under Resolution FP-16-56, be rescinded in accordance with revised vote list attached.

Attachment

2.5 Highway Financial Matters

Rescission of Project 5
August 16-17, 2017
Resolution FP-17-10, Amending Resolution FP-16-56

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				**Resolution FP-16-56**
1 $993,000 Humboldt 01-Hum-254 11.1/11.2	Near Myers Flat, at 0.3 mile north and at 0.4 mile north of Bridge Creek Road. Outcome/Output: Perform required mitigation for permanent restoration project EA 47502. Project will reconstruct culverts, place erosion control, and revegetate at two locations. Performance Measure: Planned: 4.0, Actual: 2.0 Location(s) Preliminary Engineering / Budget / Expended PA&ED / $208,000 / $383,578 PS&E / $337,000 / $328,521 R/W Supp / $89,000 / $22,134 (CEQA - CE, 6/28/2016) (NEPA - CE, 6/28/2016) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	01-2381 SHOPP/16-17 CON ENG $256,000 CONST $873,000 0113000112 4 47531	001-0042 SHA 001-0890 FTF 20.10.201.131 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.131	$29,000 $227,000 $256,000 $85,000 $652,000 $737,000
2 $5,454,000 Humboldt 01-Hum-283 0.1	In and near Scotia and Rio Dell, at Eel River Bridge and Overhead No. 04-0015. Outcome/Output: Clean, spot-blast and paint steel portions of bridge to extend the bridge service life. Performance Measure: Planned: 1.0, Actual: 1.0 Bridge(s) Preliminary Engineering / Budget / Expended PA&ED / $296,000 / $109,889 PS&E / $679,000 / $578,241 R/W Supp / $14,000 / $15,258 (CEQA - CE, 6/1/2016) (NEPA - CE, 6/1/2016) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	01-2407 SHOPP/16-17 CON ENG $973,000 CONST $4,162,000 0115000036 4 0E840	001-0890 FTF 20.10.201.119 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.119	$973,000 $90,000 $4,391,000 $4,481,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-16-56**
3 $7,540,000 Mendocino 01-Men-162 16.1	Near Dos Rios, at 0.9 mile east of Laytonville-Dos Rios Road. Outcome/Output: Permanent restoration to stabilize roadway slip-outs and slides from 2011 and recent 2016 storm damage. Project will construct a soldier pile tieback retaining wall, reconstruct roadway, place rock slope protection (RSP), and repair drainage and under-drain systems. Performance Measure: Planned: 1.0, Actual: 1.0 Location(s) Preliminary Engineering — Budget / Expended: PA&ED — $270,000 / $275,151 PS&E — $1,865,000 / $2,157,770 R/W Supp — $75,000 / $143,298 (CEQA - CE, 10/16/2015) (NEPA - CE, 10/16/2015) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	01-4555 SHOPP/16-17 CON ENG $1,400,000 CONST $5,120,000 0112000137 4 0B550	001-0042 SHA 001-0890 FTF 20.10.201.131 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.131	$161,000 $1,239,000 $1,400,000 $704,000 $5,436,000 $6,140,000
4 $5,770,000 Shasta 02-Sha-44 R4.6/R6.4	Near Palo Cedro, from Clough Creek bridge to 0.6 mile west of Deschutes Road overcrossing. Outcome/Output: Improve at-grade intersection operations and safety by constructing an overcrossing at Stillwater Road with right-turn-only in and out movements to Route 44. Performance Measure: Planned: 16.0, Actual: 16.0 1000 Vehicle Hours/Yr Preliminary Engineering — Budget / Expended: PA&ED — $200,000 / $345,539 PS&E — $1,500,000 / $1,505,610 R/W Supp — $210,000 / $95,491 (CEQA - MND, 6/17/2005; Re-validation 4/28/2017) (NEPA - CE, 6/28/2005; Re-validation 4/28/2017) (Future consideration of funding approved under Resolution E-05-14; August 2005.) (Additional Contribution: $3,599,599 CONST High Priority Project (HPP) Federal grant from Shasta Regional Transportation Agency (SRTA)). **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	02-3595 SHOPP/16-17 CON ENG ~~$2,000,000~~ **$2,220,000** CONST $3,550,000 0215000066 4 36841	001-0890 FTF 20.10.201.310 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.310	$2,220,000 $71,000 $3,479,000 $3,550,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-16-56**
~~5~~ ~~$5,640,000~~ ~~Tehama~~ ~~02-Teh-36~~ ~~42.1/46.0~~	~~In and near Red Bluff, from East Sand Slough Bridge to 0.6 mile east of Stice Road. Outcome/Output: Rehabilitate pavement by grinding roadway, performing dig-outs in localized areas of failure, and overlaying [illegible] pavement to extend service life and improve ride quality. Also upgrade existing ADA curb ramps. Construct sidewalk and add bicycle lane pavement markings using CMAQ funds.~~ ~~Performance Measure:~~ ~~Planned: 13.6, Actual: 13.6 Lane Miles~~ ~~Preliminary Engineering / Budget / Expended~~ ~~PA&ED / $260,000 / $413,564~~ ~~PS&E / $650,000 / $919,057~~ ~~R/W Supp / $440,000 / $473,201~~ ~~(CEQA - CE, 11/16/2015; Re-validation 5/4/2017)~~ ~~(NEPA - CE, 11/16/2015; Re-validation 5/4/2017)~~ ~~(Additional Contribution: $586,555 CONST and $55,000 CON ENG Congestion Mitigation and Air Quality (CMAQ) Federal grant from Tehama County Transportation Commission (TCTC).)~~ ~~**CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**~~	~~02-3453~~ ~~SHOPP/16-17~~ ~~CON ENG~~ ~~$650,000~~ ~~**$720,000**~~ ~~CONST~~ ~~$4,920,000~~ ~~0200020154~~ ~~4~~ ~~3E720~~	~~001-0890 FTF~~ ~~20.10.201.121~~ ~~2017-18~~ ~~302-0042 SHA~~ ~~302-0890 FTF~~ ~~20.20.201.121~~	~~$720,000~~ ~~$98,000~~ ~~$4,822,000~~ ~~$4,920,000~~
6 $2,507,000 Nevada 03-Nev-80 18.3/19.3	In Truckee, from Polaris Undercrossing to Donner Pass Commercial Vehicle Enforcement Facility. Outcome/Output: Install an 8-inch water supply line from the public utility district water system to the inspection facility to provide a dedicated and reliable water source. Performance Measure: Planned: 1.0, Actual: 1.0 Location(s) Preliminary Engineering / Budget / Expended PA&ED / $405,000 / $346,198 PS&E / $558,000 / $369,671 R/W Supp / $87,000 / $5,431 (CEQA - ND, 9/23/2016) (NEPA - CE, 9/21/2016) (Future consideration of funding approved under Resolution E-16-81; December 2016.) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	03-4295 SHOPP/16-17 CON ENG $572,000 CONST $2,349,000 0316000079 4 1H260	001-0042 SHA 20.10.201.131 2017-18 302-0042 SHA 20.20.201.131	$572,000 $1,935,000

(RESCINDED AUGUST 2017)

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				**Resolution FP-16-56**
7 $19,429,000 Alameda 04-ALA-880 2.0/2.2	Near Oakland, at the San Francisco Oakland Bay Bridge Toll Plaza Building. Outcome/Output: Construct new training facility building and parking lot/equipment operation training area for centralized regional maintenance training for District 4 staff at the existing maintenance complex, will provide training in three new classrooms, a computer training room, equipment simulators, climbing apparatus, truck training bays, office space, and a conference room at a facility that meets current building code requirements. Performance Measure: Planned: 1.0, Actual: 1.0 Location(s) Preliminary Engineering / Budget / Expended PA&ED / $0 / $169,835 PS&E / $5,000,000 / $7,745,856 R/W Supp / $15,000 / $107,923 (CEQA - CE, 4/11/2014) (NEPA - N/A) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	04-0064Q SHOPP/16-17 CON ENG ~~$4,000,000~~ **$4,500,000** CONST $12,450,000 0414000436 4 01411	001-0042 SHA 20.10.201.352 2017-18 303-0042 SHA 20.20.201.352	$4,500,000 $14,929,000

WITHDRAWN PRIOR TO CTC MEETING

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-16-56**
8 $34,400,000 Alameda 04-Ala-680 M4.0/R12.4	In and near Fremont, from Auto Mall Parkway to Koopman Road. Outcome/Output: Rehabilitate roadway in northbound direction by replacing damaged concrete slabs; crack, seat, and overlay with asphalt pavement; construct precast concrete transition slabs, bridge approach slabs, concrete barrier, and guardrail anchor blocks; installing lighting, signing, guardrail and upgrade to ADA compliant curb ramps. This project will improve safety and ride quality. Performance Measure: Planned: 39.2, Actual: 30.0 Lane Miles Preliminary Engineering Budget Expended PA&ED $883,000 $690,926 PS&E $2,830,000 $2,781,356 R/W Supp $170,000 $8,118 (CEQA - EIR, 7/28/2015; Re-validation 12/20/2016) (NEPA - FONSI, 7/28/2015; Re-validation 12/20/2016) (Future consideration of funding approved under Resolution E-15-57; October 2015.) (SHOPP EA 3G601, PPNO 0587E to be combined with locally funded/TCRP Express Lane project EA 4G050 for construction under EA 4G056, Project ID 0417000154). SHOPP allocation contingent upon a concurrent Resolution Of Necessity and Right of Way Certification 3W under Resolution Pending; June 2017. **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	04-0587E SHOPP/16-17 CON ENG $4,200,000 CONST $25,360,000 0414000483 4 3G601	001-0890 FTF 20.10.201.120 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.120	$4,200,000 $604,000 $29,596,000 $30,200,000
9 $3,173,000 Marin 04-Mrn-101 10.1	In San Rafael, at the Route 101/580 interchange. Outcome/Output: Correct excessive pavement settlement at 3 locations within the interchange by replacing the roadway fill beneath the pavement with cellular concrete, reconstruct damaged drainage systems at one location, and provide traffic control and detours during construction. Performance Measure: Planned: 3.0, Actual: 3.0 Location(s) Preliminary Engineering Budget Expended PA&ED $300,000 $198,230 PS&E $456,000 $494,728 R/W Supp $53,000 $10,808 (CEQA - CE, 4/4/2016; Re-validation 3/17/2017) (NEPA - CE, 4/4/2016; Re-validation 3/17/2017) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	04-1487B SHOPP/16-17 CON ENG ~~$432,000~~ **$515,000** CONST $2,661,000 0414000521 4 2J480	001-0890 FTF 20.10.201.131 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.131	$515,000 $53,000 $2,605,000 $2,658,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-16-56**
10 $1,913,000 Santa Clara 04-SCl-101 R28.5/40.7	Near San Jose, from Blossom Hill Road to Trimble Road at various locations. Outcome/Output: Improve highway worker safety by paving beyond the gore areas and miscellaneous narrow strip areas to prevent weed growth and reduce repetitive maintenance activities. Performance Measure: Planned: 28.0, Actual: 21.0 Location(s) Preliminary Engineering Budget Expended PA&ED $144,000 $202,752 PS&E $288,000 $415,878 R/W Supp $36,000 $3,369 (CEQA - CE, 12/2/2015) (NEPA - CE, 12/2/2015; Re-validation 3/20/2017) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	04-0085Y SHOPP/16-17 CON ENG ~~$288,000~~ **$342,000** CONST $2,181,000 0413000236 4 4H000	001-0890 FTF 20.10.201.235 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.235	$342,000 $31,000 $1,540,000 $1,571,000
11 $2,302,000 Santa Clara 04-SCl-880 1.3/1.4	In San Jose, on northbound Route 880 off-ramp to westbound Bascom Avenue; also on southbound Route 880 off-ramp to Bascom Avenue. Outcome/Output: Install 860 linear feet of concrete median barrier between on-ramps and off-ramps and modify ramps to reduce the number and severity of collisions. Performance Measure: Planned: 6.0, Actual: 6.0 Collisions Reduced Preliminary Engineering Budget Expended PA&ED $119,000 $206,958 PS&E $400,000 $632,008 R/W Supp $72,000 $115,232 (CEQA - CE, 6/30/2015; Re-validation 4/10/2017) (NEPA - CE, 6/30/2015; Re-validation 4/10/2017) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	04-0730C SHOPP/16-17 CON ENG ~~$400,000~~ **$475,000** CONST $1,830,000 0400020618 4 1G860	001-0890 FTF 20.10.201.015 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.015	$475,000 $37,000 $1,790,000 $1,827,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-16-56**
12 $37,239,000 Kern 06-Ker-58 R55.4/R59.7	Near Bakersfield, from Cottonwood Road to 0.3 mile east of Routes 58/184 Separation. Outcome/Output: Rehabilitate pavement that has been damaged due to storm damage and heavy freight traffic. Update guardrail, signs and dikes. The project is necessary to improve safety and ride quality. Performance Measure: Planned: 8.60, Actual: 8.60 Lane Miles Preliminary Engineering Budget Expended PA&ED $966,000 $901,015 PS&E $1,917,000 $1,115,329 R/W Supp $38,000 $0 (CEQA - ND, 6/9/2016) (NEPA - CE, 6/13/2016) (Future consideration of funding approved under Resolution E-16-63; August 2016.) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	06-6730 SHOPP/16-17 CON ENG $3,341,000 CONST $28,700,000 0615000048 4 0S470	001-0890 FTF 20.10.201.122 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.122	$3,341,000 $1,168,000 $32,730,000 $33,898,000
13 $26,800,000 Kern 06-Ker-99 10.5/20.5	Near Bakersfield, from north of Herring Road to Pacheco Road (Truck lane-southbound only). Outcome/Output: Rehabilitate structural and surface distressed pavement. Replace outside truck lane with 14 foot wide Continuously Reinforced Concrete Pavement (CRCP) section and replace failed sections of shoulders. The project is necessary to improve safety, provide a 40 year design life and improve ride quality. Performance Measure: Planned: 10, Actual: 10 Lane Miles Preliminary Engineering Budget Expended PA&ED $800,000 $765,307 PS&E $1,350,000 $1,253,404 R/W Supp $20,000 $1,741 (CEQA - MND, 4/29/2016; Re-validation 12/2/2016) (NEPA - CE, 4/29/2016; Re-validation 12/2/2016) (Future consideration of funding approved under Resolution E-16-56; August 2016.) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	06-3036 SHOPP/16-17 CON ENG $2,800,000 CONST $24,000,000 0614000038 4 0R140	001-0890 FTF 20.10.201.122 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.122	$2,800,000 $480,000 $23,520,000 $24,000,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-16-56**
14 $5,484,000 Tulare 06-Tul-65 31.6/39.6	In Exeter, from Route 137 to Route 198. Outcome/Output: Rehabilitate distressed pavement by cold planning and replacing with cold-in-place recycled pavement, dense graded and rubberized hot mix asphalt. The project is necessary to extend pavement service life and improve ride quality. Performance Measure: Planned: 16.0, Actual: 16.0 Lane Miles Preliminary Engineering Budget Expended PA&ED $0 $0 PS&E $1,326,000 $1,267,718 R/W Supp $254,000 $153,327 (CEQA - CE, 11/16/2012; Re-validation 3/30/2017) (NEPA - CE, 11/16/2012; Re-validation 3/30/2017) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	06-6349 SHOPP/16-17 CON ENG ~~$720,000~~ **$860,000** CONST $5,507,000 0613000022 4 0G980	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$860,000 $92,000 $4,532,000 $4,624,000
15 $16,900,000 Tulare 06-Tul-190 0.0/8.0	Tulare County, from west of Route 99/190 Separation to west of Road 184. Outcome/Output: Rehabilitate deteriorating pavement and realign new traveled way and shoulders to meet current standards. The project is necessary to improve safety and ride quality. Performance Measure: Planned: 16.0, Actual: 16.0 Lane Miles Preliminary Engineering Budget Expended PA&ED $1,500,000 $1,682,538 PS&E $2,400,000 $2,831,182 R/W Supp $1,760,000 $1,655,687 (CEQA - ND, 8/29/2014; Re-validation 12/28/2016) (NEPA - CE, 8/29/2014; Re-validation 12/28/2016) (Future consideration of funding approved under Resolution E-13-61; August 2013.) As part of this allocation is a request for an additional 6 months to the period of contract award, from 6 months to 12 months, to June 2018, due to the utility relocation delays of Project 06-0P590 located within this project's work limits. **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	06-6508 SHOPP/16-17 CON ENG ~~$1,860,000~~ **$2,200,000** CONST $17,000,000 0600020148 4 46150	001-0890 FTF 20.10.201.120 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.120	$2,200,000 $294,000 $14,406,000 $14,700,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-16-56**
16 $2,435,000 Los Angeles 07-LA-91 R11.8/R14.1	In Long Beach, from the Los Angeles River Bridge to Downey Avenue. Outcome/Output: Extend paving beyond gore areas and at the lower portion of steep slops near mainline traffic, plant vines along sound walls to deter graffiti and relocate irrigation facilities away from traffic. The project is necessary to reduce the frequency and duration of exposure to traffic and improve safety for highway workers. Performance Measure: Planned: 83, Actual: 51 Location(s) Preliminary Engineering Budget Expended PA&ED $73,000 $115,531 PS&E $745,000 $737,389 R/W Supp $20,000 $24,535 (CEQA - CE, 12/15/2015; Re-validation 3/13/2017) (NEPA - CE, 12/15/2015; Re-validation 3/13/2017) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	07-4592 SHOPP/16-17 CON ENG ~~$700,000~~ **$835,000** CONST $1,977,000 0713000029 4 29620	001-0890 FTF 20.10.201.235 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.235	$835,000 $32,000 $1,568,000 $1,600,000
17 $2,100,000 Los Angeles 07-LA-101 R1.3/6.3	In the city of Los Angeles, from Grand Avenue to Sunset Boulevard. Outcome/Output: Extend paving beyond gore areas, place rock blankets, install vegetation control at guardrail locations, modify irrigation systems and install access gates at structures. The project is necessary to reduce the frequency and duration of exposure to traffic and improve safety for highway workers. Performance Measure: Planned: 55, Actual: 91 Location(s) Preliminary Engineering Budget Expended PA&ED $47,000 $98,701 PS&E $740,000 $857,454 R/W Supp $3,000 $39,165 (CEQA - CE, 4/9/2015; Re-validation 12/22/2016) (NEPA - CE, 4/9/2015; Re-validation 12/22/2016) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	07-4630 SHOPP/16-17 CON ENG ~~$600,000~~ **$700,000** CONST $1,300,000 0713000276 4 29860	001-0890 FTF 20.10.201.235 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.235	$700,000 $28,000 $1,372,000 $1,400,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-16-56**
18 $31,129,000 Los Angeles 07-LA-110 8.0/9.0	In Los Angeles County, from 405/110 Interchange to Torrance Boulevard Off-ramp. Outcome/Output: Construct auxiliary lane, realign loop connectors and signalize the southbound I-110 off-ramps to Torrance/Del Amo Boulevard and Hamilton Avenue. The project is necessary to reduce congestion, improve highway operations and mobility. Performance Measure: Planned: 1.40, Actual: 1.40 Vehicle hours Preliminary Engineering Budget Expended PA&ED $0 $47,125 PS&E $4,946,000 $712,422 R/W Supp $180,000 $30,422 (CEQA - CE, 6/25/2015; Re-validation 2/8/2017) (NEPA - CE, 6/25/2015; Re-validation 2/8/2017) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	07-4552 SHOPP/16-17 CON ENG $6,594,000 CONST $32,970,000 0713000239 4 29370	001-0890 FTF 20.10.201.310 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.310	$6,594,000 $491,000 $24,044,000 $24,535,000
19 $1,800,000 Los Angeles 07-LA-110 17.9/20.0	In the city of Los Angeles, in Southeast Los Angeles, from Slauson Avenue to 37th Street. Outcome/Output: Relocate irrigation equipment and control valves from the mainline and ramps, extend paving beyond gore areas and along some slopes. The project is necessary to reduce the frequency and duration of exposure to traffic and improve safety for highway workers. Performance Measure: Planned: 62, Actual: 26 Location(s) Preliminary Engineering Budget Expended PA&ED $49,000 $47,125 PS&E $883,000 $712,422 R/W Supp $4,000 $30,422 (CEQA - CE, 3/5/2015; Re-validation 2/21/2017) (NEPA - CE, 3/5/2015; Re-validation 2/21/2017) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	07-4596 SHOPP/16-17 CON ENG ~~$503,000~~ **$600,000** CONST $1,645,000 0713000033 4 29590	001-0890 FTF 20.10.201.235 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.235	$600,000 $24,000 $1,176,000 $1,200,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-16-56**
20 $2,070,000 Los Angeles 07-LA-210 R15.6/R18.5	In and near Glendale and La Canada Flintridge, from Lowell Avenue to Waltonia Drive. Outcome/Output: Construct maintenance vehicle pullouts, install access gates, extend paving beyond gore and shield existing roadside facilities. The project is necessary to reduce the frequency and duration of exposure to traffic and improve safety for highway workers. Performance Measure: Planned: 33, Actual: 216 Location(s) Preliminary Engineering / Budget / Expended PA&ED / $73,000 / $73,408 PS&E / $750,000 / $872,731 R/W Supp / $3,000 / $31,457 (CEQA - CE, 5/19/2015; Re-validation 2/16/2017) (NEPA - CE, 5/19/2015; Re-validation 2/16/2017) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	07-4587 SHOPP/16-17 CON ENG ~~$650,000~~ **$770,000** CONST $1,800,000 0713000019 4 29520	001-0890 FTF 20.10.201.235 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.235	$770,000 $26,000 $1,274,000 $1,300,000
21 $5,743,000 Riverside 08-Riv-74 52.1/92.0	In and near Palm Desert, from 1.2 miles west of Strawberry Creek bridge to 1.3 miles west of Cahuilla Hills Road. Outcome/Output: Install guardrail and terminal system end treatments at various locations. The project will reduce the number of vehicles inadvertently departing from the highway. Performance Measure: Planned: 126, Actual: 126 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $800,000 / $1,095,559 PS&E / $705,000 / $687,101 R/W Supp / $80,000 / $5,059 (CEQA - CE, 4/19/2016) (NEPA - CE, 4/19/2016) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	08-0050L SHOPP/16-17 CON ENG ~~$1,250,000~~ **$1,289,000** CONST $4,976,000 0812000165 4 0R780	001-0890 FTF 20.10.201.015 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.015	$1,289,000 $89,000 $4,365,000 $4,454,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-16-56**
22 $15,977,000 San Bernardino 08-SBd-18 9.1/R17.8	Near Crestline, from Arrowhead Springs Road to Route 138. Outcome/Output: Rehabilitate distressed pavement. The project will extend service life and improve ride quality. Performance Measure: Planned: 34.8, Actual: 34.8 Lane Miles Preliminary Engineering / Budget / Expended PA&ED $396,000 $705,755 PS&E $995,000 $595,260 R/W Supp $37,000 $10,829 (CEQA - CE, 5/4/2016) (NEPA - CE, 5/4/2016) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	08-0179G SHOPP/16-17 CON ENG ~~$1,350,000~~ **$1,485,000** CONST $15,826,000 0812000288 4 1C100	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$1,485,000 $290,000 $14,202,000 $14,492,000
23 $751,000 San Bernardino 08-SBd-18 44.5/52.8	In and near Big Bear Lake, from Route 38 to Gildart Drive. Outcome/Output: Provide slope stabilization, sediment and erosion control measures. The project will install traction sand traps and apply hydroseed on side slopes and shoulders. The project is necessary to comply with the statewide NPDES Permit. Performance Measure: Planned: 119.0, Actual: 4.5 Acres treated/ pollutant Preliminary Engineering / Budget / Expended PA&ED $911,000 $781,447 PS&E $590,000 $246,349 R/W Supp $59,000 $5,861 (CEQA - CE, 9/21/2016; Re-validation 5/2/2017) (NEPA - CE, 9/21/2016; Re-validation 5/2/2017) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	08-0186F SHOPP/16-17 CON ENG ~~$845,000~~ **$325,000** CONST $3,186,000 0812000331 4 1C560	001-0890 FTF 20.10.201.335 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.335	$325,000 $9,000 $417,000 $426,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-16-56**
24 $8,227,000 San Joaquin 10-SJ-99 0.0/ 38.7	On Route 99 in San Joaquin, Stanislaus and Merced Counties, at various locations. Outcome/Output: Remove dead or dying trees and prune damaged trees that are in various states of decline due to prior drought conditions. Performance Measure: Planned: 5165, Actual: 5165 Location(s) Preliminary Engineering Budget Expended PA&ED $141,000 $70,950 PS&E $363,000 $16,263 R/W Supp $14,000 $0 (CEQA - CE, 3/3/2017; Re-validation 5/5/2017) (NEPA - CE, 3/3/2017; Re-validation 5/5/2017) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	10-3212 SHOPP/16-17 CON ENG $1,809,000 CONST $6,006,000 1016000059 4 1F270	001-0890 FTF 20.10.201.131 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.131	$1,809,000 $128,000 $6,290,000 $6,418,000
25 $3,946,000 San Diego 11-SD-94 5.8/9.3	In the the city of San Diego at Kelton Road Overcrossing; also in Lemon Grove at Grove Street Overcrossing. Outcome/Output: The project will upgrade the existing bridge rail systems to current standards and improve public safety. Performance Measure: Planned: 990, Actual: 1,001 Linear Feet Preliminary Engineering Budget Expended PA&ED $417,000 $432,845 PS&E $1,363,000 $1,444,307 R/W Supp $46,000 $0 (CEQA - CE, 10/27/2015; Re-validation 4/25/2017) (NEPA - CE, 10/27/2015; Re-validation 4/25/2017) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	11-1124 SHOPP/16-17 CON ENG $1,161,000 CONST $3,146,000 1114000023 4 41440	001-0890 FTF 20.10.201.112 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.112	$1,161,000 $56,000 $2,729,000 $2,785,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-16-56**
26 $2,367,000 San Diego 11-SD-Var Var	In San Diego County, on various routes at various locations. Outcome/Output: The bridge deck and joint seals are distressed. the project will replace joint seals and apply methacrylate on the decks to extend service life and improve ride quality. Performance Measure: Planned: 47, Actual: 46 Bridge(s) Preliminary Engineering Budget Expended PA&ED $0 $0 PS&E $600,000 $632,684 R/W Supp $0 $0 (CEQA - CE, 3/24/2016; Re-validation 4/4/2017) (NEPA - CE, 3/24/2016; Re-validation 4/4/2017) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	11-1172 SHOPP/16-17 CON ENG $650,000 CONST $1,835,000 1115000126 4 42150	001-0890 FTF 20.10.201.119 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.119	$650,000 $34,000 $1,683,000 $1,717,000
27 $9,468,000 Orange 12-Ora-39 12.4/17.4	In Anaheim, Buena Park and La Mirada, at Lincoln Avenue (PM 12.4/12.9); at Route 91 (PM 14.3/14.5) and from Route 5 to Rosecrans Avenue (PM 15.1/17.4). Outcome/Output: Rehabilitate distressed pavement, relocate and modify electrical signal pole due to reconstruction of curb ramps to meet ADA standards, upgrade lighting to LED to improve visibility, modify raised median islands and replace signs. The project will improve safety, extend service life and improve ride quality. Performance Measure: Planned: 14.0, Actual: 14.0 Lane Miles Preliminary Engineering Budget Expended PA&ED $0 $0 PS&E $4,310,000 $4,043,426 R/W Supp $270,000 $127,963 (CEQA - CE, 1/7/2008; Re-validation 6/16/2016) (NEPA - CE, 1/7/2008; Re-validation 6/16/2016) **CONTINGENT ON THE PASSAGE OF THE 2017 BUDGET ACT.**	12-3174 SHOPP/16-17 CON ENG ~~$1,472,000~~ **$1,758,000** CONST $7,322,000 1200020177 4 0J400	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$1,758,000 $154,000 $7,556,000 $7,710,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 64

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.5b.(6)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS RESOLUTION FP-17-11**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $5,920,000 for the East Sand Slough Bridge to Stice Road rehabilitation project (PPNO 3453) in Tehama County, 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 $5,920,000 for the East Sand Slough Bridge to Stice Road rehabilitation project (PPNO 3453) in Tehama County, programmed in the SHOPP.

BACKGROUND:

The attached vote list describes one SHOPP project totaling $5,920,000. The Department is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $5,200,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-302-0042 and 2660-302-0890 for construction and $720,000 for construction engineering for the SHOPP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(6)	**SHOPP Projects**			**Resolution FP-17-11**
1 $5,920,000 Tehama 02-Teh-36 42.1/ 46.0	In and near Red Bluff, from East Sand Slough Bridge to 0.6 mile east of Stice Road. Outcome/Output: Rehabilitate pavement by grinding roadway, performing dig-outs in localized areas of failure, and overlaying with rubberized asphalt to extend pavement service life and improve ride quality. Also upgrade existing ADA curb ramps. Construct sidewalk and add bicycle lane pavement markings using CMAQ funds Performance Measure: Planned: 13.6, Actual: 13.6 Lane Miles Preliminary Engineering Budget Expended PA&ED $260,000 $413,564 PS&E $650,000 $919,057 R/W Supp $440,000 $473,201 (CEQA - CE, 11/16/2015; Re-validation 5/4/2017) (NEPA - CE, 11/16/2015; Re-validation 5/4/2017) (Additional Contribution: $586,555 CONST and $55,000 CON ENG Congestion Mitigation and Air Quality (CMAQ) Federal grant from Tehama County Transportation Commission (TCTC).)	02-3453 SHOPP/16-17 CON ENG ~~$650,000~~ **$720,000** CONST $4,920,000 0200020154 4 3E720	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$720,000 $104,000 $5,096,000 $5,200,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 65

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.5c.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMININSTERED STIP PROJECTS ON THE STATE HIGHWAY SYSTEM**
RESOLUTION FP-17-04

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $5,542,000 for the locally administered Western Placerville Interchanges Phase 2 (PPNO 1217A) project, in El Dorado County, programmed in the State Transportation Improvement Program (STIP)?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $5,542,000 for the locally administered Western Placerville Interchanges Phase 2 (PPNO 1217A) project in El Dorado County, programmed in the STIP.

BACKGROUND:

The attached vote list describes one STIP project totaling $5,542,000, plus $5,838,000 from other sources. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $5,542,000 be allocated from the Budget Act of 2016, Budget Act Item 2660-301-0890 for the locally administered STIP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(2)	**Locally Administered STIP Project On the State Highway System**			**Resolution FP-17-04**
1 $5,542,000 City of Placerville EDLTC El Dorado 03-ED-50 16.5/16.5	Western Placerville Interchanges Phase 2. In the city of Placerville, on US 50 at Ray Lawer Drive. Upgrade Interchange. Construct Eastbound US 50 offramp and associated improvements to Forni Road and Ray Lawyer Drive. Final Project Development : N/A Final Right of Way : N/A (CEQA - EIR, re-validated 07/25/2017.) (NEPA - FONSI, re-validated 07/25/2017) (Concurrent Consideration of Funding under Resolution E-17 -55; August 2017.) (Right of Way Certification: 7/22/2017) (The STIP allocation is split as follows: $970,000 for construction engineering and $4,572,000 for construction capital.) (Contribution from other sources: $5,838,000.) Outcome/Output: Interchange: 1 new interchange completed (Eastbound).	03-1217A RIP/17-18 CONST $5,542,000 0314000301 4CONL 37281	2016-17 301-0890 FTF 20.20.075.600	$5,542,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 66

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.5c.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMININSTERED STIP PROJECTS OFF THE STATE HIGHWAY SYSTEM**
RESOLUTION FP-17-05

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $7,922,000 for 25 projects programmed in the State Transportation Improvement Program (STIP)?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $7,922,000 for 25 projects programmed in the STIP, as follows:

- $342,000 for five STIP projects; and
- $7,580,000 for 20 STIP Programming, Planning, and Monitoring projects.

BACKGROUND:

The attached vote list describes 25 STIP projects totaling $7,922,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $7,922,000 be allocated from the Budget Act of 2016, Budget Act Items 2660-101-0042 and 2660-101-0890 for 25 locally administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a)	**Locally Administered STIP Project Off the State Highway System**			**Resolution FP-17-05**
1 $5,000 City of Montague SCLTC 02-Siskiyou	6th and Ridgeview Street Rehabilitation. In the City of Montague on 6th and Ridgeview Streets from Spiers to the end. Rehabilitate roadway with 2.5 inches of Hot Mix Asphalt overlay with glass grid paving fabric. Outcome/Output: Completion of the project will allow for safe passage on a failing local street.	02-2522 RIP/17-18 PA&ED $5,000 0217000148 S	2016-17 101-0042 SHA 20.30.600.621	$5,000
2 $100,000 City of Weed SCLTC 02-Siskiyou	Vista Drive Rehabilitation. In the City of Weed on Vista Drive from the intersection of Vista Drive to the travel plaza entrance. Rehabilitate roadway with PPC Rigid Reinforced Concrete. (CEQA - CE, 09/02/2016) (NEPA - CE, 08/18/2016) Outcome/Output: The existing roadway base is failing and the roadway is in real need of rehabilitation. Completion of the project will allow for safe passage on a failing local street.	02-2541 RIP/17-18 PS&E $100,000 0215000160 S	2016-17 101-0890 FTF 20.30.600.621	$100,000
3 $3,000 City of Dorris SCLTC 02-Siskiyou	California Street Rehabilitation. In the City of Dorris on North California Street from First to Second Street and Sly to North Street. Rehabilitation and reconstruction of failing areas. Outcome/Output: Completion of the project will allow for safe passage on a failing local street.	02-2555 RIP/17-18 PA&ED $3,000 0217000147 S	2016-17 101-0042 SHA 20.30.600.621	$3,000
4 $4,000 City of Etna SCLTC 02-Siskiyou	Howell Avenue Rehabilitation Project. In the City of Etna on Howell Avenue from State Route 3 to Woodland Street. Rehabilitation and reconstruction of the existing paved roadway. Outcome/Output: Completion of the project will allow for safe passage on a failing local street.	02-2556 RIP/17-18 PA&ED $4,000 0217000149 S	2016-17 101-0042 SHA 20.30.600.621	$4,000
5 $230,000 Tehama County TehamaCTC 02-Tehama	99W & Gyle Road to South Main Street & I-5 Overcrossing. In the city of Tehama from the Gyle Road intersection of 99W (formerly old SR 99) and extending north to Red Bluff, ending at the Interstate 5 Overcrossing. Resurfacing & reconfigure pavement delineation/reflective markers, and improvements and signalization at the Interstate 5 Interchange. Outcome/Output: This project will improve Interstate 5 access at the South Main Street (99W) Interchange.	02-2569 RIP/17-18 PA&ED $230,000 0217000150 S	2016-17 101-0890 FTF 20.30.075.600	$230,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-17-05**
1 $44,000 Del Norte Local Transportation Commission DNLTC 01-Del Norte	Planning, Programming and Monitoring (SB 184 effective July 1, 2017)	01-1032 RIP/17-18 CONST $44,000 0117000208 S	2016-17 101-0042 SHA 20.30.600.670	$44,000
2 $160,000 Humboldt County Association of Government HCAOG 01-Humboldt	Planning, Programming and Monitoring (SB 184 effective July 1, 2017)	01-2002P RIP/17-18 CONST $160,000 0117000170 S	2016-17 101-0042 SHA 20.30.600.670	$160,000
3 $76,000 Lake County/City Area Planning Council Lake CCAPC 01-Lake	Planning, Programming and Monitoring (SB 184 effective July 1, 2017)	01-3002P RIP/17-18 CONST $76,000 0117000244 S	2016-17 101-0042 SHA 20.30.600.670	$76,000
4 $164,000 Mendocino County Council of Governments MCOG 01-Mendocino	Planning, Programming and Monitoring (SB 184 effective July 1, 2017)	01-4002P RIP/17-18 CONST $164,000 0117000247 S	2016-17 101-0042 SHA 20.30.600.670	$164,000
5 $80,000 Nevada County Transportation Commission NCTC 03-Nevada	Planning, Programming and Monitoring (SB 184 effective July 1, 2017)	03-0L83 RIP/17-18 CONST $80,000 0317000343 S	2016-17 101-0042 SHA 20.30.600.670	$80,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-17-05**
6 $1,114,000 Sacramento Area Council of Governments SACOG 03-Sacramento	Planning, Programming and Monitoring (SB 184 effective July 1, 2017) This allocation combines 4 projects programmed in the 2016 STIP: PPNO 0L30 (Sacramento) for $822,000, PPNO 1L53 (Sutter) for $76,000, PPNO 0L37 (Yolo) for $158,000, and PPNO 0L41 (Yuba) for $58,000.	03-VARIOUS RIP/17-18 CONST $1,114,000 0317000352 S	2016-17 101-0042 SHA 20.30.600.670	$1,114,000
7 $27,000 Sierra County Local Transportation Commission SCTC 03-Sierra	Planning, Programming and Monitoring (SB 184 effective July 1, 2017)	03-0L04 RIP/17-18 CONST $27,000 0317000338 S	2016-17 101-0042 SHA 20.30.600.670	$27,000
8 $750,000 Alameda County Transportation Commission MTC 04-Alameda	Planning, Programming and Monitoring (SB 184 effective July 1, 2017)	04-2179 RIP/17-18 CONST $750,000 0418000001 S	2016-17 101-0042 SHA 20.30.600.670	$750,000
9 $653,000 Metropolitan Transportation Commission MTC 04-Alameda	Planning, Programming and Monitoring (SB 184 effective July 1, 2017) This request combines 9 projects programmed in the 2016 STIP: PPNO 2100 Alameda $135,000; PPNO 2118 Contra Costa $88,000; PPNO 2127 Marin $25,000; PPNO 2130 Napa $15,000; PPNO 2131 San Francisco $69,000; PPNO 2140 San Mateo $71,000; PPNO 2144 Santa Clara $158,000; PPNO 2152 Solano $42,000; PPNO 2156 Sonoma $50,000	04-VARIOUS RIP/17-18 CONST $653,000 0418000007 S	2016-17 101-0042 SHA 20.30.600.670	$653,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-17-05**
10 $455,000 Contra Costa CountyTransportation Authority MTC 04-Contra Costa	Planning, Programming and Monitoring (SB 184 effective July 1, 2017)	04-2011O RIP/17-18 CONST $455,000 0418000006 S	2016-17 101-0042 SHA 20.30.600.670	$455,000
11 $206,000 Transportation Authority of Marin MTC 04-Marin	Planning, Programming and Monitoring (SB 184 effective July 1, 2017)	04-2127C RIP/17-18 CONST $206,000 0418000002 S	2016-17 101-0042 SHA 20.30.600.670	$206,000
12 $165,000 Napa County Transportation Planning Agency MTC 04-Napa	Planning, Programming and Monitoring (SB 184 effective July 1, 2017)	04-1003E RIP/17-18 CONST $165,000 0418000003 S	2016-17 101-0042 SHA 20.30.600.670	$165,000
13 $784,000 Santa Clara Valley Transportation Authority MTC 04-Santa Clara	Planning, Programming and Monitoring (SB 184 effective July 1, 2017)	04-2255 RIP/17-18 CONST $784,000 0418000010 S	2016-17 101-0042 SHA 20.30.600.670	$784,000
14 $667,000 San Francisco County Transportation Authority MTC 04-San Francisco	Planning, Programming and Monitoring (SB 184 effective July 1, 2017)	04-2007 RIP/17-18 CONST $667,000 0418000008 S	2016-17 101-0042 SHA 20.30.600.670	$667,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-17-05**
15 $338,000 San Mateo City/County Association of Governments MTC 04-San Mateo	Planning, Programming and Monitoring (SB 184 effective July 1, 2017)	04-2140A RIP/17-18 CONST $338,000 0418000004 S	2016-17 101-0042 SHA 20.30.600.670	$338,000
16 $203,000 Solano Transportation Authority MTC 04-Solano	Planning, Programming and Monitoring (SB 184 effective July 1, 2017)	04-2263 RIP/17-18 CONST $203,000 0418000009 S	2016-17 101-0042 SHA 20.30.600.670	$203,000
17 $504,000 Sonoma County Transportation Authority MTC 04-Sonoma	Planning, Programming and Monitoring (SB 184 effective July 1, 2017)	04-0770E RIP/17-18 CONST $504,000 0418000005 S	2016-17 101-0042 SHA 20.30.600.670	$504,000
18 $19,000 Alpine County Local Transportation Commission ACLTC 10-Alpine	Planning, Programming and Monitoring	10-A1950 RIP/17-18 CONST $19,000 1017000211 S	2016-17 101-0042 SHA 20.30.600.670	$19,000
19 $66,000 Tuolumne County Transportation Council Tuolumne CTC 10-Tuolumne	Planning, Programming and Monitoring (SB 184 effective 07/01/2017.)	10-0452 RIP/17-18 CONST $66,000 1016000004 S	2016-17 101-0042 SHA 20.30.600.670	$66,000
20 $1,105,000 San Diego Associaton of Governments SANDAG 11-San Diego	Planning, Programming and Monitoring (SB184 effective July 1, 2017)	11-7402 RIP/17-18 CONST $1,105,000 1117000193 S	2016-17 101-0042 SHA 20.30.600.670	$1,105,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 67

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.6g.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECTS**
RESOLUTION TIRCP-1718-01

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $7,765,000 for three projects programmed in the Transit and Intercity Rail Capital Program (TIRCP)?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $7,765,000 for three projects programmed in the TIRCP.

BACKGROUND:

The attached vote list describes three TIRCP projects totaling $7,765,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $7,765,000 be allocated from the Budget Act of 2016, Budget Act Item 2660-301-0046R of Reimbursement Authority for the TIRCP projects described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6g.	**Transit and Intercity Rail Capital Program Projects**			**Resolution TIRCP-1718-01**
1 $15,000 San Joaquin Regional Rail Commission SJCOG 10-San Joaquin	**Altamont Corridor Express Wayside Power**. Installation of wayside power sources at Altamont Corridor Express's new Downtown Stockton Regional Maintenance Facility. (CEQA - CE, 3/1/2016.) The programmed amount for this project is $200,000. Upon approval of this allocation, the remaining balance will be $185,000, which will be requested in FY 17/18. Outcome/Output: Complete final design, reduced greenhouse gas emissions and reduced noise pollution in adjacent neighborhoods.	10-CP014 TIRCP/17-18 PS&E $15,000 0016000277 S R351GA	2016-17 301-0046R PTA 30.20.301.100	$15,000
2 $250,000 San Joaquin Regional Rail Commission SJCOG 10-San Joaquin	**ACE Near-Term Capacity Improvement Program (Platforms)**. Lengthen platforms at various stations to allow for eight car train capacity. The total programmed amount for this project is $16,459,000. Upon approval of this allocation and the concurrent allocation for procurement of Tier IV locomotives, the remaining balance will be $8,709,000 projected to be requested in FY 17/18. Outcome/Output: Complete preliminary engineering to support enviromental document. Increased ridership, reduced greenhouse gas emissions, improved integration, improved safety, and benefits disadvantaged communities.	10-CP025 TIRCP/17-18 PA&ED $250,000 0018000009 S R368GA	2016-17 301-0046R PTA 30.20.301.100	$250,000
3 $7,500,000 San Joaquin Regional Rail Commission SJCOG 10-San Joaquin	**ACE Near-Term Capacity Improvement Program (Locomotives)**. Procurement of two Tier IV locomotives to meet current and future service demand. (CEQA - CE, 6/29/2017.) The programmed amount for this project is $16,459,000. Upon approval of this allocation and the concurrent allocation for the platforms component under PA&ED, the remaining balance will be $8,709,000 projected to be requested in FY 17/18. Outcome/Output: Increased seating capacity, increased ridership, reduced greenhouse gas emission, improved integration, improved safety, and benefits disadvantaged communities.	10-CP025 TIRCP/17-18 CONST $7,500,000 0018000010 S R368GB	2016-17 301-0046R PTA 30.20.301.100	$7,500,000

M e m o r a n d u m

Tab 68

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 4.23
Action

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Teresa Favila
Assistant Deputy Director

Subject: **PROPOSITION 1A HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT**
RESOLUTION HST1A-P-1718-01

ISSUE:

Should the California Transportation Commission (Commission) approve a program amendment to the Proposition 1A High-Speed Passenger Train Bond Program (Proposition 1A Program) by updating the delivery schedule and programming an additional $985,000 to the Construction phase for the Sacramento-Intermodal Facility Project?

RECOMMENDATION:

Staff recommends the Commission approve the proposed Proposition 1A Program amendment by updating the delivery schedule and increasing funding by $985,000 for the Construction phase of the Sacramento-Intermodal Facility Project as reflected on Attachment A (highlighted).

BACKGROUND:

The Sacramento Regional Transit District (SacRT) proposes to amend the Proposition 1A Program and increase the program amount for construction by $985,000 for the Sacramento-Intermodal Facility Project (Project). The increased amount will come from the currently unprogrammed project balance of $4,942,000 as well as savings from other phases of the Project. SacRT also proposes to delay the Plans, Specifications, and Estimate phase to Fiscal Year (FY) 2017-18 and Construction to FY 2018-19. This action is needed to secure matching Federal Transit Administration's Small Starts Program which funds fixed guideway capital or corridor-based bus rapid transit projects with a total estimated capital cost less than $300,000,000. An agreement with the Federal Transit Administration is anticipated to be executed in FY 2018-19.

The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A on November 4, 2008, authorized the Commission, upon appropriation by the Legislature, to allocate funds for capital improvements to intercity rail lines, commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system or that provide capacity enhancements and safety improvements. The Commission is required to program and allocate the net proceeds received from the sale of $950 million in bonds authorized under Proposition 1A for the Proposition 1A Connectivity Program.

As required by Streets and Highways Code, Division 3, Chapter 20, Section 2704.095, the Commission adopted Program Guidelines in February 2010. The initial program of projects was

approved in May 2010, with various amendments to the Proposition 1A Program subsequently approved by the Commission.

RESOLUTION HST1A-P-1718-01:

Be it Resolved, the California Transportation Commission does hereby amend the Proposition 1A High-Speed Passenger Train Bond Program by updating the delivery schedule and increasing the program amount by $985,000 for the Construction phase of the Sacramento-Intermodal Facility Project as reflected in Attachment A.

Attachment:

- Attachment A: Proposed Proposition 1A High-Speed Passenger Train Bond Program Amendment
- Attachment B: Programming and Allocation Request letter from the Sacramento Regional Transit District for the Sacramento-Intermodal Facility Project

THE HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1718-xx

PTC Projects

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2015-16	2016-17	2017-18	2018-19
NCTD	Positive Train Control		$17,833	$59,982	$17,833				
SCRRA	Positive Train Control		$35,000	$201,600	$35,000				
Caltrans	San Joaquin Corr. Positive Train Control		$9,800	$9,800	$9,800				
Caltrans/SCRRA	Pacific Surfliner Positive Train Control		$46,550	n/a	$46,550				
Caltrans	Pacific Surfliner Positive Train Control		$26,950	$34,500	$26,950				
		PTC Program Subtotal	$136,133	$305,882	$136,133				

Agency Proposals

Agency	Project Title	Project Description	Alloc	Amount	Total Cost	Prior	2015-16	2016-17	2017-18	future	PA&ED	PS&E	R/W	CON	unknown
SJRRC/ACE	Stockton Passenger Track Extension (Gap Closure) Phase 2A	Extend existing platform and additional track work to connect new platform for Amtrak access and access to new ACE maintenance facility, including a 90 foot single track bridge over Harding Way.	X	$5,714	$24,895	$395	$5,319							$5,714	
	Future Programming			$9,260						$9,260					$9,260
				$14,974											
LACMTA	Regional Connector Transit Corridor**	Construct 2-mile light rail connection among Metro Gold, Metro Blue and Metro Exposition light rail transit systems through downtown Los Angeles to provide a one-seat ride from throughout the County to Union Station and the High-Speed Rail system.	X	$114,874	$1,366,100	$114,874						$5,744		$109,130	
PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)**	Design, installation, testing, training and warranty for an intelligent network of signals, sensors, train tracking technology, computers, etc. on the Caltrain Corridor to meet mandated Federal guidelines.	X	$41,026	$231,000	$41,026						$4,100		$36,926	
San Diego MTS	Blue Line Light Rail	Rehabilitate grade crossings, track, and switches and ties, add trackwork and signaling, and raise platforms to accommodate low floor vehicles to allow for reduced headway and improved reliability.	X	$57,855	$151,754	$57,855								$57,855	
BART	Car Purchase	Purchase new BART cars ($140 million).	X	$140,000	$285,000	$140,000								$140,000	
	Caltrain Advanced Signal System (CBOSS/PTC)**	see same project above by PCJPB	X	$38,000	n/a	$38,000						$3,800		$34,200	
	Maintenance Shop and Yard Improvements	Segment of extension to Berryessa, expand Main Shop, construct new Component Repair Shop, retrofit for new M&E Shop, including M&E Material Storage Yard		$78,639	$432,933	$78,639								$78,639	
				$256,639											
SFMUNI	Central Subway	Construct 1.7 mile extension of light rail line from Caltrain/potential High-Speed Rail station at 4th & King Streets to Chinatown.	X	$61,308	$1,578,300	$61,308								$61,308	
SCRRA	New or Improved Locomotives & Cars	Either repower or purchase 20 to 30 higher horsepower locomotives, and recondition and improve passenger cars.	X	$88,707	$202,899	$88,707								$88,707	
SCVTA	Caltrain Advanced Signal System (CBOSS/PTC)**	see same project above by PCJPB	X	$26,419	n/a	$26,419						$2,640		$23,779	

THE HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1718-xx

Agency Proposals

Agency	Project Title	Project Description	Alloc	Amount	Total Cost	Prior	2015-16	2016-17	2017-18	future	PA&ED	PS&E	R/W	CON	unknown
SacRT	Sacramento Intermodal Facility Improvements**	**Relocate existing light rail track, passenger platform and associated systems, and construct streetcar system (including track, platforms, procure cars, etc) to connect to new Sacramento Intermodal Facility and future High-Speed Rail Terminal.**		$26,208	$60,368	~~$600~~ **$576**		~~$632~~ **$0**	~~$23,991~~ **$632**	~~$0~~ **$25,000**	**$576**	**$632**		**$25,000**	
	Future Programming			~~$4,942~~ **$3,957**						~~$4,942~~ **$3,957**					**$3,957**
				$30,165											
CCJPA	Capitol Corr. (&ACE) Travel Time Reduction Project	Adjust curve parameters on Martinez, Niles and Coast subdivisions to allow higher speeds.	X	$10,180	$15,500		$10,180							$10,180	
Caltrans	San Joaquin Merced to Le Grand Double Track, Seg 1	Construct the first of three segments of double track. Segment 1 consists of 8.4 miles of double track construction between west Le Grand and west Planada and will include two sets of double crossovers and signal and grade crossing work.	X	$36,750	$40,750	$36,750								$36,750	
				$46,930											
CCJPA	Capitol Corr. Sacramento to Roseville 3rd Main Track	Phase 1 of a series of improvements designed to increase service frequency, reduce freight train conflicts and accommodate freight train growth projections, consists of relocation of the Roseville station and addition of a third track.		$51,970	$82,276			$5,740		$46,230		$5,492	$248	$46,230	
Caltrans	San Joaquin Merced to Le Grand Double Track, Seg 1	see same project above by Caltrans	X	$4,000	n/a	$4,000								$4,000	
				$55,970											
		Non PTC Program Subtotal		$794,867		$688,549	$15,499	$5,740	$632	$84,447	$576	$22,408	$248	$758,418	$13,217
		Program Total		**$931,000**		**$824,682**	**$15,499**	**$5,740**	**$632**	**$84,447**					

** Project includes less than 5% of Prop 1A funds for pre-construction

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July 19, 2017

Ms. Susan Bransen
Executive Director
CALIFORNIA TRANSPORTATION COMMISSION
1120 N Street
Sacramento, CA 95814

RE: SACRAMENTO INTERMODAL FACILITY HIGH SPEED RAIL PROGRAM – PROP 1A PROGRAMMING AND ALLOCATION REQUEST

Dear Ms. Bransen:

Sacramento Regional Transit District (RT) requests CTC approval of the actions below for the Sacramento-Intermodal Facility High Speed Rail Program Project, at its August 2017 meeting:

- Program $985,000 in future programming Prop 1A funds to FY 18/19 for construction phase .
- Reprogram $23,991,000 of construction Prop 1A funds from FY 17/18 to FY18/19.
- Reprogram $24,000 in prior years' Prop 1A funds from the PA&ED phase to FY 18/19 for construction phase.
- Reprogram $632,000 PS&E Prop 1A funds from FY 2015/16 to FY 2017/18.
- Allocate $632,000 FY 2017/18 Prop 1A funds for PS&E.

RT's Board has approved the use of $25 million Prop 1A funds for construction of the Streetcar system including tracks, a maintenance facility, platforms, associated systems, and 6 vehicles. CTC approval of the above programming actions results in $25 million of Prop 1A funds programmed for construction in FY18-19, when the funds will be needed for the Streetcar system construction. The $25 million will be used as match for Federal Small Starts funds. The matching funds need to be programmed prior to the Small Starts agreement being executed with the Federal Transit Administration which is anticipated in FY 2018.

In addition, the reprogramming of the $632,000 of Prop 1A PS&E funds to FY 2017/18 is needed to be able to receive the requested allocation of the Prop 1A funds for PS&E at the August 2017 CTC meeting. The funds will be used for the Sacramento Valley Station (SVS) Loop PS&E phase for relocation of existing LRT track and platforms in relation to the Streetcar system construction.

SacRT requests that the allocation request of $632,000 for PS&E be approved in conjunction with approval of the E resolution for the SVS Loop that is also requested for approval at the August 2017 CTC meeting.

If you have questions or concerns, please contact Maureen Ring at (916) 321-2959.

RT appreciates your attention to this matter.

Sincerely,

Henry Li
General Manager/CEO

cc: Teresa Favila, CTC Staff
Ezequiel Castro, Division of Rail & Mass Transportation
Ed Scofield, Regional Transit

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 69

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.6f.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR A LOCALLY ADMINISTERED PROPOSITION 1A HSPTBF –URBAN/COMMUTER PROGRAM PROJECTS RESOLUTION HST1A-A-1718-01**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $632,000 for the locally administered Proposition 1A High-Speed Passenger Train Bond Fund (HSPTBF) Sacramento Intermodal Facility Improvements project?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $632,000 for the locally administered Proposition 1A HSPTBF Sacramento Intermodal Facility Improvements (PPNO HSR02) project.

BACKGROUND:

The attached vote list describes one locally administered Proposition 1A HSPTBF project totaling $632,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that $632,000 be allocated from the Budget Act of 2012, Budget Act Item 2660-304-6043 for the locally administered Proposition 1A HSPTBF project described in the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6f.(2)	**Locally Administered Proposition 1A - High-Speed Passenger Train Bond Program – Urban/Commuter**			**Resolution HST1A-A-1718-01**
1 $632,000 Sacramento Regional Transit District SACOG 03-Sacramento	**Sacramento Intermodal Facility Improvements**. Improvements to provide connectivity of Sacramento Regional Transit services to High Speed Rail including relocation of existing light rail track, storage tracks and passenger platform and associate systems. Concurrent Consideration of Funding under Resolution E-17-56; August 2017. Concurrent Proposition 1A programming amendment under Resolution HSTA-P-1718-xx Outcome/Output: Complete final design at crossovers, turnouts, switches, signalization and electrification elements, and new tracks and stations.	03-HSR02 HSPTBF/17-18 PS&E $632,000 0317000354 S R331GB	2012-13 104-6043 HSPTBF 30.10.100.000	$632,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 70

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 4.13
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **APPROVAL OF THE DIVISION OF AERONAUTICS' CAPITAL IMPROVEMENT PLAN ELEMENT OF THE CALIFORNIA AVIATION SYSTEM PLAN**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department), Division of Aeronautics (Aeronautics) Capital Improvement Plan (CIP) that was presented for notice at the June 2017 Commission meeting.

RECOMMENDATION:

The Department recommends the Commission approve the Aeronautics' CIP that was presented for notice at the June 2017 Commission meeting.

BACKGROUND:

The California Aviation System Plan (CASP) is a multi-element plan prepared by the Department with the goal of developing and preserving the system of publicly-owned, public-use airports and to promote the development of a safe, efficient, and sustainable air transportation system that meets the integrated mobility needs of the state of California. The California Public Utilities Code (Sections 21702-21706) requires that the CASP include as one of its elements the CIP. The Department has a pending request with the Federal Aviation Administration to update the CASP as presented to the Commission at the Commission's October 2016 meeting. The CASP is expected to be published in the fall of 2019.

Aeronautics' Acquisition and Development grants are selected from the CIP using a priority matrix in the order of safety, capacity, and security. Additional factors, such as safety inspection reports and local sponsor input are also used.

The CIP is a ten-year, fiscally-unconstrained listing of capital and planning projects at California's publicly-owned, public-use airports. Every two years, the Department reaches out to local sponsors (including cities, counties, and airport districts) to submit projects for inclusion in the CIP. Inclusion in the CIP is a requirement for grant eligibility through the Aeronautics' California Aid to Airport Program.

A total of 82 percent of all eligible airports participated in the 2017 CIP. The total project count was 1,735 projects at a cost estimate of $2.77 billion.

The draft CIP was presented as an informational item to the Commission at the Commission's June 2017 meeting. Attached is the Executive Summary of The Capital Improvement Plan–California Aviation System Plan 2017-2026.

Due to its size, a hard copy will not be submitted along with the item. The CIP is available for review electronically at:
http://www.dot.ca.gov/hq/planning/aeronaut/documents/casp/Draft_2017_CIP.pdf

Attachment

EXECUTIVE SUMMARY of THE CAPITAL IMPROVEMENT PLAN CALIFORNIA AVIATION SYSTEM PLAN 2017−2026

The California Aviation System Plan (CASP) is a multi-element plan prepared by the California Department of Transportation (Caltrans) with the goal of developing and preserving the system of publicly owned, public-use airports and to promote the development of a safe, efficient, and sustainable air transportation system that meets the integrated mobility needs of the state of California.

The California Public Utilities Code (PUC), sections 21702-21706, requires that the CASP include as one of its elements the Capital Improvement Plan (CIP). The CIP is a ten-year, fiscally-unconstrained listing of capital and planning projects submitted to Caltrans. These projects are predominantly based on airport master plans or other comparable long-range planning documents. The CIP is compiled biennially (every two years) in accordance with the PUC and is presented to the California Transportation Commission (Commission) for review, comment, and approval. Historically, the CIP's ten-year span started in the even-numbered year following the CIP publication year. For the 2017 CIP and for future CIPs, the ten-year period will include the odd number year in which the CIP is published. This will ensure that projects that fall in that year are included.

Not all projects listed in the CIP will be programmed or funded. Funding for projects may include federal, state, and local resources.

California Aid to Airports Program

The approved CIP also serves as the planning document that allows Caltrans to program grants for the California Aid to Airports Program (CAAP). The CAAP provides financial assistance to local sponsors in order to establish, maintain, and improve the statewide system of airports. The CAAP includes two grant programs: the Acquisition and Development (A&D) program and the Airport Improvement Program (AIP) state match program.

Airport Improvement Program

The Airport Improvement Program (AIP), administered by the Federal Aviation Administration (FAA), provides grants to public agencies—and in some cases, to private owners and entities—for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS identifies nearly 3,400 existing and proposed airports nationwide that are significant to national air transportation and thus eligible to receive federal grants.

An AIP grant constitutes 90 percent of a project cost. The FAA requires that the local sponsor receiving the grant provide a 10 percent match. Depending on sponsor eligibility

(including participation in the CIP) and available funds, the state may contribute up to 5 percent of the federal grant amount to the local sponsor to assist in meeting their 10 percent requirement.

Acquisition and Development Program

A&D grants are provided by Caltrans for eligible projects in the CIP that are for General Aviation capital improvement and planning purposes. An A&D grant constitutes 90 percent of a project cost. The remaining 10 percent is matched by the local sponsor. A&D grant eligibility extends to publicly-owned, public-use airports in the NPIAS and not in the NPIAS (Non-NPIAS).

Every even-numbered year, Caltrans prepares, and the Commission approves, the Aeronautics Program, a three-year list of grant projects from the CIP for which funding is available. Projects are selected for the Aeronautics Program based on eligibility and ranking. The Priority Ranking Matrix (see Appendix A) is used to rank projects. The ranking is based on project category and project description. Project categories listed in priority are: safety, capacity, and security. Other selection criteria may be used as well, such as input from the Caltrans Office of Airports and the sponsor.

Airport Land Use Compatibility Plans

A&D grants are also provided to local sponsors to prepare or update Airport Land Use Compatibility Plans (ALUCP). ALUCPs are prepared by County Airport Land Use Commissions as required by the PUC and contain land use measures that minimize the public's exposure to safety hazards within two-miles around public-use airports. Protecting people and property on the ground from the potential consequences of near-airport aircraft accidents is a fundamental land use compatibility planning objective.

The Division of Aeronautics recommends a comprehensive review and update of an ALUCP at least every five years. Consistent funding for ALUCPs is vital for the protection of the California air transportation system and those communities surrounding the airports. The Commission has historically set 25 percent of the A&D Grant Program to help fund the preparation of ALUCPs.

Ground Access Projects

Ground access projects include improvements to off-airport roadways, highways, public transit systems, passenger shuttle systems, parking lots, and other transportation-related modes and facilities. Enhancements to these facilities provide more convenient and predictable access for passengers, employees, air cargo traffic, and general aviation users. This CIP contains a listing of planned ground access projects; however, these projects are not eligible for federal AIP funding or funding through the state CAAP.

2017 Capital Improvement Plan Highlights

- Out of 209 California eligible airports, 172 (82 percent) airports submitted projects for the 2017 CIP covering the years 2017-2026.
- The total number of projects is 1,735, and the total project cost is $2.77 billion.
- The state share of the CIP projects cost total is $116.2 million.
- Primary Commercial Service airports constitute more than half of the CIP projects total (55 percent) and the CIP cost total (54 percent).
- General Aviation and Reliever airports in the NPIAS each constitute 22 percent of the CIP cost total and approximately 20 percent of the CIP projects total.
- Non-NPIAS General Aviation Airports constitute 0.7 percent of the CIP cost total and 4 percent of the CIP projects total.

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State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 71

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 4.14
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **AERONAUTICS PROGRAM- 2016 ACQUISITION AND DEVELOPMENT PROGRAM AMENDMENT**
RESOLUTION G-17-24, AMENDING RESOLUTION G-16-27

ISSUE:

Should the California Transportation Commission (Commission) amend the California Department of Transportation's (Department) Division of Aeronautics' (Aeronautics) Acquisition and Development (A&D) 2016 Program (Program)?

RECOMMENDATION:

The Department recommends the Commission amend the Program as listed on the attached document.

BACKGROUND:

This item is contingent on the approval of the 2017 Capital Improvement Plan (CIP), which is concurrently being submitted for approval at the Commission's August 2017 meeting under Reference No. 4.13.

Projects proposed in the Program are A&D projects. They are state-funded at 90 percent of the total project, with a 10 percent local match required.

The 2016 Aeronautics Program was adopted at the Commission's August 2016 meeting. The Program included 50 projects for a total of $8.24 million. The Program covered three fiscal years (FY): FY 2016–17 through FY 2018–19. These projects were selected from the 2015 CIP. The amended program reflects a reprioritization of projects for the FYs 2017−18 and 2018−19. The reprioritization is necessary due to unallocated projects from FY 2016−17 and to identify new high priority projects from the 2017 Capital Improvement Plan. The amended Program will total $5.776 million and will contain 37 projects, of which four projects totaling $1.111 million were already allocated in FY 2016−17.

Attachments

FY 2016–17

AIRPORT	CATEGORY	COUNTY	PROJECT DESCRIPTION	PRIORITY RANK	TOTAL COST	STATE COST 90%
SOUTHARD FIELD AIRPORT	General Aviation (Non-NPIAS)	Lassen	Crack Seal and Restripe Runway and Taxiway	1	$81,000	$73,000
SPAULDING AIRPORT	General Aviation (Non-NPIAS)	Lassen	Pavement Maintenance and Remarking, Runway, Taxiway, and Tiedown	1	$84,000	$76,000
SHOSHONE AIRPORT	General Aviation (Non-NPIAS)	Inyo	Runway 15-33 Crack Repairs, Slurry Seal, Markings	1	$200,000	$180,000
BAKER AIRPORT	General Aviation (Non-NPIAS)	San Bernardino	2018-Runway Rehabilitation and Striping	1	$554,000	$499,000
NUT TREE AIRPORT	General Aviation	Solano	Tree Obstruction Removal	3	$165,000	$149,000
SHELTER COVE AIRPORT	General Aviation	Humboldt	Slurry Seal Taxiway/Miscellaneous Pavement	4	$213,000	$192,000
SHOSHONE AIRPORT	General Aviation (Non-NPIAS)	Inyo	Replace Runway Lighting Control System	5	$35,000	$32,000
HYAMPOM AIRPORT	General Aviation (Non-NPIAS)	Trinity	Runway Light Rehabilitation	5	$100,000	$90,000
MONTAGUE, YREKA ROHRER FIELD	General Aviation (Non-NPIAS)	Siskiyou	Automated Weather Observing System (AWOS) new	7	$80,000	$72,000
SHELTER COVE AIRPORT	General Aviation	Humboldt	Improve Drainage - Southeast Tiedown Area	9	$141,000	$127,000
SIERRAVILLE DEARWATER AIRPORT	General Aviation (Non-NPIAS)	Sierra	Reconstruct Tiedown Area	9	$543,000	$489,000
TAFT AIRPORT	General Aviation	Kern	Rehabilitate 2 Aircraft Parking Aprons	9	$560,000	$504,000
WHITEMAN	Reliever	Los Angeles	Airport Compatibility Land Use Plan (ALUCP) Update	N/A	$92,000	$83,000
MAMMOTH YOSEMITE	Commercial Service Primary	Mono	ALUCP Update	N/A	$100,000	$90,000
SALINAS MUNICIPAL AIRPORT	General Aviation	Monterey	ALUCP Update	N/A	$176,000	$159,000
ARCATA AIRPORT	Commercial Service Primary	Humboldt	ALUCP Update	N/A	$278,000	$251,000
SUSANVILLE MUNICIPAL AIRPORT	General Aviation	Lassen	ALUCP Update	N/A	$278,000	$251,000
						$3,317,000

FY 2017–18

FORT BIDWELL AIRPORT	General Aviation (Non-NPIAS)	Modoc	Engineering, Design, and Add New Gravel for Runway	1	$45,000	$41,000
BRACKETT FIELD AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	$50,000	$45,000
COMPTON/WOODLEY AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	$50,000	$45,000
EL MONTE AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	$50,000	$45,000
GENERAL WILLIAM J FOX AIRPORT	General Aviation	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	$50,000	$45,000
WHITEMAN AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	$50,000	$45,000
BYRON AIRPORT	Reliever	Contra Costa	Land Purchase Runway Safety Area Runway 05/23	2	$619,000	$558,000
MONTAGUE, YREKA ROHRER FIELD	General Aviation (Non-NPIAS)	Siskiyou	Resurface Runway,Taxiways, and Ramps	4	$599,000	$540,000
ADIN AIRPORT	General Aviation (Non-NPIAS)	Modoc	Engineering Design and Repave Taxiway Tie Down Apron Areas	4	$300,000	$270,000
SHOSHONE AIRPORT	General Aviation (Non-NPIAS)	Inyo	Segmented Circle	6	$23,000	$21,000
WESTOVER FIELD AMADOR COUNTY AIRPOR	General Aviation	Amador	Water System/Fire Hydrant Extension (Construction)	18	$300,000	$270,000
EL MONTE AIRPORT	Reliever	Los Angeles	ALUCP Update	N/A	$92,000	$83,000
COMPTON/WOODLEY AIRPORT	Reliever	Los Angeles	ALUCP Update	N/A	$92,000	$83,000
IMPERIAL COUNTY AIRPORT	Commercial Service Non-Primar	Imperial	ALUCP Update	N/A	$165,000	$149,000
SISKIYOU AIRPORT	General Aviation	Siskiyou County	ALUCP Update	N/A	$278,000	$251,000
CHINO AIRPORT	Reliever	San Bernardino	ALUCP Update	N/A	$60,000	$54,000
						$2,545,000

FY 2018–19

WARD FIELD AIRPORT	General Aviation (Non-NPIAS)	Del Norte	Runway Slurry Seal and Restripe Runway and Apron	1	$250,000	$225,000
ALPINE COUNTY AIRPORT	General Aviation (Non-NPIAS)	Alpine	Chip Seal and Restripe Runway	1	$140,000	$126,000
ANDY MCBETH AIRPORT	General Aviation (Non-NPIAS)	Del Norte	Overlay and Restripe Runway and Restripe Apron Pavement	1	$475,000	$428,000
POSO-KERN COUNTY AIRPORT	General Aviation (Non-NPIAS)	Kern	Crack Fill and Slurry Seal Partial Runway	1	$150,000	$135,000
SOUTHARD FIELD AIRPORT	General Aviation (Non-NPIAS)	Lassen	Segmented Circle Repair	6	$30,000	$27,000
SPAULDING AIRPORT	General Aviation (Non-NPIAS)	Lassen	Design and Relocate Beacon and Reconstruct Segmented Circle	6	$85,000	$77,000
YUCCA VALLEY AIRPORT	General Aviation (Non-NPIAS)	San Bernardino	Hazard Relocate Tetrahedran	6	$20,000	$18,000
CLIFF HATFIELD MEMORIAL AIRPORT	General Aviation (Non-NPIAS)	Imperial	Airplane Tiedown Pavement Project	9	$324,800	$293,000
CAMERON PARK AIRPARK	General Aviation	El Dorado	Drainage Improvements - East	18	$200,000	$180,000
CAMERON PARK AIRPARK	General Aviation	El Dorado	Drainage Improvements - North	18	$185,000	$167,000
CAMERON PARK AIRPARK	General Aviation	El Dorado	Drainage Improvements - South	18	$140,000	$126,000
Napa County	Reliever	Napa	ALUCP Update	N/A	$250,000	$225,000
Apple Valley	General Aviation	San Bernardino	ALUCP Update	N/A	$60,000	$54,000
Baker	General Aviation (Non-NPIAS)	San Bernardino	ALUCP Update	N/A	$60,000	$54,000
Barstow-Daggett	General Aviation	San Bernardino	ALUCP Update	N/A	$60,000	$54,000
Needles	General Aviation	San Bernardino	ALUCP Update	N/A	$60,000	$54,000
Redlands Municipal	General Aviation	San Bernardino	ALUCP Update	N/A	$150,000	$135,000
						$2,378,000
			Total 2016 Aeronautics Acquistion and Development Program 3 Years			**$8,240,000**

Category	Description	Rank
Safety	Seal/Overlay/Rehab Existing Runway Pavement (including grading and drainage)	1
	Runway Safety Area Land Acquisition, New Pavement for Runway Turnaround (no parallel taxiway)	2
	Obstruction Mitigation/Abatement (removal, trim, land acquisition, navigation easements for height restrictions), Obstruction Lighting (new)	3
	Seal/Overlay/Rehab Existing Taxiway Pavement (including grading and drainage), New Pavement for Run Up Area, Runway Protection Zone Land Acquisition	4
	Runway Lighting (e.g. Medium Intensity Runway Lighting [MIRL]) Repair or Replace	5
	Taxiway Lighting (e.g. Medium Intensity Taxiway Lighting [MITL]) Repair or Replace, Landing Aids (e.g. Runway End Identified Lights [REIL]), Marking, Signage, Segmented Circle, PAPI, Wind Cone, Automated Weather Observing System (AWOS), ASOS/AWSS Repair or Replace	6
	AWOS (new)	7
	Rotating Beacon (repair or replace)	8
	Seal/Overlay/Rehabilitate Existing Apron/Ramp Pavement (including grading and drainage)	9
Capacity	Runway Pavement (new), Extend or Widen	10
	Runway Lighting or Rotating Beacon (new)	11
	Taxiway Pavement (new), Extend or Widen	12
	Airport Layout Plan (new or update)	15
	Landing Aids (new), Taxiway Lighting (new)	16
	Apron/Ramp Pavement (new) or Service Roads (Air Operation Area)	17
	Utilities (drainage, water, sewage), Environmental Mitigation, Blast Wall, Fire Protection Systems, Radio Communication Equipment, Bond Servicing	18
	Land Acquisition for Airside Usage; Airport Master Plan	19
	Noise Monitoring Equipment (new)	20
Security	Security Fence (new)	13
	Apron/Ramp Lighting (new)	14

Notes:
1. Projects in the 2016 Aeronautics Acquisition and Development (A&D) Grant Program are State funded at 90 percent of the total project cost with a 10 percent local match.
2. The National Plan of Integrated Airport Systems (NPIAS) identifies airports that are significant to air transportation and are eligible to receive grants under the Federal Aviation Administration (FAA) for the Airport Improvement Program (AIP).
3. On June 25, 2008, the California Transportation Commission (Commission) passed a resolution for the 2008 Aeronautics Program set aside. The new set aside ratios were approved at the May 2015 Commission meeting for the A&D programmed projects: 25 percent for Airport Land Use Compatibility Plans (ALUCP), 35 percent for non-NPIAS airports, and 40 percent for NPIAS airports per year.
4. The current Capital Improvement Plan (CIP) priority ranking was adopted by the Commission 8/2015.
5. The A&D Grant Program minimum amount is $20,000, and the maximum amount is $500,000 per airport per year.

FY 2016–17

AIRPORT	CATEGORY	COUNTY	PROJECT DESCRIPTION	PRIORITY RANK	TOTAL COST	STATE COST 90%
~~SOUTHARD FIELD AIRPORT~~	~~General Aviation (Non-NPIAS)~~	~~Lassen~~	~~Crack Seal and Restripe Runway and Taxiway~~	~~1~~	~~$81,000~~	~~$73,000~~
~~SPAULDING AIRPORT~~	~~General Aviation (Non-NPIAS)~~	~~Lassen~~	~~Pavement Maintenance and Remarking, Runway, Taxiway, and Tiedown~~	~~1~~	~~$84,000~~	~~$76,000~~
SHOSHONE AIRPORT (Allocated)	General Aviation (Non-NPIAS)	Inyo	Runway 15-33 Crack Repairs, Slurry Seal, Markings	1	$200,000	$180,000
~~BAKER AIRPORT~~	~~General Aviation (Non-NPIAS)~~	~~San Bernardino~~	~~2018-Runway Rehabilitation and Striping~~	~~1~~	~~$554,000~~	~~$499,000~~
~~NUT TREE AIRPORT~~	~~General Aviation~~	~~Solano~~	~~Tree Obstruction Removal~~	~~3~~	~~$165,000~~	~~$149,000~~
SHELTER COVE AIRPORT (Allocated)	General Aviation	Humboldt	Slurry Seal Taxiway/Miscellaneous Pavement	4	$213,000	$192,000
~~SHOSHONE AIRPORT~~	~~General Aviation (Non-NPIAS)~~	~~Inyo~~	~~Replace Runway Lighting Control System~~	~~5~~	~~$35,000~~	~~$32,000~~
~~HYAMPOM AIRPORT~~	~~General Aviation (Non-NPIAS)~~	~~Trinity~~	~~Runway Light Rehabilitation~~	~~5~~	~~$100,000~~	~~$90,000~~
~~MONTAGUE, YREKA ROHRER FIELD~~	~~General Aviation (Non-NPIAS)~~	~~Siskiyou~~	~~Automated Weather Observing System (AWOS) new~~	~~7~~	~~$80,000~~	~~$72,000~~
~~SHELTER COVE AIRPORT~~	~~General Aviation~~	~~Humboldt~~	~~Improve Drainage - Southeast Tiedown Area~~	~~9~~	~~$141,000~~	~~$127,000~~
SIERRAVILLE DEARWATER AIRPORT (Allocated)	General Aviation (Non-NPIAS)	Sierra	Reconstruct Tiedown Area	9	$543,000	$489,000
~~TAFT AIRPORT~~	~~General Aviation~~	~~Kern~~	~~Rehabilitate 2 Aircraft Parking Aprons~~	~~9~~	~~$560,000~~	~~$504,000~~
~~WHITEMAN~~	~~Reliever~~	~~Los Angeles~~	~~Airport Compatibility Land Use Plan (ALUCP) Update~~	~~N/A~~	~~$92,000~~	~~$83,000~~
~~MAMMOTH YOSEMITE~~	~~Commercial Service Primary~~	~~Mono~~	~~ALUCP Update~~	~~N/A~~	~~$100,000~~	~~$90,000~~
~~SALINAS MUNICIPAL AIRPORT~~	~~General Aviation~~	~~Monterey~~	~~ALUCP Update~~	~~N/A~~	~~$176,000~~	~~$159,000~~
ARCATA AIRPORT (Allocated)	Commercial Service Primary	Humboldt	ALUCP Update	N/A	$277,000	$250,000
~~SUSANVILLE MUNICIPAL AIRPORT~~	~~General Aviation~~	~~Lassen~~	~~ALUCP Update~~	~~N/A~~	~~$278,000~~	~~$251,000~~
					(Actual)	**$1,111,000**

FY 2017–18

SOUTHARD FIELD AIRPORT	General Aviation (Non-NPIAS)	Lassen	Crack Seal and Restripe Runway and Taxiway	1	$81,000	$73,000
SPAULDING AIRPORT	General Aviation (Non-NPIAS)	Lassen	Pavement Maintenance and Remarking, Runway, Taxiway, and Tiedown	1	$84,000	$76,000
FORT BIDWELL AIRPORT	General Aviation (Non-NPIAS)	Modoc	Engineering, Design, and Add New Gravel for Runway	1	$45,000	$41,000
BRACKETT FIELD AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	$50,000	$45,000
COMPTON/WOODLEY AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	$50,000	$45,000
EL MONTE AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	$50,000	$45,000
GENERAL WILLIAM J FOX AIRPORT	General Aviation	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	$50,000	$45,000
WHITEMAN AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	$50,000	$45,000
WARD FIELD AIRPORT	General Aviation (Non-NPIAS)	Del Norte	Runway Slurry Seal and Restripe Runway and Apron	1	$250,000	$225,000
ALPINE COUNTY AIRPORT	General Aviation (Non-NPIAS)	Alpine	Chip Seal and Restripe Runway	1	$140,000	$126,000
ANDY MCBETH AIRPORT	General Aviation (Non-NPIAS)	Del Norte	Overlay and Restripe Runway and Restripe Apron Pavement	1	$475,000	$428,000
POSO-KERN COUNTY AIRPORT	General Aviation (Non-NPIAS)	Kern	Crack Fill and Slurry Seal Partial Runway	1	$150,000	$135,000
SAMOA FIELD AIRPORT	General Aviation (Non-NPIAS)	Humboldt	Resurface Runway/Repaint Markings	1	$140,000	$126,000
ADIN AIRPORT	General Aviation (Non-NPIAS)	Modoc	Engineering Design and Repave Taxiway Tie Down Apron Areas	4	$300,000	$270,000
~~SHOSHONE AIRPORT~~	~~General Aviation (Non-NPIAS)~~	~~Inyo~~	~~Segmented Circle~~	~~6~~	~~$23,000~~	~~$21,000~~
~~WESTOVER FIELD AMADOR COUNTY AIRPORT~~	~~General Aviation~~	~~Amador~~	~~Water System/Fire Hydrant Extension (Construction)~~	~~18~~	~~$300,000~~	~~$270,000~~
~~BYRON AIRPORT~~	~~Reliever~~	~~Contra Costa~~	~~Land Purchase Runway Safety Area Runway 05/23~~	~~2~~	~~$619,000~~	~~$558,000~~
~~MONTAGUE, YREKA ROHRER FIELD~~	~~General Aviation (Non-NPIAS)~~	~~Siskiyou~~	~~Resurface Runway,Taxiways, and Ramps~~	~~4~~	~~$599,000~~	~~$540,000~~
WHITEMAN	Reliever	Los Angeles	Airport Compatibility Land Use Plan (ALUCP) Update	N/A	$92,000	$83,000
MAMMOTH YOSEMITE	Commercial Service Primary	Mono	ALUCP Update	N/A	$100,000	$90,000
SALINAS MUNICIPAL AIRPORT	General Aviation	Monterey	ALUCP Update	N/A	$176,000	$159,000
SUSANVILLE MUNICIPAL AIRPORT	General Aviation	Lassen	ALUCP Update	N/A	$278,000	$251,000
EL MONTE AIRPORT	Reliever	Los Angeles	ALUCP Update	N/A	$92,000	$83,000
COMPTON/WOODLEY AIRPORT	Reliever	Los Angeles	ALUCP Update	N/A	$92,000	$83,000
~~IMPERIAL COUNTY AIRPORT~~	~~Commercial Service Non-Primar~~	~~Imperial~~	~~ALUCP Update~~	~~N/A~~	~~$165,000~~	~~$149,000~~
~~SISKIYOU AIRPORT~~	~~General Aviation~~	~~Siskiyou County~~	~~ALUCP Update~~	~~N/A~~	~~$278,000~~	~~$251,000~~
~~CHINO AIRPORT~~	~~Reliever~~	~~San Bernardino~~	~~ALUCP Update~~	~~N/A~~	~~$60,000~~	~~$54,000~~
						$2,474,000

FY 2018–19

HERLONG AIRPORT	General Aviation (Non-NPIAS)	Lassen	Pavement Maintenance and Remarking; Runway and Taxiway	1	$80,000	$72,000
MONTAGUE, YREKA ROHRER FIELD	General Aviation (Non-NPIAS)	Siskiyou	Resurface ~~Runway~~,Taxiways, and Ramps	4	$550,000	$495,000
SHOSHONE AIRPORT	General Aviation (Non-NPIAS)	Inyo	Replace Runway Lighting Control System	5	$35,000	$32,000
SHOSHONE AIRPORT	General Aviation (Non-NPIAS)	Inyo	Segmented Circle	6	$23,000	$21,000
SOUTHARD FIELD AIRPORT	General Aviation (Non-NPIAS)	Lassen	Segmented Circle Repair	6	$30,000	$27,000
SPAULDING AIRPORT	General Aviation (Non-NPIAS)	Lassen	Design and Relocate Beacon and Reconstruct Segmented Circle	6	$85,000	$77,000
YUCCA VALLEY AIRPORT	General Aviation (Non-NPIAS)	San Bernardino	Hazard Relocate Tetrahedran	6	$20,000	$18,000
MONTAGUE, YREKA ROHRER FIELD	General Aviation (Non-NPIAS)	Siskiyou	Automated Weather Observing System (AWOS) new	7	$80,000	$72,000
SHELTER COVE AIRPORT	General Aviation	Humboldt	Improve Drainage - Southeast Tiedown Area	9	$141,000	$127,000
TAFT AIRPORT	General Aviation	Kern	Rehabilitate 2 Aircraft Parking Aprons	9	$560,000	$504,000
CLIFF HATFIELD MEMORIAL AIRPORT	General Aviation (Non-NPIAS)	Imperial	Airplane Tiedown Pavement Project	9	$324,800	$293,000
~~WARD FIELD AIRPORT~~	~~General Aviation (Non-NPIAS)~~	~~Del Norte~~	~~Runway Slurry Seal and Restripe Runway and Apron~~	~~1~~	~~$250,000~~	~~$225,000~~
~~ALPINE COUNTY AIRPORT~~	~~General Aviation (Non-NPIAS)~~	~~Alpine~~	~~Chip Seal and Restripe Runway~~	~~1~~	~~$140,000~~	~~$126,000~~
~~ANDY MCBETH AIRPORT~~	~~General Aviation (Non-NPIAS)~~	~~Del Norte~~	~~Overlay and Restripe Runway and Restripe Apron Pavement~~	~~1~~	~~$475,000~~	~~$428,000~~
~~POSO-KERN COUNTY AIRPORT~~	~~General Aviation (Non-NPIAS)~~	~~Kern~~	~~Crack Fill and Slurry Seal Partial Runway~~	~~1~~	~~$150,000~~	~~$135,000~~
~~CAMERON PARK AIRPARK~~	~~General Aviation~~	~~El Dorado~~	~~Drainage Improvements - East~~	~~18~~	~~$200,000~~	~~$180,000~~
~~CAMERON PARK AIRPARK~~	~~General Aviation~~	~~El Dorado~~	~~Drainage Improvements - North~~	~~18~~	~~$185,000~~	~~$167,000~~
~~CAMERON PARK AIRPARK~~	~~General Aviation~~	~~El Dorado~~	~~Drainage Improvements - South~~	~~18~~	~~$140,000~~	~~$126,000~~
IMPERIAL COUNTY AIRPORT	Commercial Service Non-Primar	Imperial	ALUCP Update	N/A	$165,000	$149,000
SISKIYOU AIRPORT	General Aviation	Siskiyou County	ALUCP Update	N/A	$278,000	$251,000
REDLANDS MUNICIPAL	General Aviation	San Bernardino	ALUCP Update	N/A	$150,000	$135,000
~~CHINO AIRPORT~~	~~Reliever~~	~~San Bernardino~~	~~ALUCP Update~~	~~N/A~~	~~$60,000~~	~~$54,000~~
~~APPLE VALLEY~~	~~General Aviation~~	~~San Bernardino~~	~~ALUCP Update~~	~~N/A~~	~~$60,000~~	~~$54,000~~
~~BAKER AIRPORT~~	~~General Aviation (Non-NPIAS)~~	~~San Bernardino~~	~~ALUCP Update~~	~~N/A~~	~~$60,000~~	~~$54,000~~
~~BARSTOW-DAGGETT~~	~~General Aviation~~	~~San Bernardino~~	~~ALUCP Update~~	~~N/A~~	~~$60,000~~	~~$54,000~~
~~NEEDLES~~	~~General Aviation~~	~~San Bernardino~~	~~ALUCP Update~~	~~N/A~~	~~$60,000~~	~~$54,000~~
~~NAPA COUNTY~~	~~Reliever~~	~~Napa~~	~~ALUCP Update~~	~~N/A~~	~~$250,000~~	~~$225,000~~
						$2,273,000
			Total Amended 2016 Aeronautics Acquistion and Development Program (3 Years)			**$5,858,000**

Category	Description	Rank
Safety	Seal/Overlay/Rehab Existing Runway Pavement (including grading and drainage)	1
	Runway Safety Area Land Acquisition, New Pavement for Runway Turnaround (no parallel Taxiway)	2
	Obstruction Mitigation/Abatement (removal, trim, land acquisition, navigation easements for height restrictions), Obstruction Lighting (new)	3
	Seal/Overlay/Rehab Existing Taxiway Pavement (including grading and drainage), New Pavement for Run Up Area, Runway Protection Zone Land Acquisition	4
	Runway Lighting (e.g. Medium Intensity Runway Lighting [MIRL]) Repair or Replace	5
	Taxiway Lighting (e.g. Medium Intensity Taxiway Lighting [MITL]) Repair or Replace, Landing Aids (e.g. Runway End Identified Lights [REIL]), Marking, Signage, Segmented Circle, PAPI, Wind Cone, AWOS, ASOS/AWSS) Repair or Replace	6
	AWOS (new)	7
	Rotating Beacon (repair or replace)	8
	Seal/Overlay/Rehabilitate Existing Apron/Ramp Pavement (including grading and drainage)	9
Capacity	Runway Pavement (new), Extend or Widen	10
	Runway Lighting or Rotating Beacon (new)	11
	Taxiway Pavement (new), Extend or Widen	12
	Airport Layout Plan (ALP) (new or update)	15
	Landing Aids (new), Taxiway Lighting (new)	16
	Apron/Ramp Pavement (new) or Service Roads (Air Operation Area)	17
	Utilities (drainage, water, sewage), Environmental Mitigation, Blast Wall, Fire Protection Systems, Radio Communication Equipment, Bond Servicing	18
	Land Acquisition for Airside Usage; Airport Master Plan	19
	Noise Monitoring Equipment (new)	20
Security	Security Fence (new)	13
	Apron/Ramp Lighting (new)	14

Notes:

1. Projects in the 2016 Aeronautics Acquisition and Development (A&D) Grant Program are State funded at 90 percent of the total project cost with a 10 percent local match.

2. The National Plan of Integrated Airport Systems (NPIAS) identifies airports that are significant to air transportation and are eligible to receive grants under the Federal Aviation Administration (FAA) for the Airport Improvement Program (AIP).

3. On June 25, 2008, the California Transportation Commission (Commission) passed a resolution for the 2008 Aeronautics Program set aside. The new set aside ratios were approved at the May 2015 Commission meeting for the A&D
4. The current Capital Improvement Plan (CIP) priority ranking was adopted by the Commission 8/2015.
5. The A&D Grant Program minimum amount is $20,000, and the maximum amount is $500,000 per airport per year.

FY 2016–17

AIRPORT	CATEGORY	COUNTY	PROJECT DESCRIPTION	PRIORITY RANK	TOTAL COST	STATE COST 90%
SHOSHONE AIRPORT (Allocated)	General Aviation (Non-NPIAS)	Inyo	Runway 15-33 Crack Repairs, Slurry Seal, Markings	1	$200,000	$180,000
SHELTER COVE AIRPORT (Allocated)	General Aviation	Humboldt	Slurry Seal Taxiway/Miscellaneous Pavement	4	$213,000	$192,000
SIERRAVILLE DEARWATER AIRPORT (Allocated)	General Aviation (Non-NPIAS)	Sierra	Reconstruct Tiedown Area	9	$543,000	$489,000
ARCATA AIRPORT (Allocated)	Commercial Service Primary	Humboldt	ALUCP Update	N/A	$277,000	$250,000
					(Actual)	**$1,111,000**
FY 2017–18						
SOUTHARD FIELD AIRPORT	General Aviation (Non-NPIAS)	Lassen	Crack Seal and Restripe Runway and Taxiway	1	$81,000	$73,000
SPAULDING AIRPORT	General Aviation (Non-NPIAS)	Lassen	Pavement Maintenance and Remarking, Runway, Taxiway, and Tiedown	1	$84,000	$76,000
FORT BIDWELL AIRPORT	General Aviation (Non-NPIAS)	Modoc	Engineering, Design, and Add New Gravel for Runway	1	$45,000	$41,000
BRACKETT FIELD AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	$50,000	$45,000
COMPTON/WOODLEY AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	$50,000	$45,000
EL MONTE AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	$50,000	$45,000
GENERAL WILLIAM J FOX AIRPORT	General Aviation	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	$50,000	$45,000
WHITEMAN AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	$50,000	$45,000
WARD FIELD AIRPORT	General Aviation (Non-NPIAS)	Del Norte	Runway Slurry Seal and Restripe Runway and Apron	1	$250,000	$225,000
ALPINE COUNTY AIRPORT	General Aviation (Non-NPIAS)	Alpine	Chip Seal and Restripe Runway	1	$140,000	$126,000
ANDY MCBETH AIRPORT	General Aviation (Non-NPIAS)	Del Norte	Overlay and Restripe Runway and Restripe Apron Pavement	1	$475,000	$428,000
POSO-KERN COUNTY AIRPORT	General Aviation (Non-NPIAS)	Kern	Crack Fill and Slurry Seal Partial Runway	1	$150,000	$135,000
SAMOA FIELD AIRPORT	General Aviation (Non-NPIAS)	Humboldt	Resurface Runway/Repaint Markins	1	$140,000	$126,000
ADIN AIRPORT	General Aviation (Non-NPIAS)	Modoc	Engineering Design and Repave Taxiway Tie Down Apron Areas	4	$300,000	$270,000
WHITEMAN	Reliever	Los Angeles	Airport Compatibility Land Use Plan (ALUCP) Update	N/A	$92,000	$83,000
MAMMOTH YOSEMITE	Commercial Service Primary	Mono	ALUCP Update	N/A	$100,000	$90,000
SALINAS MUNICIPAL AIRPORT	General Aviation	Monterey	ALUCP Update	N/A	$176,000	$159,000
SUSANVILLE MUNICIPAL AIRPORT	General Aviation	Lassen	ALUCP Update	N/A	$278,000	$251,000
EL MONTE AIRPORT	Reliever	Los Angeles	ALUCP Update	N/A	$92,000	$83,000
COMPTON/WOODLEY AIRPORT	Reliever	Los Angeles	ALUCP Update	N/A	$92,000	$83,000
						$2,474,000
FY 2018–19						
HERLONG AIRPORT	General Aviation (Non-NPIAS)	Lassen	Pavement Maintenance and Remarking; Runway and Taxiway	1	$80,000	$72,000
MONTAGUE, YREKA ROHRER FIELD	General Aviation (Non-NPIAS)	Siskiyou	Resurface Taxiways and Ramps	4	$550,000	$495,000
SHOSHONE AIRPORT	General Aviation (Non-NPIAS)	Inyo	Replace Runway Lighting Control System	5	$35,000	$32,000
SHOSHONE AIRPORT	General Aviation (Non-NPIAS)	Inyo	Segmented Circle	6	$23,000	$21,000
SOUTHARD FIELD AIRPORT	General Aviation (Non-NPIAS)	Lassen	Segmented Circle Repair	6	$30,000	$27,000
SPAULDING AIRPORT	General Aviation (Non-NPIAS)	Lassen	Design and Relocate Beacon and Reconstruct Segmented Circle	6	$85,000	$77,000
YUCCA VALLEY AIRPORT	General Aviation (Non-NPIAS)	San Bernardino	Hazard Relocate Tetrahedran	6	$20,000	$18,000
MONTAGUE, YREKA ROHRER FIELD	General Aviation (Non-NPIAS)	Siskiyou	Automated Weather Observing System (AWOS) new	7	$80,000	$72,000
SHELTER COVE AIRPORT	General Aviation	Humboldt	Improve Drainage - Southeast Tiedown Area	9	$141,000	$127,000
TAFT AIRPORT	General Aviation	Kern	Rehabilitate 2 Aircraft Parking Aprons	9	$560,000	$504,000
CLIFF HATFIELD MEMORIAL AIRPORT	General Aviation (Non-NPIAS)	Imperial	Airplane Tiedown Pavement Project	9	$324,800	$293,000
IMPERIAL COUNTY AIRPORT	Commercial Service Non-Primar	Imperial	ALUCP Update	N/A	$165,000	$149,000
SISKIYOU AIRPORT	General Aviation	Siskiyou County	ALUCP Update	N/A	$278,000	$251,000
REDLANDS MUNICIPAL	General Aviation	San Bernardino	ALUCP Update	N/A	$150,000	$135,000
						$2,273,000
			Total Amended 2016 Aeronautics Acquistion and Development Program (3 Years)			**$5,858,000**

Category	Description	Rank
Safety	Seal/Overlay/Rehab Existing Runway Pavement (including grading and drainage)	1
	Runway Safety Area Land Acquisition, New Pavement for Runway Turnaround (no parallel Taxiway)	2
	Obstruction Mitigation/Abatement (removal, trim, land acquisition, navigation easements for height restrictions), Obstruction Lighting (new)	3
	Seal/Overlay/Rehab Existing Taxiway Pavement (including grading and drainage), New Pavement for Run Up Area, Runway Protection Zone Land Acquisition	4
	Runway Lighting (e.g. Medium Intensity Runway Lighting [MIRL]) Repair or Replace	5
	Taxiway Lighting (e.g. Medium Intensity Taxiway Lighting [MITL]) Repair or Replace, Landing Aids (e.g. Runway End Identified Lights [REIL]), Marking, Signage, Segmented Circle, PAPI, Wind Cone, AWOS, ASOS/AWSS) Repair or Replace	6
	AWOS (new)	7
	Rotating Beacon (repair or replace)	8
	Seal/Overlay/Rehabilitate Existing Apron/Ramp Pavement (including grading and drainage)	9
Capacity	Runway Pavement (new), Extend or Widen	10
	Runway Lighting or Rotating Beacon (new)	11
	Taxiway Pavement (new), Extend or Widen	12
	Airport Layout Plan (ALP) (new or update)	15
	Landing Aids (new), Taxiway Lighting (new)	16
	Apron/Ramp Pavement (new) or Service Roads (Air Operation Area)	17
	Utilities (drainage, water, sewage), Environmental Mitigation, Blast Wall, Fire Protection Systems, Radio Communication Equipment, Bond Servicing	18
	Land Acquisition for Airside Usage; Airport Master Plan	19
	Noise Monitoring Equipment (new)	20
Security	Security Fence (new)	13
	Apron/Ramp Lighting (new)	14

Notes:

1. Projects in the 2016 Aeronautics Acquisition and Development (A&D) Grant Program are State funded at 90 percent of the total project cost with a 10 percent local match.

2. The National Plan of Integrated Airport Systems (NPIAS) identifies airports that are significant to air transportation and are eligible to receive grants under the Federal Aviation Administration (FAA) for the Airport Improvement Program (AIP).

3. On June 25, 2008, the California Transportation Commission (Commission) passed a resolution for the 2008 Aeronautics Program set aside. The new set aside ratios were approved at the May 2015 Commission meeting for the A&D programmed projects: 25 percent for Airport Land Use Compatibility Plans (ALUCP), 35 percent for non-NPIAS airports, and 40 percent for NPIAS airports per year.

4. The current Capital Improvement Plan (CIP) priority ranking was adopted by the Commission 8/2015.

5. The A&D Grant Program minimum amount is $20,000, and the maximum amount is $500,000 per airport per year.

Tab 72

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16–17, 2017

Reference No.: 2.7a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION FOR FISCAL YEAR 2017–18 AERONAUTICS LUMP SUM TO MATCH FEDERAL AIRPORT IMPROVEMENT PROGRAM GRANTS RESOLUTION FDOA-2018-02**

ISSUE:

Should the California Transportation Commission (Commission) approve Resolution FDOA-2018-02, allocating $1,189,000 for the Fiscal Year (FY) 2017−18 set-aside to match federal Airport Improvement Program (AIP) grants?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the approval of Resolution FDOA-2018-02, allocating $1,189,000 for the FY 2017−18 set-aside to match federal AIP grants.

BACKGROUND:

Approval of this resolution is contingent on the approval of resolution FDOA-2018-01, which deallocates the FY 2016−17 balance of unallocated state AIP funds allocated under Resolution FDOA-2015-11. The amount requested reflects all available local assistance funding for FY 2017−18 in the Aeronautics Program, including unallocated balances from FY 2016−17. Based on historical AIP allocations, it is anticipated that this amount will not be adequate to match the federal AIP program. A complete assessment of the FY 2017−18 AIP need will be available once the federal AIP is developed and released in the fall of 2017.

Each year the Commission approves a lump sum to match federal AIP grants. This allocation provides the authority for the Department to subvent matching funds to individual projects as requested by airport sponsors.

The Department provides Commission staff with quarterly reports on allocations for AIP matching grant funds. The reports show the sponsor name, the airport name, a project description, the AIP grant amount, the state matching amount, and an explanation on any portions of the AIP grant that were not matched. Because the Aeronautics Account is

continuously appropriated, any unused remainder of this allocation would be available in FY 2017−18 to fund additional Aeronautics Program projects.

The following resolution proposes to renew the delegation for the allocation of state funds to match the federal AIP grants.

FINANCIAL RESOLUTION:

Be it Resolved, that Resolution FDOA-2018-02 is approved, authorizing a lump sum of $1,189,000 for the set-aside to match federal AIP grants in accordance with the attached resolution.

Attachment

Reference No.: 2.7a.
August 16-17, 2017
Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Allocation of Funds to Match
Federal Airport Improvement Program Grants

Resolution FDOA-2018-02

1.1 WHEREAS, pursuant to Section 21683.1 of the California Public Utilities Code (PUC), the California Transportation Commission (Commission) is authorized to allocate funds for a portion of the local match for federal Airport Improvement Program (AIP) grants to certain airports; and

1.2 WHEREAS, the Commission sponsored the legislation that enacted PUC Section 21683.1 in order to maximize the amount of federal airport funds that can be allocated to California; and

1.3 WHEREAS, the Federal Aviation Administration (FAA) requires airport sponsors to certify that matching funds are available as a condition of accepting a federal grant; and

1.4 WHEREAS, on August 17, 2017, the Commission approved the Capital Improvement Program, which is an element of the California Aviation System Plan and lists needed federal airport improvement projects from all funding sources;

2.1 NOW, THEREFORE BE IT RESOLVED, that, regarding federal Airport Improvement Program grants made by the FAA to public entities in this state received by the California Department of Transportation (Department) from August 17, 2017, through June 30, 2018, with the approval of the Department, at such time as the federal grant offer is accepted by the public entity applicant, there is allocated to each applicant from the Aeronautics Account, five percent (5%) of that portion of the grant whose primary benefit is for general aviation in order to provide a part of the local match for the grant in accordance with the provisions of PUC section 21683.1 (b) until the total of all such allocations equals $1,189,000; and

2.2 BE IT FURTHER RESOLVED, that the Department shall provide Commission staff with quarterly status reports on sponsors' matching fund applications that have been approved by the Department.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 73

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.5h.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR FEDERAL FISCAL YEAR 2017-18 LOCAL ASSISTANCE LUMP SUM ALLOCATION – FEDERAL FUNDS**
RESOLUTION FM 17-01

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request to allocate $1,506,000,000 to administer the Local Assistance 2017-18 federal lump sum subvention budget?

RECOMMENDATION:

The Department recommends the Commission allocate $1,506,000,000 to the Department for the Local Assistance federal lump sum subvention budget for Federal Fiscal Year (FFY) 2017-18, consistent with the 2017 Budget Act.

BACKGROUND:

The Department's Local Assistance Program administers the subvention budget under delegated authority from the Commission. Each year the Department requests an annual lump sum allocation for these funds consistent with the annual Budget Act. At the June 2017 Commission meeting, the Commission allocated approximately $106 million of state subvention funds, per Resolution FM-16-06.

The Department is requesting an allocation of approximately $1.5 billion of federal subvention funds. The allocation of federal subvention funds will allow the Department to sub-allocate funds to specific projects submitted by local agencies.

The Fixing America's Surface Transportation (FAST) Act was approved on December 4, 2015, and consolidated many of the local subvention sub-programs into four major federal programs. The FAST Act provides transportation funding over FFY 2016 through 2020. The Department is requesting $1,506,000,000 to sub-allocate funds to projects in the following programs:

Program	**Allocation Request**
National Highway Performance Program	$236,990,000
Surface Transportation Block Grant Program	$523,860,000
Congestion Mitigation and Air Quality Improvement Program	$471,891,000
Highway Safety Improvement Program	$76,859,000
Discretionary Programs	$196,400,000
Total	**$1,506,000,000**

The guidelines for allocating, monitoring, and auditing of funds for Local Assistance projects are set forth in Commission Resolution G-99-25, which is based on Section 14529.1 of the California Government Code. Commission Resolution G-01-08 delegates the authority to the Department to adjust allocations between categories, and the Department reports to the Commission if transfers in or out of an expenditure category exceed 10 percent of its allocation.

FINANCIAL RESOLUTION:

Resolved, that $1,506,000,000 of federal funds be allocated from the Budget Act of 2017, Budget Act Item 2660-102-0890(1), in accordance with the table on the next page, bringing the total lump sum allocation for the Fiscal Year 2017-18 Local Assistance subvention budget to $1,637,078,000.

LOCATION OF FUNDS FOR FISCAL YEAR 2017-18 LOCAL ASSISTANCE
(Dollars in Thousands)

	State	Adjustment Requested	Federal	Total
2660-102-0042(1)				
Surface Transportation Program (STP) State Match and Exchange	$57,849			$57,849
Bridge Inspection	735			735
Railroad Grade Separations	15,000			15,000
Railroad Grade Crossing Maintenance	3,765			3,765
Miscellaneous Unassigned Local Programs	3,250			3,250
Freeway Service Patrol	25,479			25,479
Freeway Service Patrol from SB1[1]		25,000		25,000
Subtotal	**$106,078**	**$25,000**		**$131,078**
2660-102-0890(1)				
National Highway Performance Program (NHPP)[2]			$236,990	$236,990
Surface Transportation Block Grant Program (STBGP)[3]			523,860	523,860
Congestion Mitigation and Air Quality Improvement Program			471,891	471,891
Highway Safety Improvement Program (HSIP)[4]			76,859	76,859
Discretionary Programs[5]			196,400	196,400
Subtotal			**$1,506,000**	**$1,506,000**
Total Local Program	**$106,078**	**$25,000**	**$1,506,000**	**$1,637,078**
August 16-17, 2017, State Allocation, FM-XX-XX[1]				- $131,078
Current Allocation Request				**$1,506,000**

[1] Senate Bill 1 of 2017 authorized $25,000,000 of additional Freeway Service Patrol funds to be transferred from the Road Maintenance and Rehabilitation Account to the State Highway Account. Book item 2.5i. dated August 16-17, 2017 will be submitted to amend this amount to the state lump sum allocation.

[2] Funding is reserved for locally-administered bridges on federal-aid highways.

[3] About $75 million is set aside for bridges that are off federal-aid highways and about $58 million is budgeted to be exchanged on a dollar-for-dollar basis for State Highway Account funds (2660-102-0042(1)).

[4] HSIP includes funding for the federal Railroad Grade Crossing Protection program.

[5] This funding is for Discretionary programs, Demonstration projects, Emergency Relief, repurposed funding, TIGER grants, and miscellaneous federal programs for FAST Act and previous Federal Transportation Acts.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 74

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.5i.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FISCAL YEAR 2017-18 LUMP SUM ALLOCATION FOR LOCAL ASSISTANCE STATE FUNDS**
RESOLUTION FM 17-02, AMENDING RESOLUTION FM 16-06

ISSUE:

Should the California Transportation Commission (Commission) approve an increase of $25,000,000 for the California Department of Transportation's (Department's) Division of Local Assistance state lump sum allocation for Fiscal Year (FY) 2017-18?

RECOMMENDATION:

The Department recommends that the Commission approve an amendment to increase the Local Assistance state lump sum allocation by $25,000,000 for the Freeway Service Patrol (FSP) program, which will increase the FY 2017-18 allocation from $106,078,000 to $131,078,000.

BACKGROUND:

Senate Bill 1 of 2017, authorized $25,000,000 of additional FSP funds to be transferred from the Road Maintenance and Rehabilitation Account to the State Highway Account. On June 27, 2017, the Budget Act of 2017 was signed with the FSP funding added to the state lump sum Budget Item 2660-102-0042(1), which increases the total state lump sum from $106,078,000 to $131,078,000.

The FSP program provides vital no-cost services to stranded motorists in metropolitan areas with roadside assistance. This program relieves congestion and increases safety by ensuring stranded motorists are quickly cleared from the roadway.

FINANCIAL RESOLUTION:

Resolved that $25,000,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-102-0042(1), in accordance with the table below, bringing the FY 2017-18 Local Assistance state total lump sum allocation to $131,078,000.

LUMP SUM ALLOCATION
FISCAL YEAR 2017-18 FUNDS FOR LOCAL ASSISTANCE
(Dollars in Thousands)

	State	Adjustment Requested	Federal	Total
2660-102-0042(1)				
Surface Transportation Program (STP) State Match and Exchange	$57,849			$57,849
Bridge Inspection	735			735
Railroad Grade Separations	15,000			15,000
Railroad Grade Crossing Maintenance	3,765			3,765
Miscellaneous Unassigned Local Programs	3,250			3,250
Freeway Service Patrol	25,479			25,479
Freeway Service Patrol – Senate Bill 1		**25,000**		**25,000**
Total Local Programs	**$106,078**	**$25,000**		**$131,078**

M e m o r a n d u m

Tab 75

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 4.17
Action

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Reza Afhami, P.E.
Acting Assistant Deputy Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND PROGRAM AMENDMENT RESOLUTION TCIF-P-1718-01**

ISSUE:

Should the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund (TCIF) Program to add the I-80/SR-65 Interchange Phase 1-Third Lane Project in Placer County, as TCIF project #126 at a cost of $3.6 million in TCIF funds?

RECOMMENDATION:

Commission staff recommends the Commission approve the proposed TCIF Program Amendment to add into the TCIF Program project #126, the I-80/SR-65 Interchange Phase 1-Third Lane Project.

BACKGROUND:

The Northern California Trade Corridors Coalition, the Placer County Transportation Planning Agency, and the Sacramento Area Council of Governments propose to amend the TCIF Program by including the I-80/SR-65 Interchange Phase 1-Third Lane Project as project #126 into the TCIF Program. Project proponents also propose that the Commission program $3.6 million of TCIF funds to the project for construction.

I-80 is a major interstate freight route. The I-80/SR-65 Interchange Phase 1-Third Lane Project is experiencing major congestion in the area, causing back-ups onto I-80 that significantly delays the eastbound and westbound traffic flow. The proposed project will add a 1.3-mile third northbound lane on SR-65 from the SR-65 Viaduct to Pleasant Grove Boulevard. This northbound lane will improve the merge from I-80 to SR-65. The proposed project will enhance freight by relieving freight bottleneck, reducing traffic congestion, and enhancing safety on I-80. The total cost of the project is estimated at $11.9 million. Construction is expected to begin in spring 2018.

RESOLUTION TCIF-P-1718-01

Be it Resolved, that the California Transportation Commission does hereby amend the TCIF Program by adding the I-80/SR-65 Interchange Phase 1-Third Lane Project as project #126.

Attachment:

- TCIF Consensus Letter from Metropolitan Transportation Commission

METROPOLITAN
TRANSPORTATION
COMMISSION

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Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

June 29, 2017

Ms. Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Susan

Dear Ms. Bransen:

The Northern California Trade Corridors Coalition (Coalition) supports the Sacramento Area Council of Governments' (SACOG), Placer County Transportation Planning Agency (PCTPA), and Caltrans's two projects, the I-80/SR-65 Interchange Phase 1 project, and the SR-99 West Elkhorn Auxiliary Lanes at I-5 project.

I-80/SR-65 Interchange Phase 1 Project

PCTPA and Caltrans request programming of the I-80/SR-65 Interchange Phase 1 project in the Proposition 1B Trade Corridors Improvement Fund (TCIF) Northern California program. The project will add a third northbound lane on SR-65 and improve the Galleria Blvd. ramps to eliminate a pinch point and improve the merge from I-80 to SR-65. I-80 is a major interstate freight route and is also on the National Highway Freight Network. The total project construction cost is $44 million, and the sponsors request $3.6 million in TCIF to fully fund the project.

SR-99 West Elkhorn Auxiliary Lanes at I-5

SACOG and Caltrans request programming the SR-99 West Elkhorn Auxiliary Lanes at I-5 project in Northern California's TCIF program. The project would add north- and southbound auxiliary lanes on SR-99 from the I-5 junction to West Elkhorn Blvd. to increase merge length and reduce congestion. Both I-5 and SR-99 are major freight routes supporting nearby agricultural hubs, as well as the Sacramento Airport and the Port of West Sacramento. The total project cost is $7.4 million, and the sponsors request $0.9 million in TCIF to fully fund the project.

The Coalition supports the proposed projects in the Northern California TCIF program. The Coalition recommends that sponsors work with the CTC and Caltrans to program and approve baseline amendment for consideration at the August or October 2017 CTC meeting.

Should you have any questions regarding the Coalition's position, please contact Kenneth Kao, Coalition Coordinator, at (415) 778-6768, or via email at kkao@mtc.ca.gov.

Sincerely,

Anne Richman

Anne Richman
Director, Programming and Allocations

AR: KK
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M e m o r a n d u m

Tab 76

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 16-17, 2017

Reference No.: 4.19
Action

Published Date: August 4, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Reza Afhami, P.E.
Acting Assistant Deputy Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND BASELINE AGREEMENT RESOLUTION TCIF-P-1718-03B**

ISSUE:

Should the California Transportation Commission (Commission) approve the Trade Corridors Improvement Fund (TCIF) Program project Baseline Agreement for the I-80/SR-65 Interchange Phase 1-Third Lane Project, TCIF project #126, in Placer County?

RECOMMENDATION:

Commission staff recommend the Commission approve the TCIF project Baseline Agreement and establish this agreement as the basis for project delivery and monitoring for TCIF project #126, the I-80/SR-65 Interchange Phase 1-Third Lane Project.

BACKGROUND:

In accordance with the Commission's TCIF Guidelines, the project's sponsor agency, the Placer County Transportation Planning Agency, has provided an executed project Baseline Agreement. Commission staff have reviewed the Baseline Agreement and determined that the agreement sets forth the proposed project scope, measureable expected performance benefits, delivery schedule, budget, funding plan, required signatures, and is consistent with the Commission's TCIF Guidelines.

RESOLUTION TCIF-P-1718-03B

Be it Resolved, that the California Transportation Commission does hereby approve the Project Baseline Agreement for the I-80/SR-65 Interchange Phase 1-Third Lane Project, TCIF project #126, in Placer County.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 77

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.1c.(5)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Programming

Subject: **TRADE CORRIDORS IMPROVEMENT FUND BASELINE AGREEMENT AMENDMENT RESOLUTION TCIF-P-1718-04, AMENDING RESOLUTION TCIF-P-1617-10B**

ISSUE:

Should the California Transportation Commission (Commission) approve the Project Baseline Agreement Amendment for Proposition 1B Trade Corridors Improvement Fund (TCIF) Project 124, The US-101 Marin Sonoma Narrows High Occupancy Vehicle (HOV) Lane Project Phase 2, in Marin and Sonoma Counties to update the funding plan and construction start date?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission amend the TCIF Project Baseline Agreement and establish it as the basis for project delivery and monitoring. The proposed amendment does not change any TCIF programming, or the total project cost. The funding plan update involves substituting federal funds for local funds on a one to one basis, and updating the construction start date to allow sufficient time to advertise, and award project. The Northern California Consensus Group concurs with this amendment and the requested changes.

BACKGROUND:

The US-101 Marin Sonoma Narrows HOV Lane Project Phase 2, was adopted into the TCIF Program by the Commission on January 18, 2017. The Baseline Agreement was executed between Sonoma County Transportation Authority, the Department, and the Commission, and approved on March 15, 2017, under Resolution TCIF-P-1617-10B.

RESOLUTION TCIF-P-1718-04, AMENDING RESOLUTION TCIF-P-1617-10B:

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1B Trade Corridors Improvement Fund Baseline Agreement for Project 124, the US-101 Marin Sonoma Narrows High Occupancy Vehicle Lane Project Phase 2, in Marin and Sonoma Counties, in accordance with the changes described and illustrated below.

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Sonoma County	04	0360U	2640N	CO	2017-18	0	4.5	101

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Sonoma County Transportation
	R/W	Sonoma County Transportation	**CON**	Caltrans

RTPA/CTC:	Metropolitan Transportation Commission
Project Title:	MSN B2 Phase 2 Sonoma Median Widening HOV Lanes
Location:	Sonoma Route 101 PM 0.0 PM 4.5, Marin route 101 PM 27.0 PM 27.6
Description:	Construct median, widen shoulder for HOV lanes between Kastania Rd & south of Marin/Sonoma county line

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	16/17	17/18	18/19	19/20	20/21+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
TCIF													
Existing	3,000	0	0	3,000	0	0	0	0	3,000	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	**3,000**	**0**	**0**	**3,000**	**0**	**0**	**0**	**0**	**3,000**	**0**	**0**	**0**	**0**
Demo													
Existing	18,462	2,662	0	15,800	0	0	0	0	9,800	0	2,642	20	6,000
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	**18,462**	**2,662**	**0**	**15,800**	**0**	**0**	**0**	**0**	**9,800**	**0**	**2,642**	**20**	**6,000**
CMAQ													
Existing	1,000	0	0	1,000	0	0	0	0	1,000	0	0	0	0
Change	12,000	0	0	12,000	0	0	0	0	12,000	0	0	0	0
Proposed	**13,000**	**0**	**0**	**13,000**	**0**	**0**	**0**	**0**	**13,000**	**0**	**0**	**0**	**0**
Local Funds													
Existing	15,200	0	0	15,200	0	0	0	0	15,200	0	0	0	0
Change	(12,000)	0	0	(12,000)	0	0	0	0	(12,000)	0	0	0	0
Proposed	**3,200**	**0**	**0**	**3,200**	**0**	**0**	**0**	**0**	**3,200**	**0**	**0**	**0**	**0**
Total													
Existing	37,662	2,662	0	35,000	0	0	0	0	29,000	0	2,642	20	6,000
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	**37,662**	**2,662**	**0**	**35,000**	**0**	**0**	**0**	**0**	**29,000**	**0**	**2,642**	**20**	**6,000**

Proposed Delivery Schedule

	Current Dates	Proposed Dates
Begin Construction	01/12/18	3/6/2018
End Construction	12/31/19	No change
Begin Closeout Phase	01/01/20	No change
End Closeout Phase	12/30/20	No change

Attachments

Sonoma County Transportation Authority
Regional Climate Protection Authority

June 29, 2017

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: TCIF Baseline Amendment Request for Marin Sonoma Narrows (MSN) B2 Phase 2

Dear Executive Director Bransen:

Susan

On January 18, 2017, with CTC Resolution TCIF-P-1617-08, the California Transportation Commission approved a Trade Corridor Improvement Fund (TCIF) Program Amendment to add the US 101 Marin Sonoma Narrows (MSN) B2 Phase 2 Sonoma Median Widening High Occupancy Vehicle (HOV) Lane Project (Project) and programed $3 million in TCIF to the Project.

SCTA is requesting the Project Baseline Agreement provisions for the Marin-Sonoma Narrow project, effective on March 16, 2017, made between the California Transportation Commission, The California Department of Transportation, the Metropolitan Transportation Commission and the Sonoma County Transportation Authority remain in effect except the changes as show in the attached Project Programming Request Form.

The total project cost and scope of work remain unchanged. TCIF funds remain unchanged as both a total dollar amount and percent of total project cost. This request is to reduce Local Measure Funds by $12 million from $15.2 million to $3.2 million; then increase the MTC controlled federal funds by $12 million from $1 million to $13 million. Maximizing the use of the federal funds on an already federalized project will expedite project delivery for the region. The project schedule for Ready to List (RTL) as well as End Construction are also unchanged. The Begin Construction Phase (Contract Award Milestone) date has been updated to March 6, 2018 to allow Caltrans sufficient time to advertise, open bids and award the project after the October CTC meeting allocation of TCIF funds. The previous schedule only allowed for an inadequate 3 week advertisement period. The updated timeline between RTL and Award is as follows:

August 11th – RTL
August 17-18 - CTC approve TCIF Baseline amendment
August 28th - CT district submits October CTC agenda item for Allocation of TCIF funds.
September 22 –CT submits RFA of Federal funds to Caltrans Local assistance.
October 18-19 - CTC approve Allocation of TCIF funds.
November 17th - Federal Obligation - E76 received.

December 19th - Advertise Contract
February 6 - Open Bids
March 6 – Begin Construction Phase (Contract Award Milestone)

The revision to the award date will not impact the scheduled construction work. As originally planned the contractor will physically break ground in April 2018 and the new HOV lanes will be open by the end of 2019.

This request is supported by MTC, Caltrans and the TCIF Corridor Coalition. See attached TCIF Corridor Coalition letter of support.

Thank you for your on-going support of improvements in the Highway 101 corridor. Please contact me or James Cameron at 707-565-5373 should you have questions.

Sincerely,

Suzanne Smith
Executive Director, SCTA/RCPA

Attached: Revised PPR
TCIF Corridor Coalition Support Letter

Cc: **James Cameron** - SCTA
Susan Bransen, Stephen Maller, Dawn Cheser, Rick Guevel, **Reza Afhami** – CTC
Malcolm Dougherty, Norma Ortega, Bruce De Terra, Surjit Dhillon, Erik T. Zechlin, Doris M. Alkebulan, **Antonio Cano** – HQ Caltrans
Bijan Sartipi, Doahn Nguyen, Ron Moriguchi, **Wajahat Nyaz** – District Caltrans
Steve Heminger, Alix Bockelman, Anne Richman, Ross McKeown, **Kenneth Kao** – MTC
*Primary Staff in Bold

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U.S. Department of Transportation

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Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

June 27, 2017

Ms. Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear ~~Ms. Bransen~~ Susan:

The Northern California Trade Corridors Coalition (Coalition) is in support of Caltrans' and the Sonoma County Transportation Authority's (SCTA) baseline amendment request for the US-101 Marin-Sonoma Narrows (MSN) Segment B2 Phase 2 project in Sonoma County.

SCTA requests updating the funding plan for the US-101 MSN Segment B2 Phase 2 project. The project received $3 million in Proposition 1B Trade Corridors Improvement Fund (TCIF) Northern California program. The proposed amendment would not change any TCIF programming, the project cost estimate, or the schedule. The funding plan update involves substituting federal funds for local funds on a one to one basis.

The Coalition supports the proposed amendment. The Coalition recommends that SCTA work with the CTC and Caltrans to process a project baseline amendment for consideration at the August or October 2017 CTC meeting.

Should you have any questions regarding the Coalition's position, please contact Kenneth Kao, Coalition Coordinator, at (415) 778-6768, or via email at kkao@mtc.ca.gov.

Sincerely,

Anne Richman

Anne Richman
Director, Programming and Allocations

AR: KK

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State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 78

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.5g.(5)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED PROPOSITION 1B TRADE CORRIDOR IMPROVEMENT FUND PROJECTS**
RESOLUTION TCIF-A-1718-01

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $3,600,000 for the locally administered Proposition 1B Trade Corridor Improvement Fund (TCIF) Project 126 – I-80/SR 65 Interchange Phase 1 – Third Lane project (PPNO TC126), in Placer County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $3,600,000 for the locally administered Proposition 1B TCIF Project 126 – I-80/SR 65 Interchange Phase 1 – Third Lane project (PPNO TC126), in Placer County.

BACKGROUND:

The attached vote list describes one locally administered Proposition 1B TCIF project totaling $3,600,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time. The allocation is contingent upon the approval of a budget revision by the Department of Finance.

FINANCIAL RESOLUTION:

Resolved that $3,600,000 be allocated from the Budget Act of 2016, Budget Act Item 2660-304-6056 for the locally administered Proposition 1B TCIF Program project described in the attached vote box.

Be it further resolved, that a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Trade Corridor Improvement Fund.

2.5 Highway Financial Matters

Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile	Project Title / Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5g.(5)	**Allocation - Proposition 1B - TCIF Projects**			**Resolution TCIF-A-1718-01**
1 $3,600,000 City of Placerville PCTPA Placer 03-Pla-65 5/6.6	**80/65 Interchange Phase 1- Third Lane**. In and near Roseville and Rocklin, from 0.4 mile north of Route 80 to 0.5 mile south of the Pleasant Grove Boulevard Overcrossing. Construct third lane for 1.3 miles. (TCIF 126) Final Project Development: NA Final Right of Way: NA (CEQA - EIR, 09/08/2016; Revalidation - 06/27/2017) (NEPA - FONSI, 09/08/2016; Revalidation - 06/26/2017) (Future Consideration of Funding approved under Resolution E-16-92; December 2016.) (The TCIF allocation is split as follows: $0 for construction engineering and $3,600,000 for construction capital.) (Right of Way Certification 2: 6/26/2017) (Contribution from other sources: $8,300,000.) (Concurrent TCIF Programming Amendment under Resolution TCIF-P-1718-01; August 2017.) (Concurrent TCIF Baseline Agreement under TCIF-P-1718-03B: August 2017.) (Related SHOPP allocations under Resolution FP-17-01; August 2017.) Outcome/Output: State Highway Road Construction: Construct a third lane for 1.3 miles. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.**	03-TC126 TCIF/2017-18 CONST $3,600,000 0315000118 4	2016-17 304-6056 TCIF 20.20.723.000	$3,600,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 79

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.5w.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS RESOLUTION FATP-1718-01**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $4,252,000 for 12 projects programmed in the Active Transportation Program (ATP)?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $4,252,000 for 12 ATP projects.

BACKGROUND:

The attached vote list describes 12 ATP projects totaling $4,252,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that $4,252,000 be allocated from the Budget Act of 2016, Budget Act Items 2660-108-0042 and 2660-108-0890 for 12 ATP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1718-01**
1 $84,000 Shasta County SRTA 02-Shasta	**Old Oregon Trail Shasta College Active Transportation Project**. Shasta College campus and Old Oregon Trail. Install bike lanes, pavement markings, and flashing beacon on Shasta College campus; changes Old Oregon Trail to add bicycle lanes and improve intersections for non-motorized users. Close bicycle facility gap between campus and existing bike lanes. (Small Urban and Rural) (CEQA - CE, 12/29/2016) (NEPA - CE, 04/13/2017) Outcome/Output: Project will promote active transportation to Shasta College.	02-2576 ATP/17-18 PS&E $79,000 R/W $5,000 0216000111 S	2016-17 108-0890 FTF 108-0890 FTF 20.30.720.100	$79,000 $5,000
2 $90,000 City of Biggs BCAG 03-Butte	**City of Biggs Safe Routes to School**. On B Street from 1st Street to 11th Street and on 2nd Street from E Street to just north of I Street. Construct sidewalks and curb ramps. (Small Urban and Rural) (CEQA - CE, 6/5/2017) Time Extension for FY 16/17 PS&E expires on 8/31/17. Outcome/Output: Provide safer and more accessible routes for walking and biking to and from school.	03-1022 ATP/16-17 PS&E $90,000 0316000097 S	2016-17 108-0042 SHA 20.30.720.100	$90,000
3 $49,000 Town of Paradise BCAG 03-Butte	**Downtown Paradise Equal Mobility Project**. On Skyway Road between Pearson Road and Elliott Road. Remove and replace outdated non-ADA compliant sidewalks and driveways in the downtown Paradise commercial core. (Small Urban and Rural) (CEQA - CE, 9/14/2016) (Contribution from other sources: $1,000) Outcome/Output: Provide safer walking access in the project area and increase non-motorized transportation.	03-1025 ATP/17-18 R/W $49,000 0316000100 S	2016-17 108-0042 SHA 20.30.720.100	$49,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1718-01**
4 $125,000 Sacramento County SACOG 03-Sacramento	**Thomas Edison Elementary SRTS**. Hurley Way between Fulton Avenue and Morse Avenue. Construct sidewalk infill, curb, gutter, storm drain inlets, curb ramps and pedestrian lighting. Non-infrastructure component will include walking and biking educational programs. (MPO) (CEQA - CE, 05/15/2017) (Contribution from other sources: $18,000) Outcome/Output: Increase pedestrian and bicycle accessibility to the school.	03-1687 ATP/17-18 PS&E $86,000 R/W $39,000 0316000156 S	2016-17 108-0042 SHA 108-0042 SHA 20.30.720.100	$86,000 $39,000
5 $725,000 City of Richmond MTC 04-Contra Costa	**The Yellow Brick Road in Richmond's Iron Triangle Neighborhood**. Yellow Brick Road Iron Triangle Walkable Neighborhood Plan, by creating, improving pedestrian and cyclist connections. (Statewide) (CEQA - CE, 5/19/2015.) (NEPA - CE, 4/25/2017) (Time extension for FY 16-17 PS&E expires on September 30, 2017) Outcome/Output: Provide safe travel for pedestrians and bicyclists.	04-2122G ATP/16-17 PS&E $725,000 0417000261 S	2016-17 108-0890 FTF 20.30.720.100	$725,000
6 $88,000 City of Watsonville SCCRTC 05-Santa Cruz	**City of Watsonville Rail Trail from Watsonville Slough Trailhead to Walker Street**. Construct 2400 foot pedestrian and bicycle path. Provide public outreach and training to improve bicycle and pedestrian safety. (Statewide) (CEQA - CE, 5/19/2016.) (PPNO 05-2694B is the Non-Infrastructure component to PPNO 05-2694A) Outcome/Output: Provide pedestrian and bicycle safety training to reduce the number of accidents involving students and residents.	05-2694B ATP/17-18 CONST $88,000 0516000161 S	2016-17 108-0042 SHA 20.30.720.100	$88,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1718-01**
7 $460,000 Fresno County FCOG 06-Fresno	**Laton Sidewalk Project**. Install in-road warning lights on Fowler Avenue; Construct sidewalk on Bliss Avenue, Fowler Avenue, Gonser Avenue, Latonia Avenue, and Murphy Avenue; Construct pedestrian bridge and culvert extention. (Statewide) (CEQA - CE, 5/23/2017.) (NEPA - CE, 6/16/2017) Outcome/Output: Increased safety and ADA compliance of sidewalks and pedestrian pathways.	06-6848 ATP/17-18 PS&E $460,000 0616000232 S	2016-17 108-0890 FTF 20.30.720.100	$460,000
8 $500,000 Kern County KCOG 06-Kern	**Kern River Parkway Bike Trail Western Extension Phase I**. Construct an approximate 9.36 miles of Multi-Use Class I Trail, 10 feet wide and with 2 feet wide shoulders from the western terminus of the existing bike trail to Buena Vista Recreational Area. (MPO) Outcome/Output: This project will increase and encourage Kern County residents to walk or bike by providing them a safe and comfortable corridor.	06-6827 ATP/17-18 PA&ED $500,000 0617000296 S	2016-17 108-0890 FTF 20.30.720.100	$500,000
9 $222,000 City of Los Angeles LACMTA 07-Los Angeles	**Pedestrian & Bicycle Neighborhood Intersection Enhancements**. Construct pedestrian & bicycle neighborhood intersection enhancements, with accompanying outreach and education. (Statewide) (CEQA - NOE , 6/7/2016.) (NEPA - CE, 04/11/2017) Outcome/Output: Encourage new users to walk and/or ride a bicycle along designated corridors, as well as attract many existing bicycle riders who currently use busy arterial roadway nearby.	07-5105 ATP/17-18 PS&E $222,000 0716000378 S	2016-17 108-0890 FTF 20.30.720.100	$222,000
10 $1,687,000 City of Torrance LACMTA 07-Los Angeles	**Downtown Torrance Active Transportation Improvement Project**. Overhauling the sidewalk system in the project area, traffic striping, signs, pedestrian signals, and bicycle parking amenities. (MPO) (CEQA - NOE, 06/22/2016.) (NEPA - CE, 08/29/2016) (Right of Way Certification 1: 06/12/2017) Outcome/Output: The project will provide for increased walking and biking. It is estimated that the number of existing users will double in the next five years for both pedestrian and bicyclist.	07-5132 ATP/17-18 CONST $1,687,000 0716000400 S	2016-17 108-0890 FTF 20.30.720.100	$1,687,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1718-01**
11 $64,000 City of Rialto SBCTA 08-San Bernardino	**Etiwanda Corridor Improvements**. Install bike lanes, bicycle detection, ADA compliant pedestrian push buttons, high visibility crosswalks, rapid rectangular flashing beacons, new sidewalk, repaint existing crosswalks, and upgrade existing curb ramps. (Statewide) (CEQA - NOE, 06/12/2017.) Outcome/Output: Promote bicycling and walking to nine schools and other destinations along the project limits by connecting to other bicycle routes and improving safety with a continuous ADA-compliant walkway to reduce greenhouse gas emissions.	08-1182 ATP/17-18 PS&E $64,000 0817000019 S	2016-17 108-0042 SHA 20.30.720.100	$64,000
12 $158,000 Merced County MCAG 10-Merced	**Lobo Avenue Complete Street Project**. In the community of Franklin-Beechwood in Merced County. Construct curb, gutter and sidewalk infill, install ADA ramps and install Class III bike lanes. (Small Urban and Rural) (CEQA - CE, 12/12/2016.) Outcome/Output: Safe mobility for pedestrians and bicyclists towards nearby schools, public and recreation facilities, businesses and residents.	10-3180 ATP/17-18 PS&E $58,000 R/W $100,000 1016000141 S	2016-17 108-0042 SHA 108-0042 SHA 20.30.720.100	$58,000 $100,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 80

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.5w.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS (ADVANCEMENTS)**
RESOLUTION FATP-1718-02

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $1,379,000 for the Active Transportation Program (ATP) West La Mesa Pedestrian and Bicycle Connectivity project (PPNO 1229A), programmed in Fiscal Year (FY) 2018-19 in San Diego County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission defer an allocation of $1,379,000 for the ATP West La Mesa Pedestrian and Bicycle Connectivity project programmed in FY 2018-19 because this project is advanced from a future program year.

BACKGROUND:

The attached vote list describes one ATP project programmed in FY 2018-19 totaling $1,379,000. Although the local agency is ready to proceed with this project, it is recommended that the Commission defer this allocation.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(2)	**Active Transportation Program Projects (ADVANCEMENTS)**			**Resolution FATP-1718-02**
1 $1,379,000 City of La Mesa SANDAG 11-San Diego	**West La Mesa Pedestrian and Bicycle Connectivity Project**. Completing more than 4.8 miles of bicycle and pedestrian enhancements, and an educational campaign. (MPO) (CEQA - ND, 5/27/2015.) (Future Consideration of Funding approved under Resolution E-16-47; June 2016.) Right of Way Certification: 5/26/2017 (PPNO 11-1229A is the Infrastructure component to PPNO 11-1229B) Outcome/Output: The project will enhance safety in West La Mesa by completing more than 4.8 miles of bicycle and pedestrian enhancements linking four schools and city park. An educational campaign will further promote active transportation as a viable mode and promote safety. Traffic calming measures such as bulbouts, enhanced high visibility pedestrian crossings and improve signage will be implemented to create a safe and accessible active transportation route. **THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.**	11-1229A ATP/18-19 CONST $1,379,000 1116000156 S	2016-17 108-0042 SHA 20.30.720.100	$1,379,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 81

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.5w.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS (ADVANCEMENTS)**
RESOLUTION FATP-1718-03

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $2,550,000 for the Active Transportation Program (ATP) DTLA Arts District Pedestrian & Cyclist Safety project (PPNO 5286), programmed in Fiscal Year (FY) 2019-20 in Los Angeles County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission defer an allocation of $2,550,000 for the ATP DTLA Arts District Pedestrian & Cyclist Safety project programmed in FY 2019-20 because this project is advanced from a future program year.

BACKGROUND:

The attached vote list describes one ATP project programmed in FY 2019-20 totaling $2,550,000. Although the local agency is ready to proceed with this project, it is recommended that the Commission defer this allocation.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(3)	**Active Transportation Program Projects (ADVANCEMENTS)**			**Resolution FATP-1718-03**
1 $2,550,000 City of Los Angeles LACMTA 07-Los Angeles	**DTLA Arts District Pedestrian & Cyclist Safety Project**. The project will provide pedestrian/cyclist improvements: cycle tracks/bike lanes/bike routes; new/widened sidewalks with curb extensions; high visibility and raised crosswalks; traffic controlled intersections; shade trees; pedestrian lighting; wayfinding signage; and alley conversion into a Shared Street connecting to the new Sixth Street Viaduct Arts Plaza. (MPO) (CEQA - NOE, 06/22/2017.) (NEPA - CE, 07/06/2017) Outcome/Output: The project benefit includes pedestrian/cyclist safety, access and connectivity improvement, building over 3 miles of bike lanes as well as pedestrian safety crossing and sidewalk improvements. **THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.**	07-5286 ATP/19-20 PS&E $2,550,000 0717000302 S	2016-17 108-0890 FTF 20.30.720.100	$2,550,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 82

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.8b.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: John Hoole, Chief (Acting)
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES WAIVER 17-32**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for the Maine Avenue Corridor Complete Streets Improvements project (PPNO 5186), in Los Angeles County, in the Active Transportation Program (ATP)?

RECOMMENDATION:

The California Department of Transportation recommends the Commission extend the period of contract award for the Maine Avenue Corridor Complete Streets Improvements project, in Los Angeles County, in the ATP.

BACKGROUND:

The Commission allocated $2,201,000 for the construction of one ATP project identified on the attachment. The responsible agency has been unable to award the contract within six months of allocation. The attachment describes the details of the project and the explanation for the delay. The respective agency requests an extension, and the planning agency concur.

Current ATP Guidelines stipulate that the agency implementing a project, request a time extension if the project will not be awarded within six months of the allocation. The Commission may approve waivers to the timely use of funds deadline, one time only, for up to 12 months.

Attachment

Time Extension/Waiver – Project Contract Award Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount *Construction Only*	Allocation Date Resolution Number Initial Request Extended Deadline Department Recommendation
1	City of Baldwin Park Los Angeles County PPNO: 07-5186 Maine Avenue Corridor Complete Streets Improvements project	$2,201,000	01/19/2017 FATP-1617-08 5 Months 12/31/2017 Support

The City of Baldwin Park (City) requests a five-month time extension to the period of contract award for the construction (CON) phase of the Maine Avenue Corridor Complete Streets Improvements project. The City experienced an unexpected delay in awarding the project due to coordination issues with Los Angeles County.

The City received their CON allocation in January 2017 and proceeded to ready the project for advertisement and award. The advertisement was delayed due to concerns received by the City from the County of Los Angeles Public Works Department (County). The County's concerns are centered on the proposed relocation of the existing catch basin that are maintained by the County. The existing catch basins cannot be accommodated in the same location as the proposed bulb-out locations at intersecting streets. The City requires additional time to modify the design of the catch basins to address the County's concerns. The City anticipates completing the changes, advertising and awarding the project by December 31, 2017.

Therefore, the City requests a five-month time extension to award the CON phase by December 31, 2017.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 83

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.8b.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR STATE ADMINISTERED PROJECTS ON THE STATE HIGHWAY SYSTEM, PER STIP GUIDELINES**
WAIVER 17-33

ISSUE:

Should the California Transportation Commission (Commission) approve the time extension for the two State Highway Operation and Protection Program (SHOPP) projects for the period indicated as described in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve the time extension, for the period indicated, for the two SHOPP projects described in the attachment.

BACKGROUND:

Current STIP Guidelines, Resolution G-13-07, stipulate that the agency implementing a project request a time extension if the project will not be awarded within six months of the allocation. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months in accordance with Government Code Section 14529.8.

On January 18, 2017, the Commission allocated $180,000 for Construction Capital for one SHOPP project. On January 30, 2017, the Department sub-allocated $1,075,000 for Construction Capital for one SHOPP project using its delegated authority. In accordance with Resolution G-13-07, the deadline to award contracts for projects allocated in January 2017 is July 31, 2017. The Department will not be able to meet the deadlines for these projects and 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 the time extension request.

Attachment

2.8b.(2) Time Extension / Waiver - Contract Award
Waiver 17-33

Proj No	Dist-PPNO	EA	Work Description	Fund Source	Allocation Amount	Allocation Date	Months Requested	New Award Deadline
1	05-4928W	49283	Near San Simeon, from the Arroyo de la Cruz Bridge to 0.3 mile north of the Arroyo de la Cruz Bridge. Native seed collection and propagation.	SHOPP	$180,000	1/18/17	6	Jan-2018

Reason for Delay: Due to the low Construction Capital amount of this Roadway Preservation SHOPP project, it went through an advertisement and award process similar to the emergency relief projects. With the large number of emergency relief projects from the winter storms of 2017, the Department was unable to advertise the project until May 16, 2017. The bids were opened on June 1, 2017 and one bid was received. The bidder was considered non-responsive due to incorrect bidder's minimum qualifications on the Invitation to Bid. The Department revised the bidder's minimum requirements. The project was re-packaged and re-advertised on July 11, 2017. The bids were opened on July 17, 2017. The Department anticipates a limited number of bidders due to the specialized work. The six-month extension will allow the Department sufficient time to re-advertise and repackage if necessary, and to process and award the project to the lowest responsible bidder.

2	04-0780G	4G480	In and near Healdsburg, from Grant Undercrossing to Route 101/128 Separation at various locations. Upgrade electroliers.	SHOPP	$1,075,000	1/30/17	6	Jan-2018

Reason for Delay: This Collision Reduction SHOPP project was sub-allocated on January 30, 2017. The project team started the advertisement process after the March 15, 2017 California Transportation Commission (CTC) Meeting because they thought the allocation had to be approved by the CTC. It was advertised on April 17, 2017 and bids were opened on May 16, 2017. Two bids were received. The Department received multiple bid protests from the two bidders. The Department determined that all bidders were considered non-responsive by not meeting the Disabled Business Enterprise requirements on July 10, 2017. The Department recommends to reject all bids and re-advertise the project. The Department will have to re-certify the contract cost estimate. The new Ready-to-List date is scheduled for September 8, 2017. The project will be re-packaged and re-advertised on September 25, 2017. The bid opening is scheduled for October 26, 2017. The six-month extension will allow the Department sufficient time to re-package and re-advertise and to process and award the project to the lowest bidder.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 84

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.8c.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: John Hoole, Chief (Acting)
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR LOCALLY-ADMINISTERED ATP PROJECT, PER ATP GUIDELINES WAIVER 17-34**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project completion for the City of Rialto Safe Routes to School Program (PPNO 1164), in San Bernardino County, programmed in the Active Transportation Program (ATP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of project completion for City of Rialto Safe Routes to School Program (PPNO 1164), in San Bernardino County, programmed in the ATP.

BACKGROUND:

The Commission allocated $1,450,000 for the construction of the locally-administered ATP project identified on the attachment. The responsible agency has been unable to complete the project by the June 30, 2017, 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.

Current STIP Guidelines stipulate that a local agency has up to 36 months from the time of contract award to accept the contract. The local agency has 180 days after the contract acceptance to prepare and submit the final invoices and reports to the Department. The Guidelines further stipulate that the Commission may approve a waiver to the project completion deadline, one time only, for up to 20 months, in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Completion Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount *Construction Only*	Award Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	City of Rialto San Bernardino PPNO: 08-1164 City of Rialto Safe Routes to School Program	$1,450,000	02/23/2016 FP-1618-01 6 Months 08/31/2019 Support

The City of Rialto (City) requests a six-month time extension to complete construction (CON) of the City of Rialto Safe Routes to School Program. The City has experienced an unexpected delay due to coordination issues with the School District.

The City awarded the project in February 2016 to Alta Planning and Design (Consultant). The Consultant proceeded with implementing the program at the 29 schools in the Fall of 2016; however, they experienced delays with initiating program activities. The delays occurred when the Rialto Unified School District's Office of Risk Management expressed concerns over liability associated with some of the proposed program activities, and subsequently stopped campus-related activities for the remainder of the 2016-17 school year. The City and the Consultant have worked diligently in resolving the District's concerns. The temporary halt to the program's activities has resulted in a shortened delivery period and the City now requires additional time to implement the full program as awarded.

Therefore, the City requests a six-month time extension to complete the CON phase, to August 31, 2019.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

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Tab 85

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.8c.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kyle Gradinger, Chief (Acting)
Division of Rail and Mass Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR A LOCALLY ADMINISTERED STATE TRANSPORTATION IMPROVEMENT PROGRAM RAIL PROJECT, PER STIP GUIDELINES WAIVER 17-36**

ISSUE:

Should the California Transportation Commission (Commission) approve an extension to period of project completion, as requested by the Capitol Corridor Join Powers Authority (Authority), for the eLocker and Folding Bicycle Rental Project (PPNO 75-2127L) on the Capitol Corridor for 20 months, per State Transportation Improvement Program (STIP) guidelines?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve an extension to the period of project completion for the eLocker and Folding Bicycle Rental Project (PPNO 75-2127L) on the Capitol Corridor, for 20 months.

BACKGROUND:

The Commission allocated $556,000 in STIP funding for the eLocker and Folding Bicycle Rental Project on the Capitol Corridor. Since there are no known previous or existing U.S. examples of folding bicycle rental services at transit stations, the Authority found that developing the scope of a sustainable program and identifying prospective vendors for the operations of the program were challenges that they had to overcome. The folding bikes and rental lockers will need to be manufactured to specifically fit this program. Once these components are complete, the Authority will need to test the system and market to the public. Therefore, the Authority respectfully requests a 20-month extension for the period of project completion.

Current STIP guidelines stipulate that a local agency has up to 36 months from the award of the contract to complete the project. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months in accordance with Government Code Section 14529.8.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 86

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.8d.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: John Hoole, Chief (Acting)
Division of
Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT EXPENDITURES FOR LOCALLY-ADMINISTERED STIP PROJECTS, PER STIP GUIDELINES, WAIVER 17-37**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project development expenditures for the Humboldt Bay Trail project (PPNO 2391), in Humboldt County, programmed in the State Transportation Improvements Program (STIP), for the time period identified in the attachment?

RECOMMENDATION:

The California Department of Transportation recommends the Commission extend the period of project development expenditure for the Humboldt Bay Trail project, in Humboldt County, programmed in the STIP, for the time period identified in the attachment.

BACKGROUND:

The Commission allocated $1,450,000 for the STIP project as identified on the attachment. The responsible agency has been unable to complete the phase within the expenditure period. The attachment describes the details of the project and the explanation for delay. The agency requests an extension, and the planning agency concur.

Current STIP Guidelines, Resolution G-13-07, stipulate that funds allocated for local project development or right of way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. The Commission may approve a waiver to the timely use of funds deadline, one time only, for up to 20 months, in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Development Expenditure Deadline
Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Phase Allocation Amount Balance Remaining	Allocation Date Allocation Resolution Number Original Deadline Number of Months Requested Extended Deadline CT Recommendation
1	County of Humboldt County of Humboldt PPNO: 01-2391 Humboldt Bay Trail project	Project Approval & Environmental Document Allocated: $1,450,000 Balance: $1,316,700	08/20/2014 FP-14-06 06/30/2017 14 Months 08/31/2018 Support

The County of Humboldt (County) is requesting a 14-month time extension to the expenditure period of the Project Approval & Environmental Documents (PA&ED) phase of the Humboldt Bay Trail project. The County experienced delays due to unforeseen right of way issues, revisions to the consultant selection process, and additional alignment alternatives and design analysis.

The County received the allocation in August 2014 and proceeded with the project. The County proceeded with developing the request for qualifications; however, the package had to be revised to conform to the Department's recently updated Local Assistance Procedures Manual consultant selection requirements. These revisions delayed the start of the project by 6 months. The County discovered the North Coast Railroad Authority (NCRA) held limited-use easements rather than fee title ownership for two segments of the Right of Way (RW) that affect the project. The County needed additional time to consult with the underlying fee owners and to evaluate additional alignment alternatives, delaying the project by an additional three months. Adding to the delay, the County also discovered that NCRA did not possess design plans or as-built drawings for the Eureka Slough Bridge, a critical component on which cooperative rail-trail use is propose. The County will require additional time to conduct structural inspection and analysis, delaying the project by an additional three months. The City of Arcata approached the County on extending the proposed project terminus by 1,800 feet, thus requiring additional studies and 2 additional months. The change to include the terminus was required to connect to the recently relocated southern terminus of the interregional Humboldt Bay trail project.

Therefore, County requests a 14-month time extension to August 31, 2018.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 87

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.4c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **AIRSPACE LEASE - TRANSBAY JOINT POWERS AUTHORITY REQUEST TO APPROVE TERMS, CONDITIONS, AND EXECUTION OF A LONG TERM LEASE**

ISSUE:

Should the California Transportation Commission (Commission) approve execution of the following proposed airspace lease to Transbay Joint Powers Authority (TJPA)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve terms and conditions of a new lease to TJPA for public park purposes at a reduced rate.

BACKGROUND:

In a letter sent to District 4 on March 27, 2017 (Attachment A), the City of San Francisco (the City) through its Office of Community Investment and Infrastructure proposed the Department enter into a long term lease with the TJPA for use of freeway lease area 04-SF-BT-11 (FLA) (Attachment B) as a public park.

The City, through its Planning Department, specifically changed the FLA's permitted uses under the area's Public zoning. Permitted uses under the Public zoning for Department owned parcels, including vehicle parking, storage, or any commercial uses, were removed. The City and other TJPA owned properties adjacent to the Transbay Terminal and under the TJPA continue to maintain commercial uses (See Attachment C). The City's actions prevent the Department from leasing the right of way to private entities for the previous parking use. After the change to the permitted uses, TJPA expressed desire for a long term lease as a public park.

The fair market lease rate (FMLR) appraised value for the subject FLA for park only use is $0.47/square foot (SF)/month (mo.) based on comparable City public park leases of Department parcels within San Francisco (FLA 04-SF-101-25 and 04-SF-101-26) and possible open space mitigation by private developers. The FLA's appraised FMLR would be approximately $19,160/mo. In accordance with California Government Code 14013, $160 can be deducted from the FMLR for savings to the Department from deferred maintenance costs due to the park use.

SUMMARY

The Department is committed to cooperating with the TJPA for this FLA's development as a park. With the discussed change in permitted use the Department's remaining benefit and only economic use would be to lease the FLA as a park. Executing a long term lease with the TJPA will fulfill the Department's Mission, Vision, and Goals by working with our local partners and providing public open space in the Transbay Redevelopment Area that will be a unique urban amenity for the neighborhood and connect the new Transbay Terminal to Folsom Street, providing a benefit to the public. The Department therefore recommends authorizing the execution of a long term lease and requests approval to authorize the lease as proposed by TJPA. The Department supports TJPA's request to lease the site at below FMV (i.e., $1 per year) with the authorization and approval of the Commission.

Attachments:
Exhibit A - March 27, 2017 letter
Exhibit B - Right of Way Lease Area Map
Exhibit C - SF Planning Department Zoning Determination
Exhibit D - SF-BT-11 Lease

OCII
office of
COMMUNITY INVESTMENT
and INFRASTRUCTURE

122-0102017-112

March 27, 2017

Mr. Bijan Sartipi
District Director
Caltrans District 4
111 Grand Avenue
Oakland, CA 94612

Re: San Francisco Transbay Under Ramp Park Zoning and Next Steps

Dear Mr. Sartipi:

The San Francisco Office of Community Investment and Infrastructure (OCII) appreciates Caltrans' willingness to continue discussions on how to move forward on including Caltrans' parcel under the Fremont Street Off-ramp as part of the 2.7 acre public park in the Transbay Redevelopment Project Area, referred to as "Under Ramp Park" (or "URP"). As discussed in the January 30, 2017 meeting in Sacramento between CalSta, Caltrans, OCII, Transbay Joint Powers Authority (TJPA) and representatives of the Mayor's Office, this parcel is zoned as "Public" which does not allow at-grade parking or open storage on the parcels in question. Please find attached the official Zoning Administrator Determination confirming the zoning restrictions on the Caltrans-owned parcels that are a portion of the future Under Ramp Park.

Based on this Zoning Determination and the dimensions of the Caltrans parcel, OCII and TJPA estimate the fair market leasing value to be zero and seek to secure the lease for the site as soon as possible. Time is of the essence for this negotiation given the opening of the new Transbay Transit Center in 2018 along with the completion of thousands of new residential units (35% of which will be affordable) over the next two to three years. Additionally, delaying the project may result in a vacant lot that will become a major nuisance to the neighborhood and result in significant maintenance and security costs to Caltrans. Furthermore, this project will relieve Caltrans of the cost of maintenance, upkeep and security of the parcel.

We would like to secure the final lease at the August California Transportation Committee meeting in the Bay Area and would like to meet with Caltrans District 4 staff in the next few weeks to determine what steps are necessary for Caltrans to finalize an appraisal of

Edwin M. Lee
MAYOR

Nadia Sesay
INTERIM
EXECUTIVE DIRECTOR

Marily Mondejar
CHAIR

Miguel Bustos
Leah Pimentel
Mara Rosales
Darshan Singh
COMMISSIONERS

One S. Van Ness Ave.
5th Floor
San Francisco, CA
94103

415 749 2400

www.sfocii.org

Exhibit A

the site and move forward on lease negotiations. Therefore we propose the following schedule:

March/April:	OCII/TJPA meeting with District 4 to discuss lease terms and process
May:	District 4 completes appraisal
June:	Complete lease term negotiations and agendize with CTC
August:	Lease approval at CTC commission
Summer 2018:	Construction begins
2019:	Construction complete

We propose to begin the Schematic Design Review with your plan checkers in May 2017 to have the design review process run parallel to the leasing process.

We look forward to working with you to find a path forward for this essential park project for the Transbay neighborhood.

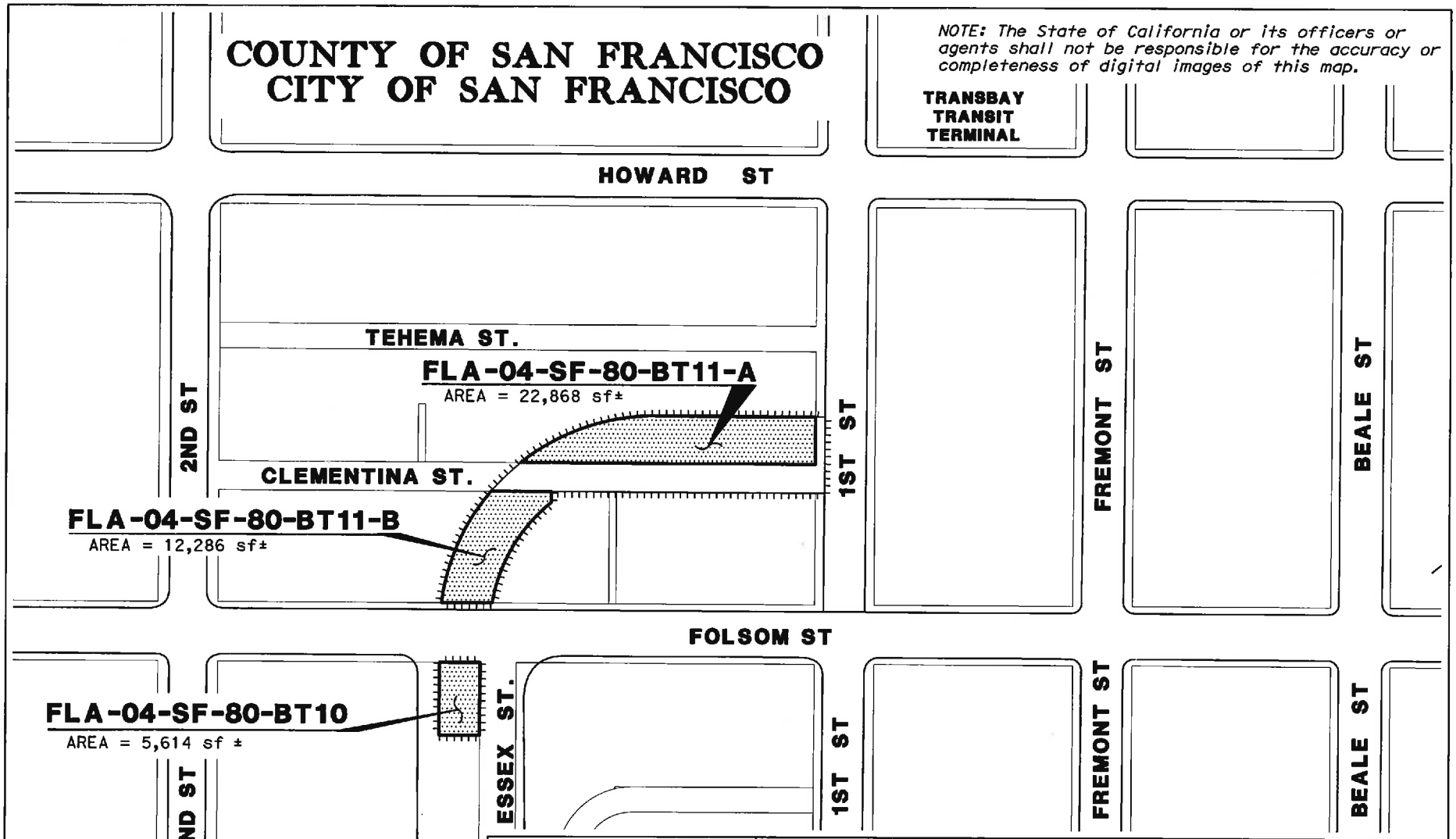
Sincerely,

Nadia Sesay
Interim Executive Director

Cc: Mark Zabaneh, Executive Director, Transbay Joint Powers Authority
Kate White, CalSTA Deputy Secretary of Environmental Policy and Housing Coordination
Kathryn Angotti, Director, State & Federal Legislative Affairs, Office of Mayor Edwin M. Lee

COUNTY OF SAN FRANCISCO
CITY OF SAN FRANCISCO

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.



AREA

BT11 AREA A = 22,868 sf ±
BT11 AREA B = 12,286 sf ±
BT10 AREA = 5,614 sf ±

LEASE AREA = 40,768 sf± (total)

NOTES	LEGEND
Coordinates and bearings shown in this Exhibit are based on local coordinate systems. The information shown herein is compiled from record data.	= LEASE AREA = ACCESS CONTROLLED AT STRUCTURE sf = SQUARE FOOT

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
FREEWAY LEASE AGREEMENT
FLA-04-SF-80-BT10
FLA-04-SF-80-BT11
EXHIBIT "A"

SCALE: 1" = 300'

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
J.V.B.	2017-07-27	04	SF	80	XX	1	2

Exhibit B

SAN FRANCISCO
PLANNING DEPARTMENT

Letter of Determination

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

February 27, 2017

Sarah Price
One S. Van Ness Ave., 5th Floor
San Francisco CA 94103

Site Address:	**Right-of-Way Parcels Adjacent to Clementina and First Street**	
Assessor's Block / Lot	**Zoning**	**Height & Bulk**
3736 / 007	P – Public	200-S, 80-X
3736 / 018	TB DTR – Transbay Downtown Residential, P - Public	50/165/400-TB 80-X
3749/052	P - Public	130-E
Special Use District:	**Transbay C3**	
Staff Contact:	**Tina Chang, (415) 575.9197 or tina.chang@sfgov.org**	
Record No.:	**2017-001985ZAD**	

Dear Ms. Price,

This letter is in response to your request for a Letter of Determination regarding the right-of-way parcels adjacent to Clementina and First Street, Assessor's Block and Lots 3736/007 (aka 250 First Street), 3736/018 (no address) and 3749/052 (no address). The parcels are all located within the P (Public) Zoning District and Transbay C3 Special Use District, with a portion of Assessor's Block and Lot 3736/018 being located within the TB DTR (Transbay - Downtown Residential) Zoning District. The Height and Bulk Districts vary from 80-X to 200-S as outlined in the table above. The request is to determine whether at-grade parking lots and open storage lots are permitted uses on the subject parcels as clarified in an email sent by you on February 16, 2017.

Parcels within the Public Zoning District are permitted to contain uses outlined in Planning Code Sections 211.1 and Section 211.2. However, uses outlined in Section 211.2 are Conditionally Permitted, requiring a public hearing for the Planning Commission to approve a Conditional Use Authorization pursuant to Planning Code Section 303. Further, accessory nonpublic uses within the Public Zoning District shall not occupy more than 1/3 of the total occupied floor area of the principle use.

Parcels within the Public Zoning District may also contain nonpublic accessory uses permitted in the closest non-Residential District. The closest non-Residential Districts are C-3-O(SD) (Downtown Office Special Development) and MUO (Mixed Use Office) as shown in the enclosed map. Automobile Parking Lots, Open Vehicle Storage Lots, and Storage Yards (defined as the storage of building materials, equipment, livestock feed within an area enclosed by a wall or fence not less than 6 feet high), are not permitted uses in the C-3-O(SD) or MUO Zoning Districts. Therefore, they are also not permitted as accessory uses on the three subject parcels.

However, Section 211.2 conditionally permits a parking lot or garage uses within the Public Zoning District on parcels located within the right-of-way of any State or Federal Highway when adjacent to any Eastern Neighborhoods Mixed Use District. Since Assessor's Block and Lot 3749/052 is within the right-of-way of a State or Federal Highway and adjacent to an MUO Zoning District (which is an Eastern Neighborhoods Mixed Use District), a parking lot may be permitted by Conditional Use Authorization from the Planning Commission on that specific parcel. Parking or Open Storage uses are not permitted Assessor's Blocks and Lots 3736/007 and 3736/018.

Parcels within the TB-DTR Zoning District are governed by the Transbay Redevelopment Plan, specifically the Development Controls and Design Guidelines. The Development Controls and Design Guidelines do not identify parcels by Block and Lot. However, it appears that the portion of Assessor's Block and Lot 3736/018 which is within the TB-DTR Zoning District is planned as "Mixed-Use", seemingly permitting a mix of residential, office and commercial uses, but not explicitly permitting Parking or Open Storage uses.

The table below summarizes the Zoning, Height and Bulk, and the adjacent non-Residential District for the parcel in question with the uses specified in this request and the associated controls:

Assessor's Block / Lot	Zoning	Height & Bulk	Adjacent Non-Residential District	Use	Controls	Planning Code Section
3736 / 007	P – Public	200-S, 80-X	C-3-O(SD)	Automobile Parking Lots	NP	210.2
				Open Vehicle Storage Lots	NP	
				Storage Yards	NP	
3736 / 018	TB DTR – Transbay Downtown Residential, P - Public	50/165/400-TB 80-X	C-3-O(SD)	Automobile Parking Lots	NP	
				Open Vehicle Storage Lots	NP	
				Storage Yards	NP	
3749 / 052	P - Public	130-E	MUO	Automobile Parking Lots	C	211.2 (NP per 842.40)
				Open Vehicle Storage Lots	NP	842.70
				Storage Yards	NP	842

NP – Not Permitted; C – Conditionally Permitted

In conclusion, Parking and Open Storage lots are not principally permitted on any of the three subject parcels; however, Parking may be conditionally permitted on Assessor's Block and Lot 3749/052.

It should be noted that any use receiving Conditional Use Authorization must be found by the Planning Commission to be necessary and desirable, pursuant to Planning Code Section 303. Generally, land uses that bolster private automobile use are not encouraged because they tend to conflict with other City and Planning Department policies and programs, including Vision Zero which aspires to eliminate all traffic related deaths and the Transportation Demand Management program, intended to reduce vehicle miles traveled by

providing amenities to discourage driving, such as bicycle amenities, subsidized transit passes and delivery services.

Please note that a Letter of Determination is a determination regarding the classification of uses and interpretation and applicability of the provisions of the Planning Code. This Letter of Determination is not a permit to commence any work or change occupancy. Permits from appropriate Departments must be secured before work is started or occupancy is changed.

APPEAL: If you believe this determination represents an error in interpretation of the Planning Code or abuse in discretion by the Zoning Administrator, an appeal may be filed with the Board of Appeals within 15 days of the date of this letter. For information regarding the appeals process, please contact the Board of Appeals located at 1650 Mission Street, Room 304, San Francisco, or call (415) 575-6880.

Sincerely,

Scott F. Sanchez
Zoning Administrator

Attachments: Zoning Map for Assessor's Blocks and Lot 3736/007, 3736/018, and 3749/052

cc: Tina Chang, Planner
Property Owner
Neighborhood Groups

EXHIBIT D

(Lease Area No. 04-SF-BT-11)
(Account No. 04-A70001-11-22)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
AIRSPACE LEASE

THIS LEASE, dated _____ is by and between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, hereinafter called "Landlord," and TransBay Joint Powers Authority, hereinafter called "Tenant."

W I T N E S S E T H

For and in consideration of the rental and of the covenants and agreements hereinafter set forth to be kept and performed by the Tenant, Landlord hereby leases to Tenant and Tenant hereby leases from Landlord the Premises herein described for the term, at the rental and subject to and upon all of the terms, covenants and agreements hereinafter set forth.

ARTICLE 1. SUMMARY OF LEASE PROVISIONS

Landlord: California Department of Transportation

Tenant: TransBay Joint Powers Authority

Premises: 04-SF-80-BT11-A,-B & 04-SF-80-BT10 located in the City and County of San Francisco, State of California, and more particularly described in Article 2.

Lease Term 50 years, commencing January 1, 2018 and expiring on December 31, 2067

Monthly Rent: $ 19,000.00 (Article 4)

Security Deposit: $40,000.00 (Article 18)

Use: Public (Article 5)

Addresses for Notices: (Article 19)

To Landlord:

Department of Transportation
Right of Way Airspace Development MS 11
US Mail: PO Box 23440, Oakland, CA 94623-0440
Street Address: 111 Grand Avenue, 13th floor Oakland, CA 94612-3771

To Tenant: _____
_____
_____

Email: _____ Phone: _____

References in this Article 1 to the other Articles are for convenience and designate other Articles where references to the particular item contained in the Summary of Lease Provisions appear. Each reference in this Lease to the Summary of Lease Provisions contained in this Article 1 shall be construed to incorporate all of the terms provided under the Summary of Lease Provisions. In the event of any conflict between the Summary of Lease Provisions and the balance of the Lease, the latter shall control.

ARTICLE 2. PREMISES

Landlord hereby leases to Tenant, and Tenant hereby leases from Landlord, for the term, at the rent, and upon the covenants and conditions hereinafter set forth, that certain Premises known as Freeway Lease Area No. 04-SF-BT-11, (04-SF-80-BT11-A,-B & 04-SF-80-BT10) situated in the City and County of San Francisco, said land or interest therein being shown on the map or plat marked "Exhibit A," attached hereto and by this reference made a part hereof.

EXCEPTING THEREFROM all those portions of the above-described Premises occupied by the supports and foundations of the existing structure.

ALSO EXCEPTING THEREFROM all that portion of the Premises above a horizontal plane 5 feet below the underside of the superstructure of the existing structure, which plane extends to a line 10 feet, measured horizontally, beyond the outermost protrusion of the superstructure of the structure.

California Civil Code Section 1938 requires commercial landlords to disclose to tenants whether the property being leased has undergone inspection by a Certified Access Specialist ("CASp") to determine whether the property meets all applicable construction-related accessibility requirements. Tenant is hereby advised that the Premises have NOT been inspected by a CASp.

ARTICLE 3. TERM

The term of this Lease shall be for 50 years, commencing January 1, 2018, and expiring on December 31, 2067.

ARTICLE 4. RENT

4.1 Minimum Monthly Rent

Tenant shall pay to Landlord as minimum monthly rent, without deduction, setoff, prior notice, or demand, the sum of $ 19,000.00 per month, in advance on the first day of each month, commencing on the Term commencement date and continuing during the term. Minimum monthly rent for the second rent year and beyond shall be adjusted pursuant to section 4.2 below, and shall be subject to reevaluation as provided for within this Article.

Minimum monthly rent for the first month or portion of it shall be paid on the Term commencement date. Minimum monthly rent for any partial month shall be prorated at the rate of 1/30th of the minimum monthly rent per day. All rent checks shall have printed on their face the following tenancy reference number **04-A70001-11-22** and shall be paid to Landlord at the following address: State of California, Department of Transportation, Attention: Cashier, P. O. Box 168019, Sacramento, CA 95816-8019.

4.2 Adjustment to Rent

The minimum monthly rent provided for in Section 4.1 shall be subject to adjustment as of the first day of the third year of the lease term and every year thereafter, either via a fixed minimum 3.5%

increase (rounded to closest $5) or via an amount derived from a reevaluation which may occur at Landlord's option per Section 4.4. Table 4.2.1 below provides the Tenant's minimum rent obligation for the 11 years of the term, unless a new fair market rent is derived via reevaluation per Section 4.4 which will supersede the pre-calculated amounts within Table 4.2.1. If a new rent determined via a reevaluation does not take effect on the 6th, 11th and/or 16th year of the term, then the rent will continue to adjust annually at the set 3.5% fixed amount until a reevaluation, if any, takes place. Landlord shall not be required to provide any further notice to Tenant regarding annual rent adjustments during the Lease term.

Table 4.2.1

Lease Year	Rent
Year 1	19,000.00
Year 2	19,665.00
Year 3	20,350.00
Year 4	21,065.00
Year 5	21,800.00
Year 6	22,565.00
Year 7	23,355.00
Year 8	24,175.00
Year 9	25,020.00
Year 10	25,895.00
Year 11	26,800.00

4.3 Landlord's Compensation upon Assignment or-, Transfer of Tenant's Leasehold

(a) In the event that Tenant voluntarily assigns or transfers any of Tenant's rights in the Premises, Tenant shall pay to Landlord compensation in connection with the transaction in an amount equal to fifty percent (50%) of any and all consideration, whether in present payments or in future payments, which Tenant receives from an assignee or transferee in excess of the amount of rent Tenant is obligated to pay to Landlord under this Lease.

(b) Payment by Tenant of the amount of compensation required under this Section 4.3 is a condition to Landlord's giving its consent to any assignment or-, transfer under Section 16.1, and Landlord may withhold its consent to any such assignment or transfer until this compensation has been paid. In addition, before Landlord gives its consent to any such transaction, Tenant shall deliver to the assignee or transferee a written summary of all sums due and owing to Landlord under this section and shall deliver to Landlord a written acknowledgement by the assignee or transferee that said person affirms that the sums are due and owing to Landlord and that said person accepts responsibility for ensuring that such sums are paid directly to Landlord.

(c) Tenant, assignee or transferee may not sublease the Premises or any portion thereof without the Landlord's expressed approval. .

4.4 Reevaluation of Minimum Monthly Rent

Landlord, at its sole discretion, expressly reserves the right to reevaluate the minimum monthly rent two times during the term of this Lease. During the tenth, and twentieth years from the date of the commencement of the initial term, or as soon thereafter as Landlord desires, a fair market lease rate may be determined in the manner set forth below and shall be established as the minimum monthly rent commencing on the start of the 6th, 11th, 16th years of the term or as soon thereafter upon the running of

the notice period as provided for below.

The minimum monthly rent established by this section shall continue to be subject to the 3.5% annual adjustment beginning in the second year established in Section 4.2. Table 4.2.1 shall be amended to reflect the new minimum monthly rent for the remaining Lease term pursuant to the reevaluation.

The term "fair market lease rate" means the highest lease rate estimated in terms of money which the leased premises, excluding improvements constructed by Tenant thereon, would bring if exposed for lease in the open market, with a reasonable time allowed to find a tenant, leasing with full knowledge of the purpose and uses to which the leased premises is being put and the restrictions on use contained in Article 5 of this lease.

The parties intend to establish the fair market lease rate through negotiation. At least 90 days prior to implementation of a new reevaluated lease rate, Landlord shall notice Tenant of its intent to reevaluate the rent, and shall propose to Tenant a new fair market lease rate. In an effort to encourage productive negotiations, if Landlord and Tenant have not mutually agreed upon the fair market lease rate for the Premises 60 days after the notice, then Landlord shall unilaterally set the fair market lease rate based on data collected from a rent survey of reasonably comparable Caltrans and non-Caltrans owned properties and shall use the highest per square foot rate paid by a tenant for a comparable property with a comparable use within approximately a one mile radius of the subject Premises.

If Landlord unilaterally sets the fair market lease rate, Tenant shall have the option to accept the new lease rate or Tenant may object to the new lease rate and elect to terminate the Lease with no penalty by providing to Landlord a 30 Day Notice of its intent to Quit. Such termination notice must be provided by Tenant to Landlord in writing. Tenant's election to Quit shall place the Tenant in the same legal position as if the entire term of this Lease had run its course and expired. Tenant shall have no further rights other than those expressed within this Lease relevant to the natural expiration of the term of the Lease. In the case that Tenant does not provide notice of intent to terminate, the new fair market lease rate established by Landlord shall become effective on the first day of the month following Landlord's 90 day notice of its intent to implement the new reevaluated lease rate. For example, if Landlord provides notice to Tenant of its proposed new rent on February 1, 2021, the new rent would take effect on May 1, 2021. If Tenant fails to pay the new fair market lease rate, Landlord shall treat Tenant's failure to pay the new lease rate as a material breach.

4.5 Reevaluation on Change in Use

Landlord expressly reserves the right to establish a new minimum monthly rent as a condition to Landlord's approval of any use of the Premises not specifically permitted by Section 5.1 and as a condition to any amendment to or changes in the uses permitted by that section.

4.6 Reevaluation on Transfer

Landlord expressly reserves the right to establish a new minimum monthly rent as a condition to Landlord's specific approval of any transfer or assignment of this Lease of all or any portion of the Premises; provided, however, that Tenant shall have the right from time to time, upon notice to, but without the consent of Landlord, to transfer this Lease or use and occupancy of all or any of the Premises to any person or entity that directly or indirectly controls, is controlled by or is under common control with Tenant for any or all of the uses permitted under this Lease without any such new minimum monthly rent and without obtaining Landlord's consent.

ARTICLE 5. USE

5.1 Specified Use

The Premises shall be used and occupied by Tenant only and exclusively for the purpose of a public park and walk way and for no other purpose whatsoever without obtaining prior written consent of Landlord and the concurrence of the Federal Highway Administration. Landlord expressly reserves the right to establish a new minimum monthly rent as a condition to Landlord's approval of any use of the leased premises not specifically permitted by this section.

5.2 Condition of Premises

Tenant hereby accepts the Premises in the AS-IS condition existing as of the date of the execution hereof, subject to all applicable zoning, municipal, county, state and federal laws, ordinances and regulations governing and regulating the use of the Premises, and accepts this Lease subject thereto and to all matters disclosed thereby and by any exhibits attached hereto. Tenant acknowledges that neither Landlord nor any agent of Landlord has made any representation or warranty with respect to the condition of the Premises or the suitability thereof for the conduct of Tenant's business, nor has Landlord agreed to undertake any modification, alteration or improvement to the Premises except as provided in this Lease.

Except as may be otherwise expressly provided in this Lease, the taking of possession of the Premises by Tenant shall in itself constitute acknowledgement that the Premises are in good and Tenantable condition, and Tenant agrees to accept the Premises in its presently existing condition "as is", and that the Landlord shall not be obligated to make any improvements or modifications thereto except to the extent that may otherwise be expressly provided in this Lease.

Tenant represents and acknowledges that it has made a sufficient investigation of the conditions of the Premises existing immediately prior to the execution of this Lease (including investigation of the surface, subsurface and groundwater for contamination and hazardous materials) and is satisfied that the Premises will safely support the type of improvements, if any, to be constructed and maintained by Tenant upon the Premises, that the Premises is otherwise fully fit physically and lawfully for the uses required and permitted by this Lease and that Tenant accepts all risks associated therewith.

Tenant acknowledges that (1) Landlord has informed Tenant prior to the commencement of the term of this Lease that the Landlord does not know nor has reasonable cause to believe that any release of any hazardous material has come to be located on or beneath the Premises; (2) prior to the commencement of the term of this Lease, the Landlord has made available to Tenant, for review and inspection, records in the possession or control of the Landlord which might reflect the potential existence of hazardous materials on or beneath the Premises; (3) Landlord has provided Tenant access to the Premises for a reasonable time and upon reasonable terms and conditions for purposes of providing to Tenant the opportunity to investigate, sample and analyze the soil and groundwater on the Premises for the presence of hazardous materials; (4) by signing this Lease Tenant represents to Landlord that, except as otherwise may be stated on "Exhibit C" attached hereto and by this reference incorporated herein, Tenant does not know nor has reasonable cause to believe that any release of hazardous material has come to be located on or beneath the Premises and (5) with respect to any hazardous material which Tenant knows or has reasonable cause to believe has come or will come to be located on or beneath the Premises, Tenant has listed the hazardous material on attached "Exhibit C" and agrees promptly to commence and complete the removal of or other appropriate remedial action regarding the hazardous material at no cost or expense to Landlord and in full compliance with all applicable laws, regulations, permits, approvals and authorizations. The phrase "hazardous material," as used herein, has the same meaning as that phrase has in Section 5.7 of this Lease.

Tenant agrees that, except as otherwise expressly provided in this Lease, Tenant is solely responsible without any cost or expense to the Landlord to take all actions necessary, off as well as on the Premises to improve and continuously use the Premises as required by this Lease and in compliance with all applicable laws and regulations.

5.3 Compliance with Law

Tenant shall not use the Premises or permit anything to be done in or about the Premises which will in any way conflict with any law, statute, zoning restriction, ordinance or governmental rule or regulation or requirements of duly constituted public authorities now in force or which may hereafter be in force, or with the requirements of the State Fire Marshal or other similar body now or hereafter constituted, relating to or affecting the condition, use or occupancy of the Premises. The judgment of any court of competent jurisdiction or the admission of Tenant in any action against Tenant, whether Landlord be a party thereto or not, that Tenant has violated any law, statute, ordinance or governmental rule, regulation or requirement, shall be conclusive of that fact as between Landlord and Tenant. Tenant shall not allow the Premises to be used for any unlawful purpose, nor shall Tenant cause, maintain or permit any nuisance in, on or about the Premises. Tenant shall not commit or suffer to be committed any waste in or upon the Premises.

5.4 Compliance with Requirements of Lease Application

By executing this Lease, Tenant certifies that all the statements made in the Lease Application for this Lease are true and correct. If at any time during the term of this Lease Landlord discovers that any statement Tenant made in the Airspace Lease Application is false, this Lease may be terminated immediately by Landlord and be of no further force or effect.

5.5 Petroleum Products

Tenant shall not install facilities for, nor operate on the Premises, a gasoline or petroleum supply station. Tenant shall not permit on the Premises any vehicles used or designed for the transportation or storage of gasoline or petroleum products. Tenant shall also not permit on the Premises any bulk storage of gasoline or petroleum products.

5.6 Explosives and Flammable Materials

The Premises shall not be used for the manufacture of flammable materials or explosives, or for any storage of flammable materials, explosives or other materials or other purposes deemed by Landlord to be a potential fire or other hazard to the transportation facility. The operation and maintenance of the Premises shall be subject to regulations of Landlord so as to protect against fire or other hazard impairing the use, safety and appearance of the transportation facility. The occupancy and use of the Premises shall not be such as will permit hazardous or unreasonably objectionable smoke, fumes, vapors or odors to rise above the surface of the traveled way of the transportation facility.

5.7 Hazardous Materials

Tenant shall at all times and in all respects comply with all federal, state and local laws, ordinances and regulations, including, but not limited to, the Federal Water Pollution Control Act (33 U.S.C. section 1251, et seq.), Resource Conservation and Recovery Act (42 U.S.C. section 6901, et seq.), Safe Drinking Water Act (42 U.S.C. section 300f, et seq.), Toxic Substances Control Act (15 U.S.C.

section 2601, et seq.), Clean Air Act (42 U.S.C. section 7401, et seq.), Comprehensive Environmental Response, Compensation and Liability Act (42 U.S.C. section 9601, et seq.), Safe Drinking Water and Toxic Enforcement Act (California Health and Safety Code section 25249.5, et seq.), other applicable provisions of the California Health and Safety Code (section 25100, et seq., and section 39000, et seq.), California Water Code (section 13000, et seq.), and other comparable state laws, regulations and local ordinances relating to industrial hygiene, environmental protection or the use, analysis, generation, manufacture, storage, disposal or transportation of any oil, flammable explosives, asbestos, urea formaldehyde, radioactive materials or waste, or other hazardous, toxic, contaminated or polluting materials, substances or wastes, including, without limitation, any "hazardous substances" under any such laws, ordinances or regulations (collectively "Hazardous Materials Laws"). As used in the provisions of this Lease, "hazardous materials" include any "hazardous substance" as that term is defined in section 25316 of the California Health and Safety Code and any other material or substance listed or regulated by any Hazardous Materials Law or posing a hazard to health or the environment. Except as otherwise expressly permitted in this Lease, Tenant shall not use, create, store or allow any hazardous materials on the premises. Fuel stored in a motor vehicle for the exclusive use in such vehicle is excepted.

In no case shall Tenant cause or allow the deposit or disposal of any hazardous materials on the Premises. Landlord, or its agents or contractors, shall at all times have the right to go upon and inspect the Premises and the operations thereon to assure compliance with the requirements herein stated. This inspection may include taking samples of substances and materials present for testing, and/or the testing of soils or underground tanks on the Premises.

In the event Tenant breaches any of the provisions of this Section, this Lease may be terminated immediately by Landlord and be of no further force or effect. It is the intent of the parties hereto that Tenant shall be responsible for and bear the entire cost of removal and disposal of hazardous materials introduced to the Premises during Tenant's period of use and possession as owner, operator or Tenant of the Premises. Tenant shall also be responsible for any clean-up and decontamination on or off the Premises necessitated by the introduction of such hazardous materials on the Premises. Tenant shall not be responsible for or bear the cost of removal or disposal of hazardous materials introduced to the Premises by any party other than Tenant during any period prior to commencement of Tenant's period of use and possession of the Premises as owner, operator or Tenant.

Tenant shall further hold Landlord, and its officers and employees, harmless from all responsibility, liability and claim for damages resulting from the presence or use of hazardous materials on the Premises during Tenant's period of use and possession of the Premises.

5.8 Signs

Tenant shall not construct, erect, maintain or permit any sign, banner or flag upon the Premises without the prior written approval of Landlord. Tenant shall not place, construct or maintain upon the Premises any advertising media that include moving or rotating parts, searchlights, flashing lights, loudspeakers, phonographs or other similar visual or audio media. The term "sign" means any card, cloth, paper, metal, painted or wooden sign of any character placed for any purpose on or to the ground or any tree, wall, bush, rock, fence, building, structure, trailer or thing. Landlord may remove any unapproved sign, banner or flag existing on the Premises, and Tenant shall be liable to and shall reimburse Landlord for the cost of such removal plus interest as provided in Section 19.11 from the date of completion of such removal.

5.9 Landlord's Rules and Regulations

Tenant shall faithfully observe and comply with the rules and regulations that Landlord shall from time to time promulgate for the protection of the transportation facility and the safety of the traveling public. Landlord reserves the right from time to time to make reasonable modifications to said rules and regulations. The additions and modifications to those rules and regulations shall be binding upon Tenant upon delivery of a copy of them to Tenant.

5.10 Wrecked Vehicles

Tenant shall not park or store wrecked or inoperable vehicles of any kind on the Premises.

5.11 Vending

No third party vending of any kind or character shall be conducted, permitted or allowed upon the Premises without the prior express written consent of Landlord.

5.12 Water Pollution Control

Tenant shall comply with all applicable State and Federal water pollution control requirements regarding storm water and non-storm water discharges from the Tenant's leasehold area and will be responsible for all applicable permits including but not limited to the National Pollutant Discharge Elimination System (NPDES) General Permit and Waste Discharge Requirements for Discharges of Stormwater Associated with Industrial Activities (Excluding Construction), the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, and the Caltrans Municipal Separate Storm Sewer System NPDES Permit, and permits and ordinances issued to and promulgated by municipalities, counties, drainage districts, and other local agencies regarding discharges of storm water and non-storm water to sewer systems, storm drain systems, or any watercourses under the jurisdiction of the above agencies. Copies of the current storm water related NPDES permits are available on the State Water Resources Control Board's website at www.swrcb.ca.gov under Stormwater.

Tenant understands the discharge of non-storm water into the storm sewer system is prohibited unless specifically authorized by one of the permits or ordinances listed above. In order to prevent the discharge of non-storm water into the storm sewer system, vehicle or equipment washing, fueling, maintenance and repair on the Premises is prohibited.

In order to prevent the discharge of pollutants to storm water resulting from contact with hazardous material, the storage or stockpile of hazardous material on Premises is strictly prohibited. Tenant shall implement and maintain the Best Management Practices (BMPs) shown in the attached Stormwater Pollution Prevention Fact Sheet(s) for: _____. Tenant shall identify any other potential sources of storm water and non-storm water pollution resulting from Tenant's activities on the Premises, which are not addressed by the BMPs, contained in the attached Fact Sheet(s), and shall implement additional BMPs to prevent pollution from those sources. Additional BMPs may be obtained from 2 other manuals, (1) Right of Way Property Management and Airspace Storm Water Guidance Manual (RW Storm Water Manual) available for review at the Landlord's District Right of Way office or online at www.dot.ca.gov/hq/row/rwstormwater and (2) Construction Site Best Management Practices (BMPs) Manual, which is available online at www.dot.ca.gov/hq/construc/stormwater/manuals.htm. In the event of conflict between the attached Fact Sheet(s), the manuals and this Lease, this Lease shall control.

Tenant shall provide Landlord with the Standard Industrial Classification (SIC) code

applicable to Tenant's facilities and activities on the lease Premises. A list of SIC codes regulated under the General Industrial Permit SIC codes may be found at the State Water Resources Control Board (SWRCB) website at:
http:/www.waterboards.ca.gov/water_issues/programs/stormwater/gen_indus.shtml. Other SIC codes may be found at www.osha.gov/pls/imis/sicsearch.html.

Landlord, or its agents or contractors, shall at all times have the right to enter and inspect the Premises and the operations thereon to assure compliance with the applicable permits, and ordinances listed above. Inspection may include taking samples of substances and materials present for testing Premises.

5.13 Legal Status of the Park

Landlord has not received any notice that the Premises is a significant park or recreation area pursuant to the provisions of 23 U.S.C. section 138 and 49 U.S.C. section 303 (commonly referred to as Section 4(f)). It is hereby understood and agreed by Landlord and Tenant that the park is not intended to convert the Premises into a significant park or recreation area pursuant to the provisions of 23 U.S.C. section 138 and 49 U.S.C. section 303 (commonly referred to as Section 4(f)) (collectively, "Section 4(f)"); and Tenant shall not knowingly install, nor permit any of its permitees, licensees, or sublessees to install, any improvements at the Premises that would cause the Premises to be a significant park or recreation area under Section 4(f). In the event that the Premises is declared a significant park or recreation area under Section 4(f) due to any of the improvements installed on the Premises by Tenant or its permitees, licensees, or sublessees, Tenant shall assume all burden, monetary or otherwise, in securing any remedy required to minimize any harm that any of Landlord's proposed projects would otherwise cause to the park or any such improvements.

ARTICLE 6. IMPROVEMENTS

6.1 No Improvements Without Prior Written Consent of Landlord

No improvements of any kind shall be placed in, on, or upon the Premises, and no alterations shall be made in, on, or upon the Premises without the prior written consent of Landlord and the concurrence of the Federal Highway Administration. Tenant may, at its sole expense, install and maintain any additional fencing and entrances that may be required by its use of the Premises, subject to the approval of the location by Landlord, the Federal Highway Administration and the City and County of San Francisco; provided that Tenant shall at its sole expense construct and maintain sidewalks and driveways at the locations where the additional entrances are installed. In the event Tenant violates any of the provisions of this Article, this Lease may be terminated immediately by Landlord and be of no further force or effect.

6.2 Encroachment Permit

Tenant, prior to construction or alteration of any improvements on or of the leased premises, shall obtain an executed Encroachment Permit from Landlord.

Issuance by Landlord of an Encroachment Permit shall be contingent upon Tenant's providing, at Landlord's sole discretion, all or a combination of, the following, to the extent applicable:

(a) Final construction plans and detailed specifications. All such plans and specifications submitted by Tenant to Landlord shall be subject to the review and approval of Landlord, the State Fire Marshal and if on an interstate freeway the Federal Highway Administration.

(b) Evidence of coverage that assures Landlord that sufficient monies will be available to

complete the proposed construction or alteration. The amount of coverage shall be at least equal to the total estimated construction cost. Such coverage shall take one of the following forms:

(1) Completion bond issued to Landlord as obligee.

(2) Performance bond and labor and material bond or performance bond containing the provisions of the labor and material bond supplied by Tenant's contractor or contractors, provided said bonds are issued jointly to Tenant and Landlord as obligees.

(3) Satisfactory evidence of availability of funds necessary for completion of the proposed construction or alteration.

(4) Any combination of the above.

All bonds shall be issued by a company qualified to do business in the State of California and acceptable to Landlord. All bonds be in a form acceptable to Landlord and shall ensure faithful and full observance and performance by Tenant of all terms, conditions, covenants and agreements relating to the construction of improvements within the leased premises.

(c) Liability insurance as provided in Article 10.

(d) A copy of a building permit issued by the appropriate local jurisdiction.

(e) A copy of Tenant's contract with the general contractor actually performing construction.

(f) Note and Deed of Trust, if any.

(g) Loan escrow instructions, if any.

(h) Final landscaping and irrigation plans and detailed specifications including a maintenance plan for litter removal, watering, fertilization and replacement of landscaping.

(i) Evidence of compliance with the applicable provisions of all federal, state and local environmental statutes, laws, regulations and ordinances.

Tenant agrees to diligently apply for and meet all requirements for issuance of the Encroachment Permit and Landlord agrees to not unreasonably withhold issuance of said Encroachment Permit. Tenant is obligated to deliver to Landlord the documents described in subdivisions (a) through (i) of this section regardless of whether an Encroachment Permit may have been issued inadvertently before these documents have been provided to Landlord.

6.3 Planning and Zoning

Tenant's use and proposed improvements shall be subject to all applicable zoning, municipal, county, state and federal laws, ordinances and regulations governing and regulating the use of the Premises.

6.4 Standard of Construction

Tenant agrees that any improvements or construction upon the premises shall: (a) be consistent with all fire safety requirements including State Fire Marshall approval, (b) be subject to the approval of Landlord, and (c) in every respect comply with the laws, ordinances and regulations, federal, state, municipal or otherwise, that may govern construction of the same. Tenant shall not construct or place on the leased premises any improvements which impair Landlord's ability to maintain, operate, use, repair or improve any part of the transportation facility situated on the leased premises or on adjoining real property. Tenant shall save Landlord harmless of and from any loss or damage caused by reason of the construction of said improvements.

6.5 Soil Testing

At Tenant's sole cost and expense, Tenant shall secure soil compaction tests and other tests as necessary for construction of Tenant's improvements and for the support of the improvements on the

underlying land or structures thereon. Tenant shall notify Landlord of the location of all test borings, which shall not interfere in any manner with the operation of the facility by Landlord. Tenant hereby agrees that Landlord is making no representation regarding existing soil compaction or structural capability of the land or any existing structure thereon. Responsibility for any loss or damage caused by inadequate soil compaction or other structural capacity for Tenant's proposed improvements shall be subject to the indemnification provisions of Section 10.1

6.6 Commencement of Construction

Tenant shall commence construction of the improvements described in Tenant's final construction plans and detailed specifications within 180 calendar days of the date of execution of this Lease. For the purposes of this Article, construction shall be deemed to have commenced upon the issuance by Landlord of an encroachment permit under Section 7.1. In the event construction is not commenced within the time set forth herein, this Lease may be terminated by Landlord and thereafter be of no further force and effect.

6.7 Completion of Construction and Occupancy of Improvements

Construction of the improvements shall be completed consistent with the approved construction plans within _____ calendar days after the commencement of construction. Tenant shall not occupy or use any of the improvements until Tenant has received final building approval and a Certificate of Occupancy from the appropriate local agency and Landlord has issued to Tenant an executed Encroachment Permit Completion Notice. In the event Tenant violates any of the provisions of this section, this Lease may be terminated by Landlord and be of no further force and effect.

6.8 "As-Built" Plans

Within ninety (90) days after completion of construction of improvements or alterations, Tenant shall furnish Landlord, at Tenant's expense, one set of "As-Built" plans, according to a scale and size designated by Landlord, showing said improvements as constructed in detail, including the location of underground and aboveground utility lines.

6.9 Termination If Required Construction Proves Economically Infeasible

This Lease requires Tenant to submit plans for any proposed improvements and construction activities conducted on the premises and to obtain an Encroachment Permit prior to beginning any construction related activities on the premises. If Landlord's Encroachment Permits office reviews Tenant's plans, and thereafter requires Tenant to construct certain improvements or to employ certain construction methods as a condition of the Encroachment Permit, Tenant shall have the option to elect not to proceed with the construction or to terminate this lease agreement if the required improvements or construction methods prove economically infeasible to Tenant.

ARTICLE 7. SURRENDER OF PREMISES AT EXPIRATION OR TERMINATION OF LEASE

At the expiration or earlier termination of this Lease, Tenant shall peaceably and quietly leave, surrender, and yield up to Landlord the Premises together with all appurtenances and fixtures in good order, condition and repair, reasonable wear and tear excepted.

ARTICLE 8. OWNERSHIP AND REMOVAL OF IMPROVEMENTS AND PERSONAL PROPERTY

8.1 Ownership of Improvements During Term

All improvements constructed on the premises by Tenant as permitted or required by this Lease shall, during the term of this Lease, be and remain the property of Tenant; provided, however, that Tenant's rights and powers with respect to the improvements are subject to the terms and limitations of this Lease and Tenant's interest in such improvements shall terminate upon the expiration or earlier termination of this Lease. Following completion of construction, Tenant shall not remove any improvements from the premises nor waste, destroy or modify any improvements on the premises, except as specifically permitted by this Lease. At the expiration or termination of this lease, all improvements constructed on the premises by Tenant shall vest in Landlord. Tenant shall deliver said improvements to Landlord in good condition and repair, reasonable wear and tear excepted, without compensation to Tenant, any subtenant or third party, free and clear of all claims to or against them by Tenant, any subtenant or third party, and Tenant shall defend and hold Landlord harmless from all liability arising from such claims or from the exercise by Landlord of its rights under this section. In the event said improvements are not delivered to Landlord in good condition and repair, reasonable wear and tear excepted, Landlord shall make the necessary maintenance and repairs and Tenant shall be liable to and shall reimburse Landlord for any such expenditures made, plus interest as provided in Section 22.11 from the date of completion of work. Landlord and Tenant covenant for themselves and all persons claiming under or through them that the improvements are real property.

8.2 Removal of Personal Property and Ownership at Termination

At the expiration or earlier termination of this Lease, Landlord may, at Landlord's sole election, require the removal from the premises, at Tenant's sole cost and expense, of all personal property (other than fixtures), or of certain personal property (other than fixtures), as specified in the notice provided for below. A demand to take effect at the normal expiration of the term shall be effected by notice given at least thirty (30) days before the expiration date. A demand to take effect on any other termination of the term of this Lease shall be effectuated by notice given concurrently with notice of such termination or within ten (10) days after such termination. Tenant shall be liable to Landlord for costs incurred by Landlord in effecting the removal of personal property which Tenant has failed to remove after demand pursuant to this Section 8.2.

Tenant may remove any personal property from time to time within forty-five (45) days of the expiration of the term. Tenant shall repair all damage (structural or otherwise) caused by any such removal. Any personal property not removed by Tenant within forty-five (45) days following expiration of the term shall be deemed to be abandoned by Tenant and shall, without compensation to Tenant, become the Landlord's property, free and clear of all claims to or against them by Tenant or any other person.

8.3 Removal of Improvements at Termination

Upon the expiration or earlier termination of this Lease, Landlord may, upon written notice, require Tenant to remove, at the sole cost and expense of Tenant, and not later than ninety (90) days after the expiration or earlier termination of this Lease, all structures, buildings and improvements of any kind whatsoever placed or maintained on the premises, whether below, on or above the ground by Tenant or others, including, but not limited to, foundations, structures, buildings, utility lines, switchboards, transformer vaults and all other service facilities constructed or installed upon the

premises; and Tenant shall, upon the expiration or earlier termination of this Lease, immediately restore, and quit and peacefully surrender possession of the premises to Landlord in at least as good and usable condition, acceptable to Landlord, as the same was in at the time of first occupation thereof by Tenant or others, ordinary wear and tear excepted, and shall, in any event, leave the surface of the ground in a level, graded condition, with no excavations, holes, hollows, hills or humps. Should Tenant fail to so remove said structures, buildings and improvements and restore the premises, Landlord may sell, remove or demolish the same, and in the event of said sale, removal or demolition, Tenant shall reimburse Landlord for any cost or expense thereof in excess of any consideration received by Landlord as a result of such sale, removal or demolition.

8.4 Liens

(a) Exemption of Landlord from Liability

Tenant shall at all times indemnify and save Landlord harmless from all claims for labor or materials in connection with construction, repair, alteration, or installation of structures, improvements, equipment or facilities by Tenant or Tenant's agents within the premises, and from the cost of defending against such claims, including attorney fees.

(b) Tenant's Obligations

In the event a lien is imposed upon the premises as a result of such construction, repair, alteration or installation by Tenant or Tenant's agents, Tenant shall either:

(1) Record a valid Release of Lien, or

(2) Deposit sufficient cash with Landlord to cover the amount of the claim on the lien in question and authorize payment to the extent of said deposit to any subsequent judgment holder that may arise as a matter of public record from litigation with regard to a lienholder claim, or

(3) Procure and record a bond in accordance with Section 3143 of the California Civil Code, which frees the premises from the claim of the lien and from any action brought to foreclose the lien.

Should Tenant fail to accomplish one of the three optional actions within 15 days after the filing of such a lien, the Lease shall be in default and shall be subject to immediate termination.

ARTICLE 9. MAINTENANCE AND REPAIRS

9.1 Tenant's Obligations

Tenant, at its own cost and expense, shall maintain the Premises, and keep it free of all grass, weeds, debris, and flammable materials of every description. Tenant shall ensure that the Premises is at all times in an orderly, clean, safe, and sanitary condition. Landlord requires a high standard of cleanliness, consistent with the location of the Premises as an adjunct of the California State Highway System.

Tenant hereby expressly waives the right to make repairs at the expense of Landlord and waives the benefit of the provisions of Sections 1941 and 1942 of the California Civil Code or any successor thereto.

Tenant shall take all steps necessary to protect effectively the fences, guardrails, and the piers and columns, if any, of the all structures from damage incident to Tenant's use of the Premises and any improvements, all without expense to Landlord. Tenant shall, at its own cost and expense, repair in accordance with Landlord's standards any damage to any property owned by Landlord, including, but not limited to, all fences, guardrails, piers and columns, caused by Tenant, subtenants, invitees or other

third parties. At Tenant's request, Landlord will repair the damage to its property, and Tenant agrees to reimburse Landlord promptly after demand for the amount Landlord has reasonably expended to complete the repair work.

Tenant shall be responsible for the care, maintenance, and any required pruning of trees, shrubs, or any other landscaping on the Premises. Tenant assumes the liability for any damage or injury caused by any falling branches or other such materials from any tree or shrub whether the branches fall due to lack of maintenance or act of god or any other natural or unnatural causes. Tenant's liability insurance required within Article 10 shall cover any damage caused by any falling tree or shrub branches or other materials; and, furthermore, per the same Article 10, Tenant covenants and agrees to indemnify and save harmless Landlord from all liability, loss, cost, and obligation on account of any injuries or losses caused by any falling branches or material from any tree or shrub.

Tenant shall designate in writing to Landlord a representative who shall be responsible for the day-to-day operation and level of maintenance, cleanliness and general order.

9.2 Landlord's Rights

In the event Tenant fails to perform Tenant's obligations under this Article, Landlord shall give Tenant notice to do such acts as are reasonably required to so maintain the Premises. If within ten (10) days after Landlord sends written notice to repair, Tenant fails to do the work and diligently proceed in good faith to prosecute it to completion, Landlord shall have the right, but not the obligation, to do such acts and expend such funds at the expense of Tenant as are reasonably required to perform such work. Any amount so expended by Landlord shall be paid by Tenant promptly after demand plus interest as provided in Section 19.11 from the date of completion of such work to date of payment. Landlord shall have no liability to Tenant for any damage, inconvenience or interference with the use of the Premises by Tenant as a result of performing any such work.

9.3 Retention of Existing Improvements

Landlord may at its option retain existing State improvements including fencing, lighting and irrigation facilities. If Landlord elects to retain any improvements, Tenant shall remove same and deliver same to Landlord's nearest maintenance station at no cost to Landlord.

ARTICLE 10. INSURANCE

10.1 Exemption of Landlord from Liability

This Lease is made upon the express condition that Landlord is to be free from all liability and claims for damages by reason of any injury to any person or persons, including Tenant, or property of any kind whatsoever and to whomsoever belonging, including Tenant, from any cause or causes resulting from the operation or use of the Premises by Tenant, its agents, customers or business invitees. Tenant hereby covenants and agrees to indemnify and save harmless Landlord from all liability, loss, cost and obligation on account of any such injuries or losses.

10.2 Commercial General Liability Insurance

Tenant shall at its own cost and expense procure and keep in force during the term of this Lease comprehensive bodily injury liability and property damage liability insurance adequate to protect Landlord, its officers, agents and employees, against any liability to the public resulting from injury or death of any person or damage to property in connection with the area, operation or condition of the

Premises, including any and all liability of Landlord for damage to vehicles parked on the Premises. Such insurance shall be in an amount of not less than $5,000,000 combined single limit for bodily injury and property damage. The limits of such insurance shall not limit the liability of Tenant. All insurance required hereunder shall be with companies to be approved by Landlord. All such policies shall be written as primary policies, not contributing with and not in excess of coverage which Landlord may carry. Said policies shall name the State as an additional insured and shall insure against the contingent liabilities, if any, of Landlord and the officers, agents, and employees of Landlord and shall obligate the insurance carriers to notify Landlord, in writing, not less than thirty (30) days prior to the cancellation thereof, or any other change affecting the coverage of the policies. If said policies contain any exclusion concerning property in the care, custody or control of the insured, an endorsement shall be attached thereto stating that such exclusion shall not apply with regard to any liability of the State of California, its officers, agents, or employees. Tenant shall furnish to Landlord a Certificate of Insurance acceptable to Landlord within not more than ten (10) days after execution thereof. Landlord shall retain the right at any time to review the coverage, form, and amount of the insurance required hereby. If, in the opinion of Landlord, the insurance provisions in this Lease do not provide adequate protection for Landlord and for members of the public using the Premises, Landlord may require Tenant to obtain insurance sufficient in coverage, form and amount to provide adequate protection. Landlord's requirements shall be reasonable but shall be designed to assure protection from and against the kind and extent of the risks which exist at the time a change in insurance is required. Landlord shall notify Tenant in writing of changes in the insurance requirements; and if Tenant does not deposit copies of acceptable insurance policies with Landlord incorporating such changes within sixty (60) days of receipt of such notice, this Lease may be terminated, at Landlord's option, without further notice to Tenant, and be of no further force and effect.

10.3 Workers' Compensation Insurance

Tenant shall obtain and keep in effect at all times during the term of this lease workers' compensation insurance, including employers' liability, in an amount not less than $1,000,000 for each accident, covering all employees employed in or about the Premises to provide statutory benefits as required by the laws of the State of California. Said policy shall be endorsed to provide that the insurer waives all rights of subrogation against Landlord.

10.4 Failure to Procure and Maintain Insurance

If Tenant fails to procure or maintain the insurance required by this Article in full force and effect, this Lease may be terminated immediately by Landlord and be of no further force or effect. In addition, if Tenant fails to procure or maintain the insurance required by this Article, Tenant shall cease and desist from operating any business on the Premises and the improvements erected thereon and shall prevent members of the public from gaining access to the Premises during any period in which such insurance policies are not in full force and effect.

10.5 Waiver of Subrogation

Tenant hereby waives any and all rights of recovery against Landlord, or against the officers, employees, agents and representatives of Landlord, for loss of or damage to Tenant or its property or the property of others under its control to the extent that such loss or damage is insured against under any insurance policy in force at the time of such loss or damages. Tenant shall give notice to its insurance carrier or carriers that the foregoing waiver of subrogation is contained in the Lease.

10.8 Self-Insurance Coverage

Notwithstanding any other provision of this Agreement, the insurance required under Article 10 may include a self-insurance program, subject to Landlord's prior express written consent and approval. No such self-insurance program shall diminish the rights and privileges to which Landlord would otherwise have been entitled to under the terms of this Agreement had there been a third-party insurer.

Tenant's self insurance shall include such coverage as would have been covered by Commercial General Liability Insurance with respect to the Premises with limits of liability not less than Five Million Dollars ($5,000,000) per occurrence with no aggregate limit. Tenant shall provide Landlord with a certificate of self-insurance specifying the extent of self-insurance coverage hereunder and containing a waiver of subrogation provision reasonably satisfactory to Landlord. Tenant shall notify Landlord in writing not less than thirty (30) days prior to the effective date of the termination of its self-insurance coverage and shall obtain the insurance coverage required by this Article effective on that termination date. Execution of this Lease Agreement shall be Tenant's acknowledgment that Tenant will be bound by all laws as if the Tenant were an insurer as defined under California Insurance Code Section 22 (7-1.12B(5)).

ARTICLE 11. PAYMENT OF TAXES

Tenant agrees to pay and discharge, or cause to be paid and discharged when due, before the same become delinquent, all taxes, assessments, impositions, levies and charges of every kind, nature and description, whether general or special, ordinary or extraordinary, which may at any time or from time to time during the term of this Lease, by or according to any law or governmental, legal, political, or other authority whatsoever, directly or indirectly, be taxed, levied, charged, assessed or imposed upon or against, or which shall be or may be or become a lien upon the Premises or any buildings, improvements or structures at any time located thereon, or any estate, right, title or interest of Tenant in and to the Premises, buildings, improvements or structures. Specifically, and without placing any limitation on Tenant's obligations under the immediately preceding sentence, Tenant shall pay when due, before delinquency, any and all possessory interest taxes, parking taxes, workers' compensation, taxes payable to the California Franchise Tax Board, personal property taxes on fixtures, equipment and facilities owned by Tenant, whether or not the same have become so fixed to the land as to comprise a part of the real estate.

Tenant understands that any possessory interest of Tenant created in the Premises by this Lease may be subject to property taxation and that Tenant may be liable for payment of any such tax levied on such interest. Any obligation of Tenant under this Article, including possessory interest tax that the city or county may impose upon Tenant's interest herein, shall not reduce any rent due Landlord hereunder and any such obligation shall become the liability of and be paid by Tenant. In the event Tenant defaults in the payment of any of the obligations set forth in this Article, this Lease may be terminated immediately by Landlord and be of no further force or effect.

ARTICLE 12. RIGHT OF ENTRY

12.1 Inspection, Maintenance, Construction and Operation of Freeway Structures

Landlord, through its agents or representatives, and other city, county, state and federal agencies, through their agents or representatives, shall have full right and authority to enter in and upon the Premises and any building or improvements situated thereon at any and all reasonable times during the term of this Lease for the purpose of inspecting the same without interference or hindrance by Tenant, its agents or representatives.

Landlord further reserves the right of entry for the purpose of inspecting the Premises, or the doing of any and all acts necessary or proper on said Premises in connection with the protection, maintenance, reconstruction, and operation of the freeway structures and its appurtenances; provided, further, that Landlord reserves the further right, at its discretion, to immediate possession of the same in case of any national or other emergency, or for the purpose of preventing sabotage, and for the protection of said freeway structures, in which event the term of this Lease shall be extended for a period equal to the emergency occupancy by Landlord, and during said period Tenant shall be relieved, to the degree of interference, from the performance of conditions or covenants specified herein. Landlord further reserves the right of entry by any authorized officer, engineer, employee, contractor or agent of the Landlord for the purpose of performing any maintenance activities upon the property which Tenant has failed to perform after the expiration of the applicable cure period specified in Article 9.

12.2 Future Transportation Projects

(a) Landlord's Right to Possession of Premises.

Tenant understands and acknowledges that Landlord may, during the Term of this Lease, construct an "Approved and Funded Transportation Project", which may require the temporary or permanent use of all or a portion of the premises. An "Approved and Funded Transportation Project" is defined as a proposed transportation facility to be constructed by Landlord where the funds necessary to construct the facility are available to Landlord (regardless of the source of the funds) and where the transportation facility can reasonably be expected to be constructed within a reasonable period of time following termination of this Lease as provided in this Article.

In the event Landlord determines that the premises or any portion thereof will be affected by an "Approved and Funded Transportation Project", Landlord shall immediately notify Tenant of its intent to take possession of all or a portion of the premises and shall provide Tenant with at least ninety (90) days written notice within which to vacate the required area. Landlord's notice to Tenant shall indicate the area of the premises to be taken. If possession is to be a temporary use of all or part of the premises, Landlord shall additionally state in such notice to Tenant Landlord's reasonable estimate of the period of time of such temporary use by Landlord. If possession is to be permanent, Landlord shall have the right to terminate the Lease. Upon the date Landlord is entitled to possession of the premises, or portion thereof, Tenant shall peaceably surrender possession of the premises, or portion thereof, and comply with the restriction as stated in the notice. The failure of Tenant to vacate the required area of the premises shall constitute a material default and breach of this Lease entitling Landlord to exercise its rights and remedies.

(b) Reduction of Monthly Rent if Lease Remains Effective

For the period during which Landlord has taken possession of the premises under this section,

and if this Lease remains effective, Tenant shall be entitled to receive a reduction in Monthly Rent for the term of Landlord's use of the area of the premises used by Landlord. The rent will be reduced by the same percentage as the useable square footage reduction as required by State's project.

(c) Tenant's Sole Rights; Tenant's Waiver.

Landlord's taking of possession of the premises under this Section 12.2 does not constitute a taking or damaging entitling Tenant to compensation under any Condemnation provisions. The reduction in Monthly Rent as provided herein shall be Tenant's sole remedy against Landlord for Tenant's inability to possess or use part or all of the area of the premises as a result of an "Approved and Funded Transportation Project", and Tenant expressly agrees to hold Landlord harmless from any and all liability for, and expressly waives any right it may have to recover against Landlord, damages to the Premises, any improvements constructed on the premises or improvements thereon, and damages to any other property, project or operations including any claim for loss of business goodwill or resulting from Tenant's inability to use or possess all or any portion of the premises as a result of an "Approved and Funded Transportation Project". In addition, Tenant expressly recognizes that it is not entitled to receive benefits under the federal or state Uniform Relocation Assistance Act (United States Code, Section 7260, et seq.) as a result of Landlord's use or possession of any portion of the premises an "Approved and Funded Transportation Project". Landlord agrees to instruct its authorized representatives to minimize the effect of any required construction on Tenant's use of the premises, both in the construction phase and in the permanent effect on the premises in connection with an "Approved and Funded Transportation Project".

12.3 Maintenance Work and Retrofitting of Freeway Structures

Tenant understands and agrees that Landlord may be required to perform maintenance or retrofit work on all or a part of the freeway structures that are situated on and above the premises. Landlord shall have the right to impose such restrictions on Tenant's right to enter, occupy, and use the premises and to maintain the existing improvements or construct improvements thereon as Landlord deems are necessary to enable it to complete construction of all freeway maintenance or structural retrofit work without interference from Tenant.

In the event Landlord determines that it needs to obtain possession of all or a portion of the premises, or needs to place restrictions on Tenant's use of the premises, Landlord shall, if possible, at least thirty (30) days prior to the effective date of the commencement of such possession or restrictions notify Tenant in writing describing the extent of the possession or restrictions and the effective date of their commencement. Upon the effective date of said notice, Tenant shall peaceably surrender possession of the premises and comply with the restrictions as stated therein. The minimum monthly rent stated in Section 4.1, as adjusted in Section 4.2, shall be reduced by an amount equal to the proportion which the area of the portion of the premises which Tenant is restricted from using or which has been surrendered to Landlord bears to the total area of the leased premises. This reduction in rent shall be Tenant's sole remedy against Landlord for Tenant's inability to possess or use the entire area of the premises, and Tenant expressly agrees to hold Landlord harmless from any and all liability for, and expressly waives any right it may have to recover against Landlord, damages to the premises, any improvements constructed on the premises, and waives its right to use or possess any portion of the premises or improvements thereon, and damages to any other property, project or operation caused by Landlord's possession, imposition of restrictions or Tenant's inability to use or possess all or any portion of the premises. In addition, Tenant expressly recognizes that it is not entitled to receive benefits under the federal or state Uniform Relocation Assistance Acts (United States Code, title 42, Section 4601, et seq.; California Government Code, Section 7260, et seq.) as a result of Landlord's use or possession of

any portion of the premises.

Tenant shall conduct its operations on the premises in such a manner so as not to interfere with Landlord's or its contractor's performance of any structural retrofit work done on or above the premises. Tenant acknowledges that the performance of the structural retrofit work may cause damage to paving or other improvements constructed by Tenant on the premises. Tenant expressly agrees to hold Landlord harmless from all such damage to its improvements, except that at the conclusion of the retrofit work, Landlord shall restore the premises to their preexisting condition at no cost to Tenant.

12.4 Reinstitution of Lease.

If Landlord takes possession of all or a portion of the Premises in accordance with the preceding provisions of this Article 12, Landlord shall notify Tenant that Landlord has completed the use or work requiring such repossession within thirty days after Landlord completes such use or work, and if requested by Tenant in writing within ninety days thereafter, either (i) in the case of a partial repossession by Landlord, Tenant shall be entitled to lease the entire Premises (i.e., the initial Premises leased before Landlord's repossession) and pay the corresponding minimum monthly rent for the remainder of the Lease term and (ii) in the case of a total repossession by Landlord and termination of the Lease, Landlord shall enter into a new lease with Tenant with respect to the entire Premises with substantially the same terms and conditions as set forth in this Lease (except that the expiration date of the new lease shall be extended one day for each day between the date of Landlord's repossession and the commencement date of the new lease, which shall be Landlord's only obligation to Tenant in the case it repossesses all of the Premises).

ARTICLE 13. CONDEMNATION BY PUBLIC ENTITIES OTHER THAN LANDLORD

13.1 Definitions

(a) "Condemnation" means (1) the exercise of the power of eminent domain, whether by legal proceedings or otherwise, by a public entity having that power, that is, a condemnor, and (2) a voluntary sale or transfer to any condemnor, either under the threat of condemnation or while legal proceedings in condemnation are pending.

(b) "Award" means all compensation, sums, or anything of value awarded, paid or received upon a total or partial condemnation of the leased premises.

(c) "Substantial taking" means a taking of a portion of the leased premises by condemnation which, assuming a reasonable amount of reconstruction on the remainder, substantially impairs Tenant's ability to use the remainder for the purposes permitted under this Lease.

13.2 Termination of Lease as to Part Condemned

In the event the whole or any part of the premises is taken by condemnation by a public entity, other than Landlord, in the lawful exercise of its power of eminent domain, this Lease shall cease as to the whole or the part condemned upon the date possession of the whole or that part is taken by the public entity.

13.3 Partial Taking

If a part of the leased premises is taken by condemnation but there is no substantial taking of the premises, Tenant shall continue to be bound by the terms, covenants, and conditions of this Lease. However, if the fair rental value of the remainder will be less than the rent required by this Lease, the

minimum monthly rent and adjusted minimum monthly rent shall be reduced to an amount equal to the fair rental value as of the date possession of the part is taken by the public entity.

If the part taken by condemnation constitutes a substantial taking of the leased premises, Tenant may elect to:

(a) Terminate this Lease and be absolved of obligations hereunder which have not accrued at the date possession is taken by the public entity; or

(b) Continue to occupy the remainder of the premises and remain bound by the terms, covenants and conditions of this Lease. If Tenant elects to continue to occupy the remainder, and if the fair rental value of the remainder will be less than the rent required by this Lease, the minimum monthly rent and adjusted minimum monthly rent shall be reduced to the fair rental value as of the date possession of the part is taken by the public entity.

Tenant shall give notice in writing of its election to terminate this Lease hereunder within thirty (30) days of the date possession of the part is taken by the public entity. If Tenant fails to give Landlord its written notice of termination within the time specified, this Lease shall remain in full force and effect except that the minimum monthly rental shall be reduced as provided in this section.

If it continues to occupy the remainder, Tenant, whether or not the award upon the taking by condemnation is sufficient for the purpose, shall, at its expense, within a reasonable period of time, commence and complete restoration of the remainder of the leased premises as nearly as possible to its value, condition and character immediately prior to such taking; provided, however, that in the case of a taking for temporary use, Tenant shall not be required to effect restoration until such taking is terminated. Tenant shall submit to Landlord its plans for the restoration of the remainder within ninety (90) days of the date possession of the part is taken by the public entity.

13.4 Adjustment of Rent

Should a portion of the premises be condemned and the rent be reduced as provided above, the reduced rent shall continue to be subject to adjustment and reevaluation in accordance with Article 4.

13.5 Compensation

Landlord shall be entitled to receive and shall receive all compensation for the condemnation of all or any portion of the premises by exercise of eminent domain except as hereinafter provided. Tenant shall be entitled to that portion of said compensation which represents the present worth as of the date possession is taken by the public entity of the remaining use under the Lease of all improvements constructed by Tenant on the leased premises located within the part taken by the public entity. Tenant may also assert a claim for loss of business goodwill under the provisions of Section 1263.510 of the California Code of Civil Procedure. Tenant shall assert no claim for loss of bonus value. For the purposes of this Article, "condemnation bonus value" means that value attributable to the fact that the rental rate Tenant is obligated to pay under this Lease is less than the fair market lease rate of the premises as defined in Article 4 above.

If all or a portion of the leased premises is condemned at a time when Tenant possesses an interest in real property located outside the leased premises (hereinafter called "outside property"), Tenant may claim entitlement to an award of damages accruing to the outside property by reason of the severance therefrom of the condemned portion of the leased premises as provided in the Eminent Domain Law (California Code of Civil Procedure Sections 1230.010 through 1273.050).

ARTICLE 14. UTILITIES

Tenant shall pay when due, and shall hold Landlord harmless from any liability for, all charges for water, gas, heat, light, power, telephone, sewage, air conditioning and ventilating, scavenger, janitorial and landscaping services and all other materials and utilities supplied to the Premises. Landlord shall not be liable in damages or otherwise for any failure or interruption of any utility service furnished to the Premises, and no such failure or interruption shall entitle Tenant to terminate this Lease.

ARTICLE 15. DEFAULT

15.1 Default

The occurrence of any of the following shall constitute a material breach and default of this Lease by Tenant.

(a) Any failure by Tenant to pay rent or any other monetary sums required to be paid hereunder, where such failure continues for ten (10) days after written notice thereof has been given by Landlord to Tenant.

(b) The abandonment or vacation of the Premises by Tenant. Failure to occupy and operate the Premises for thirty (30) consecutive days following the mailing of written notice from Landlord to Tenant calling attention to the abandonment shall be deemed an abandonment or vacation.

(c) The making by Tenant of any general assignment or general arrangement for the benefit of creditors; the filing by or against Tenant of a petition to have Tenant adjudged bankrupt or of a petition for reorganization or arrangement under any law relating to bankruptcy (unless, in the case of a petition filed against Tenant the same is dismissed within sixty (60) days); the appointment of a trustee or receiver to take possession of substantially all of Tenant's assets, where possession is not restored to Tenant within forty-five (45) days; or the attachment, execution or other judicial seizure of substantially all of Tenant's assets, where such seizure is not discharged within thirty (30) days.

(d) The failure by Tenant to comply with any provision of any law, statute, zoning restriction, ordinance or governmental rule, regulation or requirement as set forth in Section 5.3 of this Lease.

(e) The failure by Tenant to comply with the requirements of the Lease Application.

(f) The failure by Tenant to comply with the requirements regarding hazardous materials as set forth in Article 5 of this Lease.

(g) The construction by Tenant of any improvements on the Premises contrary to the provisions of Article 6 of this Lease.

(h) The failure by Tenant to pay any tax, assessment, imposition, levy or charge of any kind as set forth in Article 11 of this Lease.

(i) The failure by Tenant to observe and perform any other provision of this Lease to be observed or performed by Tenant, where such failure continues for thirty (30) days after written notice thereof by Landlord to Tenant; provided, however, that if the nature of such default is such that it cannot be reasonably cured within such thirty (30) day period, Tenant shall not be deemed to be in default if Tenant shall within such period commence such cure and thereafter diligently prosecute the same to completion.

15.2 Landlord's Remedies

In the event of any material default or breach by Tenant, Landlord may at any time thereafter, without limiting Landlord in the exercise of any right of remedy at law or in equity which Landlord may have by reason of such default or breach, terminate Tenant's right to possession by any lawful means, in which case this Lease shall immediately terminate and Tenant shall immediately surrender possession

of the Premises to Landlord. In such event Landlord shall be entitled to recover from Tenant all damages incurred by Landlord by reason of Tenant's default including, but not limited to, the following:

(a) the worth at the time of award of any unpaid rent which had been earned at the time of such termination; plus

(b) the worth at the time of award of the amount by which the unpaid rent which would have been earned after termination until the time of award exceeds the amount of such rental loss that is proved could have been reasonably avoided; plus

(c) the worth at the time of award of the amount by which the unpaid rent for the balance of the term after the time of award exceeds the amount of such rental loss that is proved could be reasonably avoided; plus

(d) any other amount necessary to compensate Landlord for all the detriment proximately caused by Tenant's failure to perform its obligations under this Lease or which in the ordinary course of events would be likely to result therefrom; plus

(e) at Landlord's election, such other amounts in addition to or in lieu of the foregoing as may be permitted from time to time by applicable State law. Upon any such re-entry Landlord shall have the right to make any reasonable repairs, alterations or modifications to the premises, which Landlord in its sole discretion deems reasonable and necessary. As used in subparagraphs (a) and (b), above, the "worth at the time of award" is computed by including interest on the principal sum at a rate one percent (1%) above the discount rate of the Federal Reserve Bank of San Francisco from the date of default. As used in subparagraph (c), above, the "worth at the time of award" is computed by discounting such amount at a rate one percent (1%) above the discount rate of the Federal Reserve Bank of San Francisco at the time of award. The term "rent" as used in this Article shall be deemed to be and to mean rent to be paid pursuant to Article 4 and all other monetary sums required to be paid by Tenant pursuant to the terms of this Lease.

15.3 Late Charges

Tenant hereby acknowledges that late payment by Tenant to Landlord of rent and other sums due hereunder will cause Landlord to incur costs not contemplated by this Lease, the exact amount of which will be extremely difficult to ascertain. Such costs include, but are not limited to, processing and accounting charges. Accordingly, if any installment of rent or any other sum due from Tenant shall not be received by Landlord or Landlord's designee within ten (10) days after such amount shall be due, a late charge equal to one and one-half percent (1.5%) of the payment due and unpaid plus $100.00 shall be added to the payment, and the total sum shall become immediately due and payable to Landlord. An additional charge of one and one-half percent (1.5%) of such payment, excluding late charges, shall be added for each additional month that such payment remains unpaid. Landlord shall apply any monies received from Tenant first to any accrued delinquency charges and then to any other payments due under the Lease. The parties hereby agree that such late charges represent a fair and reasonable estimate of the costs Landlord will incur by reason of late payment by Tenant. Acceptance of such late charges by Landlord shall in no event constitute a waiver of Tenant's default with respect to such overdue amount, nor prevent Landlord from exercising any of the other rights and remedies granted hereunder.

15.4 Landlord's Right to Cure Tenant's Default

At any time after Tenant is in default or material breach of this Lease, Landlord may cure such default or breach at Tenant's cost. If Landlord at any time, by reason of such default or breach, pays any sum or does any act that requires the payment of any sum, the sum paid by Landlord shall be due immediately from Tenant to Landlord at the time the sum is paid, and if paid at a later date shall bear

interest as provided in Section 19.11 from the date the sum is paid by Landlord until Landlord is reimbursed by Tenant. The sum, together with interest on it, shall be additional rent.

ARTICLE 16. ASSIGNMENTS, TRANSFERS AND ENCUMBRANCES

16.1 Prohibition on Assignments or Transfers

Tenant shall not assign or transfer all or any part of its interest in this Lease or in the Premises, and Landlord reserves the right to deny its consent to any assignment or transfer of all or any part of this Lease or the Premises.

16.2 Voluntary Assignments

In addition, with respect to transactions not expressly prohibited under Section 16.1, Tenant shall not voluntarily assign or transfer all or any part of its interest in this Lease or in the Premises or allow any other person or entity (except Tenant's authorized representatives) to occupy or use all or any part of the Premises without first obtaining Landlord's written consent and the concurrence of the Federal Highway Administration.

Landlord may, at its sole discretion, elect to consent to any such assignment or transfer if all of the following express conditions are satisfied:

(a) Landlord receives compensation from Tenant upon the assignment or- transfer of any of Tenant's rights in the Premises per the provisions of Article 4.3.

(b) The prospective assignee or transferee completes a Lease Application and meets all of the requirements for eligibility to lease from the State of California.

Tenant's failure to obtain Landlord's required written approval prior to any assignment or transfer shall render such assignment or transfer void. Occupancy of the Premises by a prospective transferee or assignee before approval of the transfer or assignment by Landlord shall constitute a breach of this Lease. Landlord's consent to any assignment or transfer shall not constitute a waiver of any of the terms, covenants or conditions of this Lease. Such terms, covenants and conditions shall apply to each and every assignment and transfer of rights under this Lease and shall be severally binding upon each and every party thereto. Any document to transfer or assign the Premises or any part thereof shall incorporate directly or by reference all the provisions of this Lease.

16.3 Change in Partnership or Limited Liability Partnership

If Tenant is a partnership or limited liability partnership, a withdrawal or change, voluntary, involuntary or by operation of law, or the dissolution of the partnership, shall be deemed a voluntary assignment subject to the provisions of Section 16.2.

16.4 Change in Tenants

If Tenant consists of more than one person, a purported assignment, voluntary, involuntary or by operation of law, from one tenant to another shall be deemed a voluntary assignment subject to the provisions of Section 16.2.

16.5 Change in Corporation or Limited Liability Company

If Tenant is a corporation or limited liability company, any dissolution, merger, consolidation, or other reorganization of Tenant, or the sale or other transfer of a controlling percentage of the capital stock of Tenant, or the sale of 51% of the value of the assets of Tenant, shall be deemed a voluntary assignment subject to the provisions of Section 16.2. The phrase "controlling percentage" means the ownership of, and the right to vote, stock possessing at least 51% of the total combined voting power of all classes of Tenant's capital stock issued, outstanding, and entitled to vote for the election of directors or a controlling interest in the LLC.

16.6 Assignment of Rent

Tenant immediately and irrevocably assigns to Landlord, as security for Tenant's obligations under this Lease, all rent derived from any part of the Premises as permitted by this Lease, and Landlord, as assignee and attorney-in-fact for Tenant, or a receiver for Tenant appointed on Landlord's application, may collect such rent and apply it toward Tenant's obligations under this Lease; except that, until the occurrence of an act of default by Tenant, Tenant shall have the right to collect such rent.

16.7 Information to be Supplied to Landlord

Tenant shall supply Landlord with all information Landlord determines to be necessary on all persons or firms to which Tenant proposes to transfer or assign any of its interest in the Premises, or which might establish rights to enter, control, or otherwise encumber the Premises by reason of any agreement made by Tenant. In addition, with respect to any proposed transfer or assignment, Tenant shall provide Landlord with:

(a) a copy of all documents relating thereto,

(b) a statement of all terms and conditions of said transaction, including the consideration therefor, and

(c) a copy of the financial statement of the prospective transferee or assignee.

(d) a copy of all documents showing compliance by the prospective transferee or assignee with all of the bid eligibility requirements contained in the bid package.

16.8 Processing Fees for Assignments or Transfers

(a) In addition to the sum specified in Section 4.3, a fee of one thousand five hundred dollars ($1,500) shall be paid to Landlord for processing each consent to assignment or transfer to Landlord as required by this Lease. This processing fee shall be deemed earned by Landlord when paid and shall not be refundable.

(b) If a processing fee has been paid by Tenant for another phase of the same transaction, a second fee will not be charged.

(c) The amounts specified above for processing fees shall be automatically adjusted at the end of the first year of this Lease and every year thereafter in accordance with an annual fee schedule adopted by Landlord. Landlord shall make said fee schedule available to Tenant upon receiving a request therefor.

16.9 Encumbrances

Tenant shall not encumber the Premises in any manner whatsoever.

ARTICLE 17. NONDISCRIMINATION

Tenant, for itself, its personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land that: (1) no person, on the ground of race, color, or national origin shall be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination in the use of said facilities, (2) in connection with the construction of any improvements on said land and the furnishing of services thereon, no discrimination shall be practiced in the selection of employees and contractors, by contractors in the selection and retention of first-tier subcontractors, and by first-tier subcontractors in the selection and retention of second-tier subcontractors, (3) such discrimination shall not be practiced against the public in its access to and use of the facilities and services provided for public accommodations (such as eating, sleeping, rest, recreation, and vehicle servicing) constructed or operated on, over, or under the premises, and (4) Tenant shall use the land in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, Part 21 (49 C.F.R., Part 21) and as said regulations may be amended. In the event of breach of any of the above nondiscrimination covenants, the Landlord shall have the right to terminate this Lease, and to re-enter and repossess said land and the facilities thereon, and hold the same as if said Lease had never been made or issued.

ARTICLE 18. SECURITY DEPOSIT

Concurrently with Tenant's execution of this Lease, Tenant shall deposit with Landlord the sum of $ 40,000.00 as a Security Deposit. Said sum shall be held by Landlord as a Security Deposit for the faithful performance by Tenant of all of the terms, covenants and conditions of this Lease to be kept and performed by Tenant during the term hereof. If Tenant defaults with respect to any provision of this Lease, including but not limited to the provisions relating to the payment of rent and any of the monetary sums due herewith, Landlord may use, apply or retain all or any part of this Security Deposit for the payment of any other amount which Landlord may spend by reason of Tenant's default or use it to compensate Landlord for any other loss or damage which Landlord may suffer by reason of Tenant's default. If any portion of said Deposit is so used or applied, Tenant shall within ten (10) days after written demand therefor, deposit cash with Landlord in an amount sufficient to restore the Security Deposit to its original amount; Tenant's failure to do so shall be a material breach of this Lease. Landlord shall not be required to keep this Security Deposit separate from its general funds, and Tenant shall not be entitled to interest on such deposit. If Tenant shall fully and faithfully perform every provision of this Lease to be performed by it, the Security Deposit or any balance thereof shall be returned to Tenant at the expiration of the Lease term and after Tenant has vacated the premises.

ARTICLE 19. ADDITIONAL PROVISIONS

19.1 Quiet Enjoyment

Landlord covenants and agrees with Tenant that upon Tenant paying rent and other monetary sums due under the Lease and performing its covenants and conditions, Tenant shall and may peaceably and quietly have, hold and enjoy the Premises for the term.

19.2 Captions, Attachments, Defined Terms

The captions of the Articles of this Lease are for convenience only and shall not be deemed to be relevant in resolving any question of interpretation or construction of any section of this Lease. Exhibits attached hereto, and addenda and schedules initiated by the parties, are deemed by attachment to

constitute part of this Lease and are incorporated herein. The words "Landlord" and "Tenant," as used herein, shall include the plural as well as the singular. Words used in neuter gender include the masculine and feminine and words in the masculine or feminine gender include the neuter. If there be more than one Landlord or Tenant, the obligations hereunder imposed upon Landlord or Tenant shall be joint and several. If the Tenants are husband and wife, the obligations shall extend individually to their sole and separate property as well as to their community property.

19.3 Entire Agreement

This instrument along with any exhibits and attachments hereto constitutes the entire agreement between Landlord and Tenant relative to the premises and this agreement and the exhibits and attachments may be altered, amended or revoked only by an instrument in writing signed by both Landlord and Tenant. Landlord and Tenant agree hereby that all prior or contemporaneous oral agreements between and among themselves and their agents and representatives relative to the leasing of the premises are merged in or revoked by this agreement.

19.4 Severability

If any terms or provision of this Lease shall, to any extent, be determined by a court of competent jurisdiction to be invalid or unenforceable, the remainder of this Lease shall not be affected thereby, and each term and provision of this Lease shall be valid and be enforceable to the fullest extent permitted by law.

19.5 Costs of Suit

If Tenant or Landlord shall bring any action for any relief against the other, declaratory or otherwise, arising out of this Lease, including any suit by Landlord for the recovery of rent or possession of the premises, the losing party shall pay the successful party a reasonable sum for attorney's fees which shall be deemed to have accrued on the commencement of such action and shall be paid whether or not such action is prosecuted to judgment. Should Landlord, without fault on Landlord's part, be made a party to any litigation instituted by Tenant or by any third party against Tenant, or by or against any person holding under or using the premises by license of Tenant, or for the foreclosure of any lien for labor or materials furnished to or for Tenant or any such other person or otherwise arising out of or resulting from any act or transaction of Tenant or of any such other person, Tenant shall save and hold Landlord harmless from any judgment rendered against Landlord or the premises or any part thereof, and all costs and expenses, including reasonable attorney's fees, incurred by Landlord in connection with such litigation.

19.6 Time, Joint and Several Liability

Time is of the essence of this Lease and each and every provision hereof, except as to the conditions relating to the delivery of possession of the premises to Tenant. All the terms, covenants and conditions contained in this Lease to be performed by either party if such party shall consist of more than one person or organization, shall be deemed to be joint and several, and all rights and remedies of the parties shall be cumulative and non-exclusive of any other remedy at law or in equity.

19.7 Binding Effect; Choice of Law

The parties hereto agree that all the provisions hereof are to be construed as both covenants and conditions as though the words importing such covenants and conditions were used in each separate section hereof; and all of the provisions hereof shall bind and inure to the benefit of the parties hereto and their respective heirs, legal representatives, successors and assigns. This Lease shall be governed by the laws of the State of California.

19.8 Waiver

No covenant, term or condition or the breach thereof shall be deemed waived, except by written consent of the party against whom the waiver is claimed and any waiver or the breach of any covenant, term or condition shall not be deemed to be a waiver of any preceding or succeeding breach of the same or any other covenant, term or condition. Acceptance by Landlord of any performance by Tenant after the time the same shall have become due shall not constitute a waiver by Landlord of the breach or default of any covenant, term or condition. Acceptance by Landlord of any performance by Tenant after the time the same shall have become due shall not constitute a waiver by Landlord of the breach or default of any covenant, term or condition unless otherwise expressly agreed to by Landlord in writing.

19.9 Surrender of Premises

The voluntary or other surrender of this Lease by Tenant, or a mutual cancellation thereof, shall not work a merger and shall, at the option of the Landlord, terminate all or any existing assignments or transfers or may, at the option of Landlord, operate as an assignment to it of any or all such assignments or transfers.

19.10 Holding Over

If Tenant remains in possession of all or any part of the premises after the expiration of the term hereof, with or without the express or implied consent of Landlord, such tenancy shall be from month to month only and not a renewal hereof or an extension for any further term, and in such case, rent and other monetary sums due hereunder shall be payable at the time specified in this Lease and such month-to-month tenancy shall be subject to every other term, covenant, condition and agreement contained herein, except that the monthly rental rate set forth in Section 4.1 may be increased by Landlord effective the first month of the holdover period, or upon 30 days notice any time thereafter.

19.11 Interest on Past Due Obligations

Except as expressly herein provided, any amount due to Landlord not paid when due shall bear interest at a rate one percent (1%) above the discount rate of the Federal Reserve Bank of San Francisco from the due date. Payment of such interest together with the amount due shall excuse or cure any default by Tenant under this Lease.

19.12 Recording

Neither Landlord nor Tenant shall record this Lease.

19.13 Notices

All notices or demands of any kind required or desired to be given by Landlord or Tenant hereunder shall be in writing and shall be deemed delivered forty-eight (48) hours after depositing the notice or demand in the United States mail, certified or registered, postage prepaid, addressed to the Landlord or Tenant respectively at the addresses set forth in Article 1.

19.14 No Reservation

Submission of this instrument for examination or signature by Tenant does not constitute a reservation of or option for lease; it is not effective as a lease or otherwise until execution and delivery by both Landlord and Tenant.

19.15 Corporate Authority

If Tenant is a corporation, each individual executing this Lease on behalf of said corporation represents and warrants that he/she is duly authorized to execute and deliver this Lease on behalf of said corporation in accordance with a duly adopted resolution of the Board of Directors of said corporation or in accordance with the Bylaws of said corporation, and that this Lease is binding upon said corporation in accordance with its terms. If Tenant is a corporation, Tenant shall, within thirty (30) days after execution of this Lease, deliver to Landlord a certified copy of resolution of the Board of Directors of said corporation authorizing or ratifying the execution of this Lease.

19.16 Force Majeure

If either Landlord or Tenant shall be delayed or prevented from the performance of any act required hereunder by reason of acts of God, governmental restrictions, regulations or controls (except those reasonably foreseeable in connection with the uses contemplated by this Lease) or other cause without fault and beyond the control of the party obligated (except financial inability), performance of such act shall be excused for the period of the delay and the period for the performance of any such act shall be extended for a period equivalent to the period of such delay. Nothing in this clause shall excuse Tenant from prompt payment of any rent, taxes, insurance or any other charge required of Tenant, except as may be expressly provided in this Lease.

In Witness Whereof Landlord and Tenant have executed this Lease as of the date first written above.

LANDLORD: STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

Dated: _____ By: _____

CAROL L. HANSON
Headquarters Chief, Right of Way and Land Surveys
Real Property Services

TENANT: _____

Dated: _____ By: _____

EXHIBIT A

[Insert FLA Premises Mapping]

EXHIBIT B

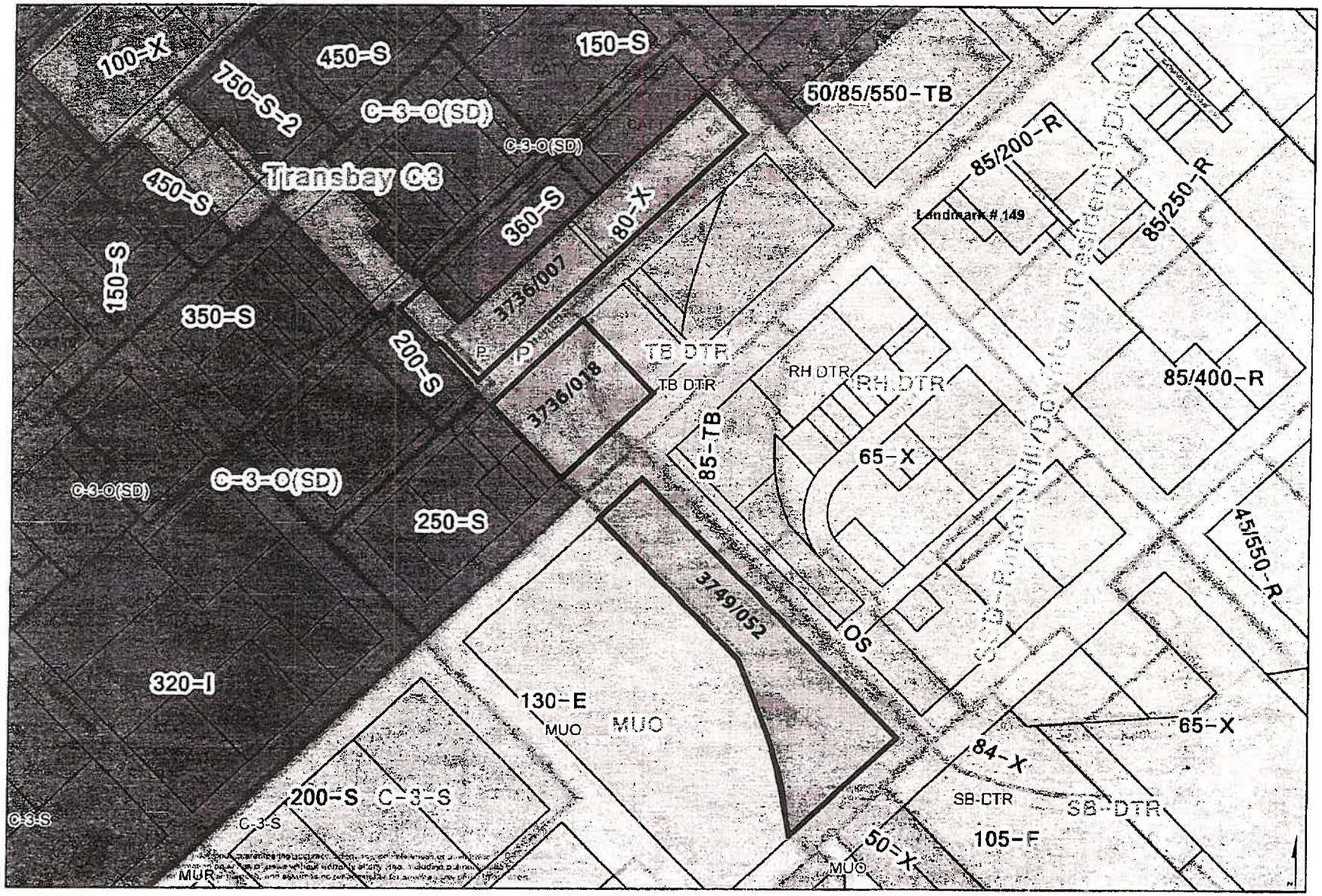
[Insert Stormwater Permit BMPs listed in Section 5.12]

EXHIBIT C

Per Section 5.2, Tenant does not know nor has reasonable cause to believe that any release of hazardous material has come to be located on or beneath the Premises

Zoning Map for Assessor's Blocks and Lots: 3736/007, 018 and 3749/052

SAN FRANCISCO
PLANNING DEPARTMENT



0 80 160 320 Feet

Printed: 22 February, 2017

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 88

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No: 2.4d.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **CONVEYANCE OF EXCESS STATE OWNED REAL PROPERTY RELATED TO STATE ROUTE 710**

ISSUE:

Should the California Transportation Commission (Commission) approve execution of the following Director's Deed related to the sale of excess land on State Route 710?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission authorize the execution of the Director's Deed summarized below. The conveyance of excess State owned real property, including exchanges, is pursuant to Section 118 of the Streets and Highways Code.

The Director's Deed included in this item involves an estimated current value of $180,000. The State will receive a return of $310,000 from the sale of this property. A recapitulation of the item presented and corresponding maps are attached.

DIRECTOR'S DEED:

01-07-LA-710 PM 29.4	City of South Pasadena
Disposal Unit #DD 68222-01-01	6,299 Square Feet
Convey to: AIT MANAGEMENT LLC	$310,000 (Appraisal $180,000)

Public sale auction: Selling price represents the highest bid received at public auction. There were four active bidders for the parcel.

The subject property is located in a residential neighborhood at 728 Bonita Drive, in the hilly southwesterly part of the City of South Pasadena. This parcel is irregular in shape and is an unimproved vacant lot. It slopes downward from the street providing a view of rolling hills. The property has 80 feet of street frontage and has an area of 6,299 square feet.

Attachments
Attachment A - Financial summary spreadsheet
Exhibit 1A - Parcel map

SUMMARY OF PROPERTY CONVEYANCES STATE ROUTE 710 - 2.4d.(2)
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - AUGUST 16-17, 2017

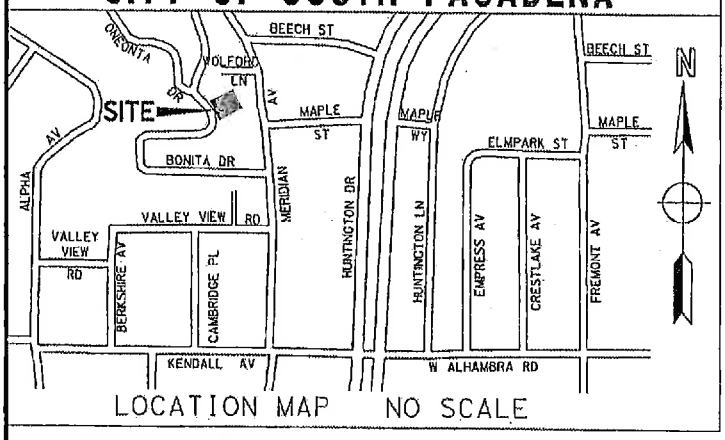
Table I - Volume by Districts

District	Direct Sales	Public Sales	Non-Inventory Conveyances	Other Funded Sales	Total Items	Current Estimated Value	Return From Sales	Recovery % % Return From Sales / Current Value
01								
02								
03								
04								
05								
06								
07	1				1	$180,000	$310,000	172.2%
08								
09								
10								
11								
12								
Total								

Table II - Analysis by Type of Sale

Type of Sale	# of Items	Current Estimated Value	Return From Sales	Recovery % % Return From Sales / Current Value
Direct Sales				
Public Sales	1	$180,000	$310,000	172.2%
Non-Inventory Conveyances				
Sub-Total	1	$180,000	$310,000	172.2%
Other Funded Sales				
Total	1	$180,000	$310,000	172.2%

CITY OF SOUTH PASADENA

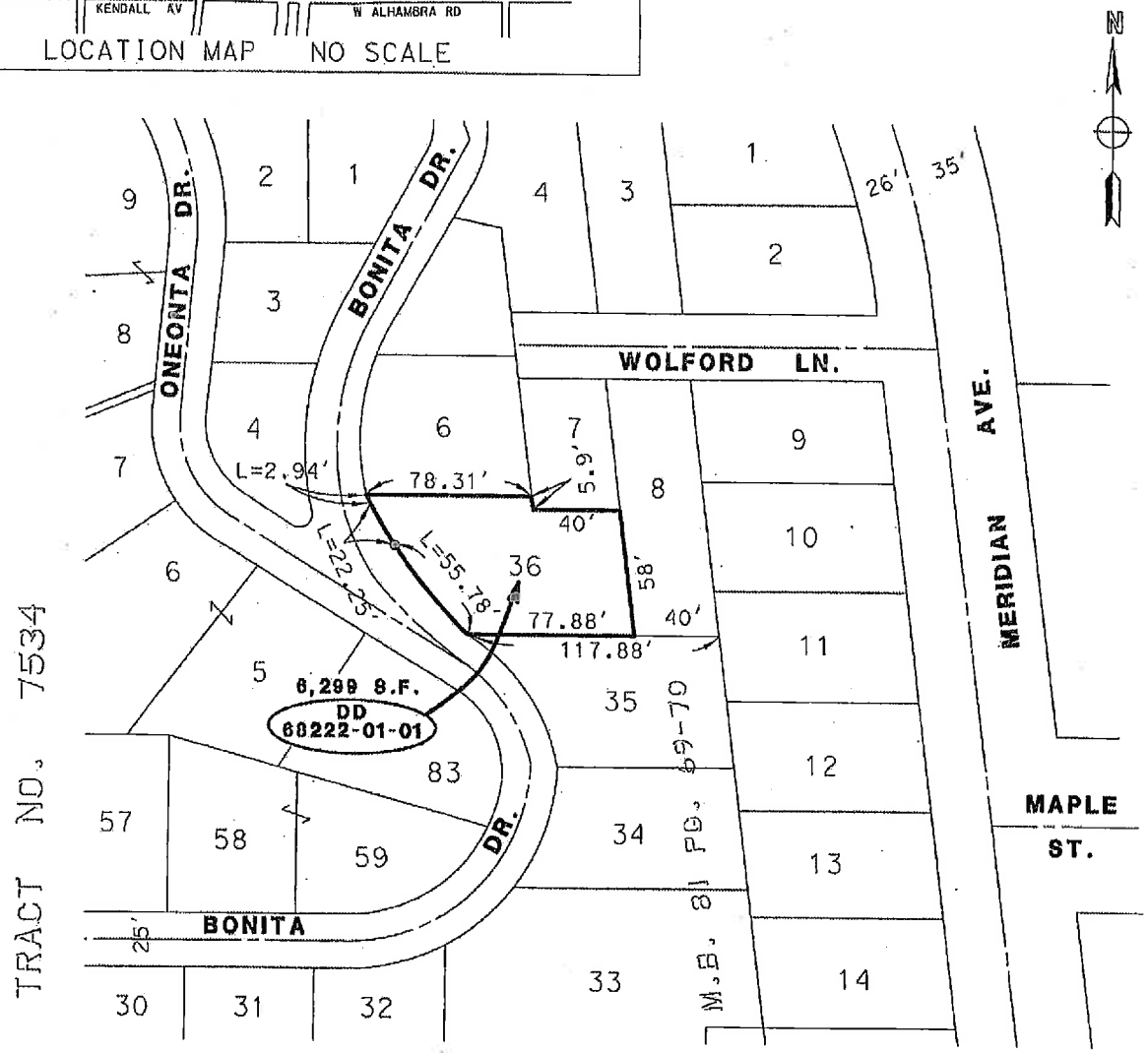


LOCATION MAP NO SCALE

DIST	COUNTY	ROUTE	POST MILE
07	LA	710	29.4

PARCEL NO.	AREA
DD 68222-01-01	6,299 SF

LOT 36 OF TRACT NO. 7534
M.B. 81 PG. 69 TO 71 INCLUSIVE



CITY OF SOUTH PASADENA

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 68222-01-01

REF. MAP: R/W MAP NO. F1532-1

SCALE: NONE

DRWN: ST CHKD: FC

DATE: 04-19-2017

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 89

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 16-17, 2017

Reference No.: 2.4d.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **CONVEYANCE OF EXCESS STATE OWNED REAL PROPERTY RELATED TO LA-405**

ISSUE:

Should the California Transportation Commission (Commission) approve execution of the following Director's Deeds?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission authorize execution of the Director's Deeds summarized below. The conveyance of excess State owned real property, including exchanges, is pursuant to Section 118 of the Streets and Highways Code.

The Director's Deeds included in this item involve an estimated current value of $72,828. The State will receive a return of $72,828 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

BACKGROUND:

This is an exchange with the J. Paul Getty Trust (Getty) per agreement with Getty. Pursuant to the Possession and Use Agreement dated June 6, 2013, and the Memorandum of Understanding dated June 16, 2011, between the Department, the Los Angeles County Metropolitan Transportation Authority, and Getty, the Department proposes to exchange several excess parcels for right of way requirements from the adjoining owner, Getty.

The disposal units are unimproved rectangular lots with a total square footage of 176,179 square feet (SF), located in the City of Los Angeles. The parcels were originally zoned under the jurisdiction of the City of Los Angeles for Open Space. The proposed excess properties are reserved with various easements over portions of each of the parcels by the Department. The reservation includes, but is not limited to, "footing, foundations, drainage and irrigation systems and structures, soil nail tiebacks…together with the right to enter upon and to pass and repass over and along said easement and right of way and to deposit tools…"

DISPOSAL UNITS:

01-07-LA-405 PM 33.7	City of Los Angeles
Disposal Unit #DD 980566-01-01	74,559 SF
Convey to: J. Paul Getty Trust	$30,816 (Appraisal $30,816)
02-07-LA-405 PM 33.9	City of Los Angeles
Disposal Unit #DD 980565-01-01	46,522 SF (1.07 Acres)
Convey to: J. Paul Getty Trust	$19,224 (Appraisal $19,224)
03-07-LA-405 PM 34.2	City of Los Angeles
Disposal Unit #DD 980564-01-01	3,725 SF
Convey to: J. Paul Getty Trust	$1,548 (Revised Appraisal $1,548)
04-07-LA-405 PM 34.2	City of Los Angeles
Disposal Unit #DD980564-02-01	5,082 SF
Convey to: J. Paul Getty Trust	$2,106 (Appraisal $2,106)
05-07-LA-405 PM 34.6	City of Los Angeles
Disposal Unit #DD980576-01-01	46,291 SF
Convey to: J. Paul Getty Trust	$19,134 (Appraisal $19,134)

Attachments
- Attachment A - Financial summary spreadsheet
- Exhibits 1A-5A - Parcel maps

SUMMARY OF DIRECTOR'S DEEDS - 2.4d.(4)
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - AUGUST 16-17, 2017

Table I - Volume by Districts

District	Direct Sales	Public Sales	Non-Inventory Conveyances	Other Funded Sales	Total Items	Current Estimated Value	Return From Sales	Recovery % % Return From Sales Current Value
01								
02								
03								
04								
05								
06								
07	5				5	$72,828	$72,828	100.0%
08								
09								
10								
11								
12								
Total	**5**				**5**	**$72,828**	**$72,828**	**100.0%**

Table II - Analysis by Type of Sale

Type of Sale	# of Items	Current Estimated Value	Return From Sales	Recovery % % Return From Sales Current Value
Direct Sales	**5**	**$72,828**	**$72,828**	**100.0%**
Public Sales				
Non-Inventory Conveyances				
Sub-Total	**5**	**$72,828**	**$72,828**	**100.0%**
Other Funded Sales				
Total		**$72,828**	**$72,828**	**100.0%**

CITY OF LOS ANGELES

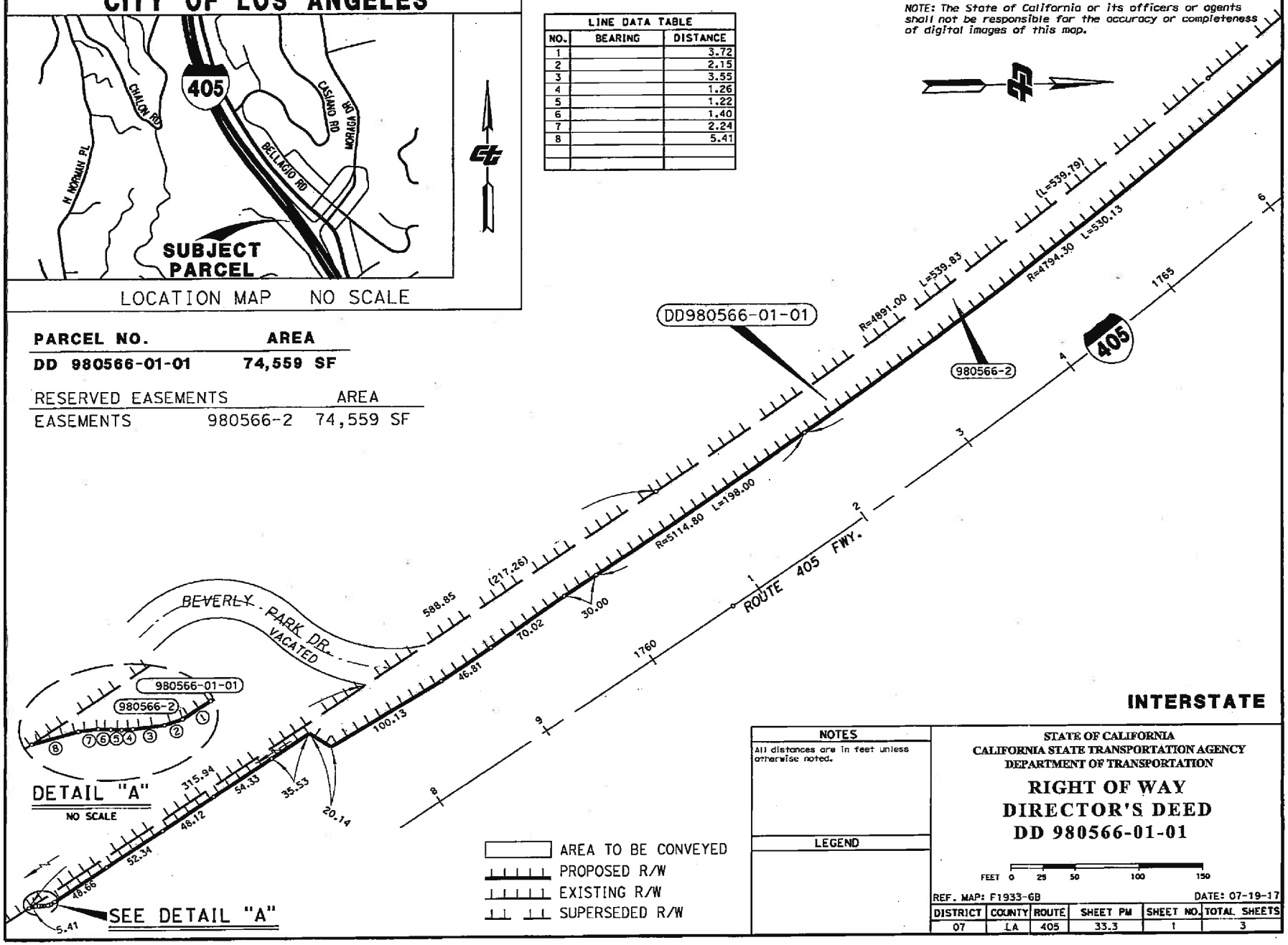
LOCATION MAP NO SCALE

LINE DATA TABLE		
NO.	BEARING	DISTANCE
1		3.72
2		2.15
3		3.55
4		1.26
5		1.22
6		1.40
7		2.24
8		5.41

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

PARCEL NO.	AREA
DD 980566-01-01	74,559 SF

RESERVED EASEMENTS		AREA
EASEMENTS	980566-2	74,559 SF



NOTES
All distances are in feet unless otherwise noted.
LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD 980566-01-01

FEET 0 25 50 100 150

REF. MAP: F1933-6B DATE: 07-19-17

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	405	33.3	1	3

1A

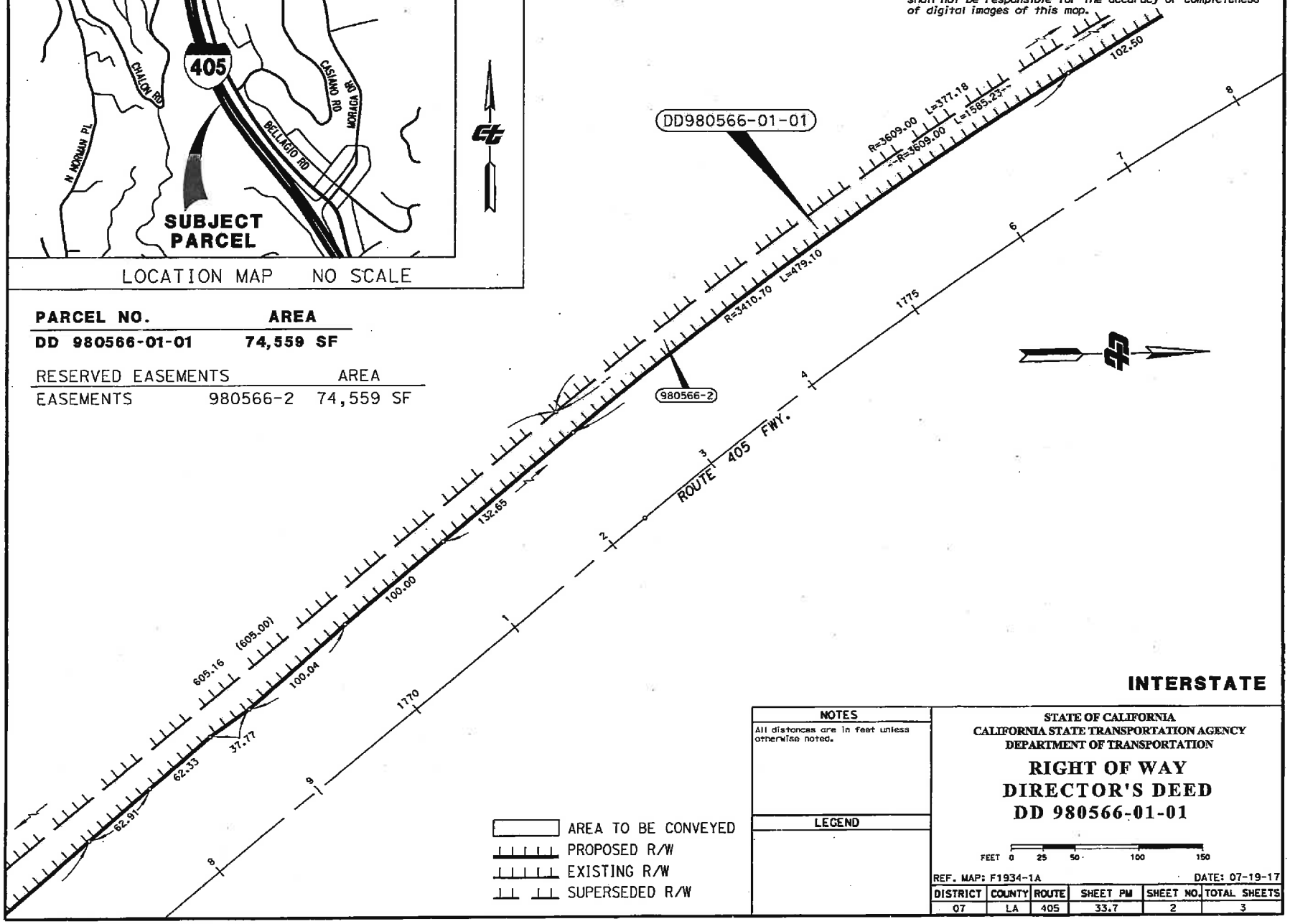
CITY OF LOS ANGELES

LOCATION MAP NO SCALE

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

PARCEL NO.	AREA
DD 980566-01-01	74,559 SF

RESERVED EASEMENTS		AREA
EASEMENTS	980566-2	74,559 SF



NOTES

All distances are in feet unless otherwise noted.

LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

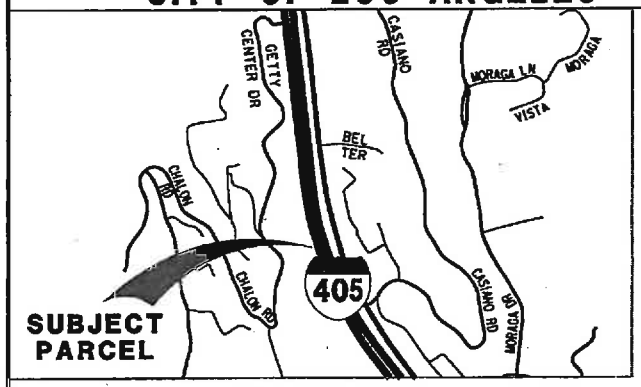
RIGHT OF WAY DIRECTOR'S DEED DD 980566-01-01

FEET 0 25 50 100 150

REF. MAP: F1934-1A DATE: 07-19-17

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	405	33.7	2	3

CITY OF LOS ANGELES

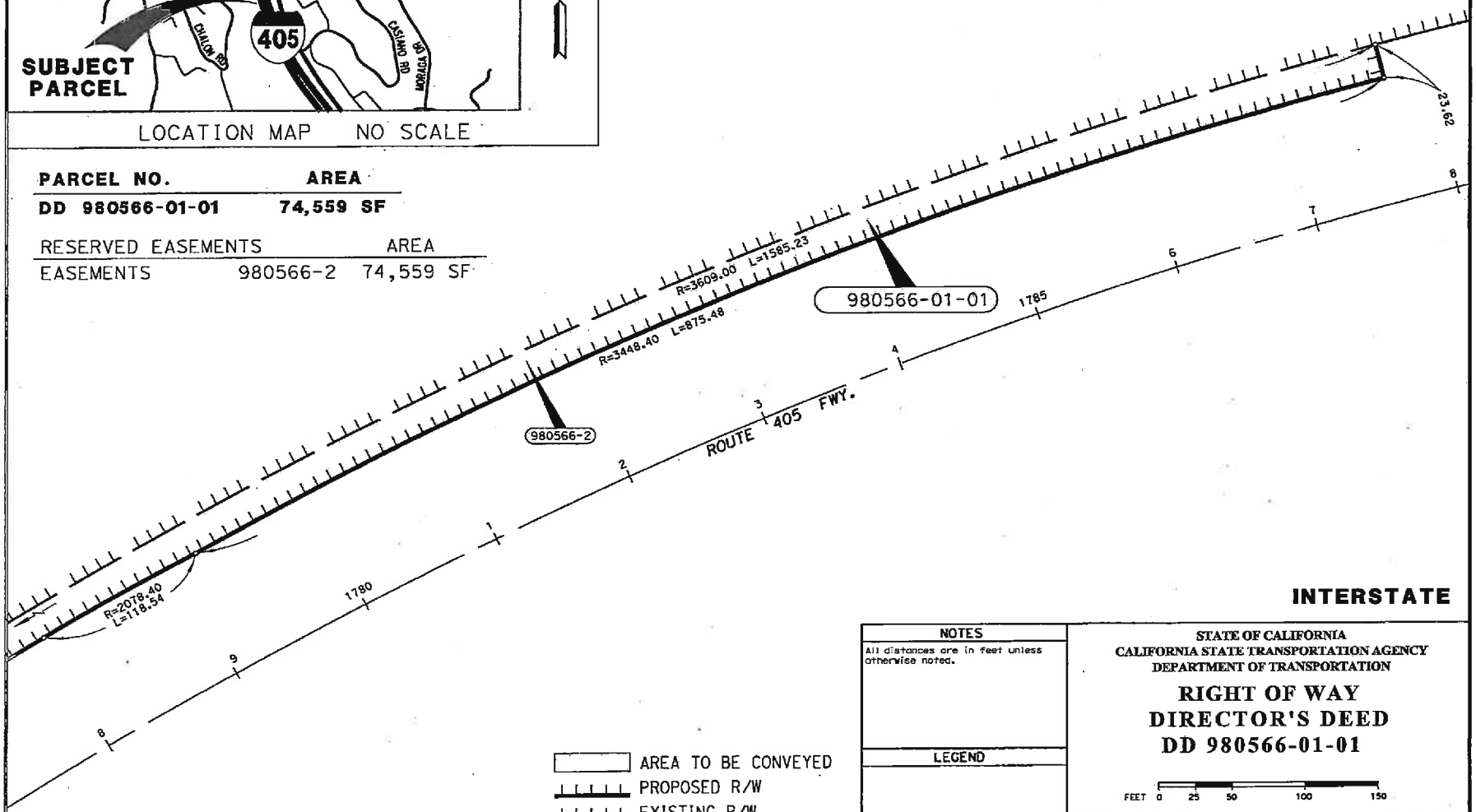


LOCATION MAP NO SCALE

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

PARCEL NO.	AREA
DD 980566-01-01	74,559 SF

RESERVED EASEMENTS		AREA
EASEMENTS	980566-2	74,559 SF



INTERSTATE

AREA TO BE CONVEYED
PROPOSED R/W
EXISTING R/W
SUPERSEDED R/W

NOTES

All distances are in feet unless otherwise noted.

LEGEND

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

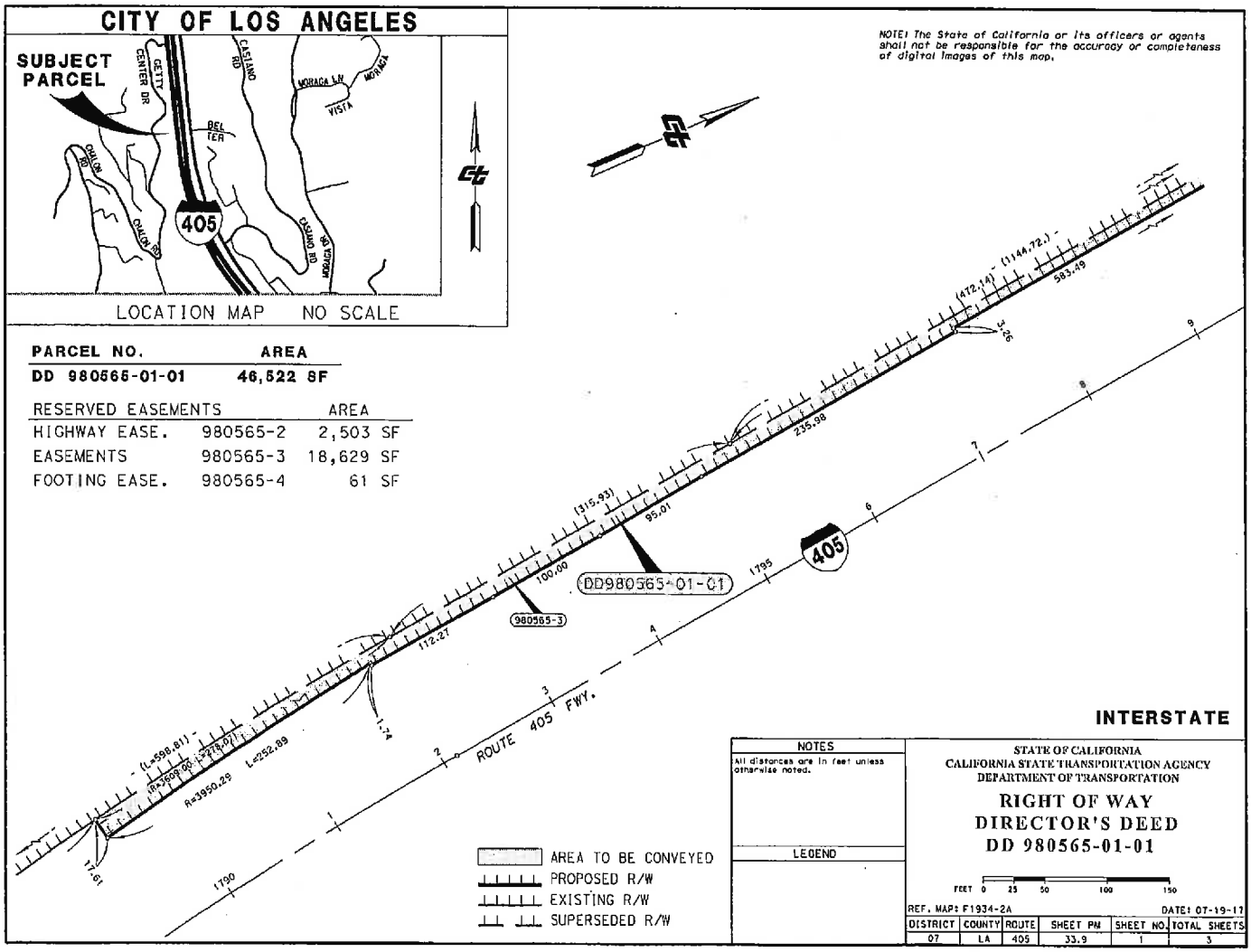
RIGHT OF WAY
DIRECTOR'S DEED
DD 980566-01-01

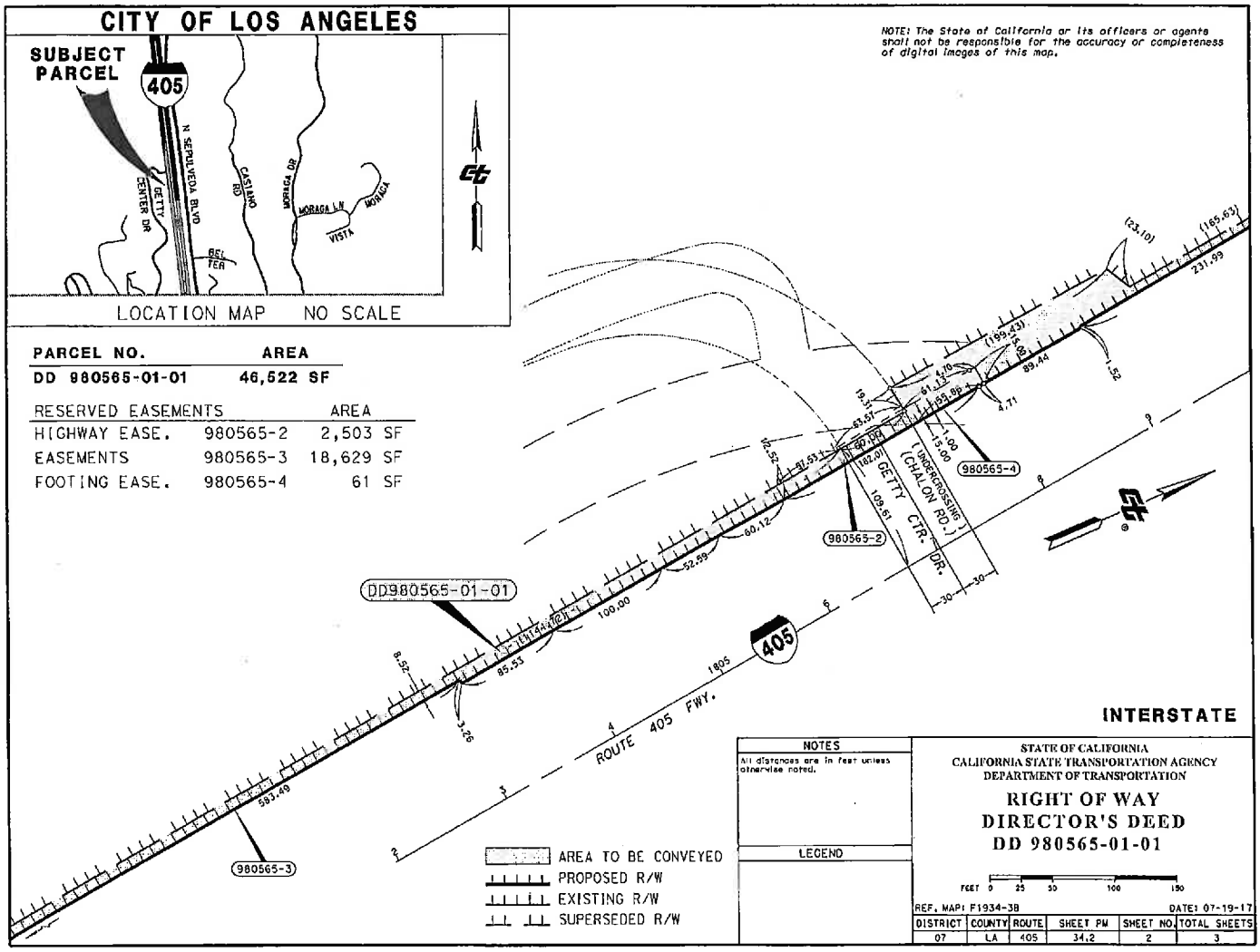
FEET 0 25 50 100 150

REF. MAP: F1934-2A DATE: 07-19-17

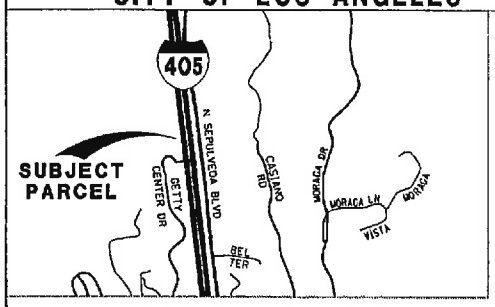
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	405	33.9	3	3

1C


CITY OF LOS ANGELES
SUBJECT PARCEL
GETTY CENTER DR
CASLAND RD
MORAGA LN
MORAGA VISTA
BEL TER
CHALON RD
405
LOCATION MAP NO SCALE
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.
PARCEL NO. AREA
DD 980565-01-01 46,522 SF
RESERVED EASEMENTS AREA
HIGHWAY EASE. 980565-2 2,503 SF
EASEMENTS 980565-3 18,629 SF
FOOTING EASE. 980565-4 61 SF
DD980565-01-01
980565-3
ROUTE 405 FWY.
INTERSTATE
AREA TO BE CONVEYED
PROPOSED R/W
EXISTING R/W
SUPERSEDED R/W
NOTES
All distances are in feet unless otherwise noted.
LEGEND
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD 980565-01-01
FEET 0 25 50 100 150
REF. MAP: F1934-2A
DATE: 07-19-17
DISTRICT COUNTY ROUTE SHEET PM SHEET NO. TOTAL SHEETS
07 LA 405 33.9 1 3


CITY OF LOS ANGELES
SUBJECT PARCEL
405
N SEPULVEDA BLVD
GETTY CENTER DR
CASIANO RD
MORAGA DR
MORAGA LN
MORAGA VISTA
BEL TER
LOCATION MAP NO SCALE
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.
PARCEL NO. AREA
DD 980565-01-01 46,522 SF
RESERVED EASEMENTS AREA
HIGHWAY EASE. 980565-2 2,503 SF
EASEMENTS 980565-3 18,629 SF
FOOTING EASE. 980565-4 61 SF
DD980565-01-01
980565-2
980565-3
980565-4
GETTY CTR. DR.
(UNDERCROSSING CHALON RD.)
ROUTE 405 FWY.
INTERSTATE
AREA TO BE CONVEYED
PROPOSED R/W
EXISTING R/W
SUPERSEDED R/W
NOTES
All distances are in feet unless otherwise noted.
LEGEND
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD 980565-01-01
FEET 0 25 50 100 150
REF. MAP: F1934-3B
DATE: 07-19-17
DISTRICT COUNTY ROUTE SHEET PM SHEET NO. TOTAL SHEETS
07 LA 405 34.2 2 3

CITY OF LOS ANGELES

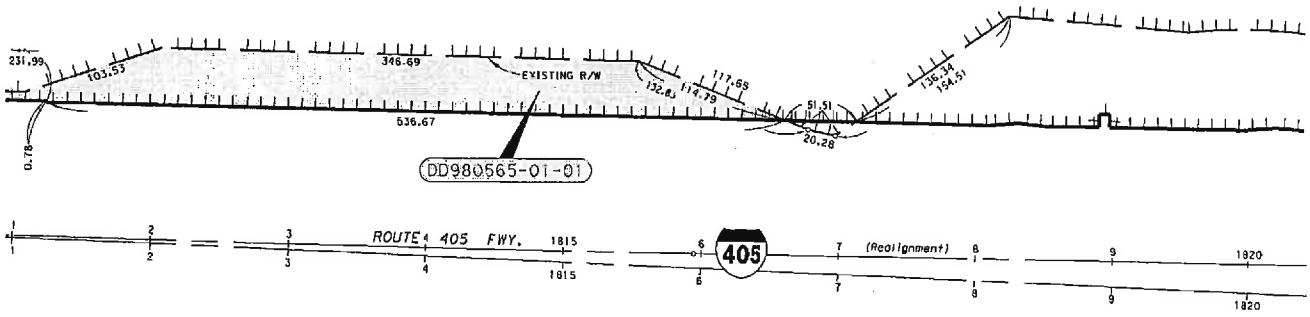


LOCATION MAP NO SCALE

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

PARCEL NO.	AREA
DD 980565-01-01	46,522 SF

RESERVED EASEMENTS		AREA
HIGHWAY EASE.	980565-2	2,503 SF
EASEMENTS	980565-3	18,629 SF
FOOTING EASE.	980565-4	61 SF



INTERSTATE

NOTES
All distances are in feet unless otherwise noted.

LEGEND
AREA TO BE CONVEYED
PROPOSED R/W
EXISTING R/W
SUPERSEDED R/W

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

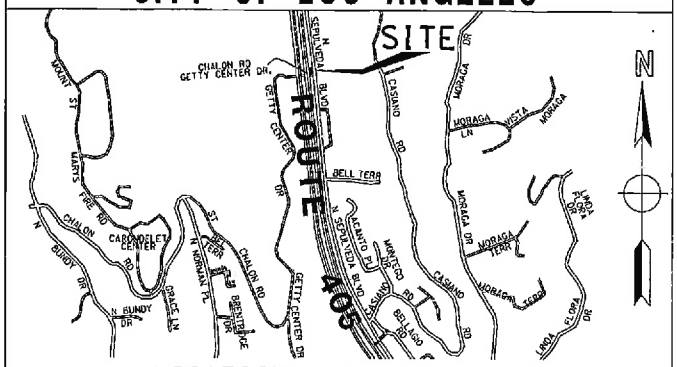
RIGHT OF WAY
DIRECTOR'S DEED
DD 980565-01-01

FEET 0 25 50 100 150

REF. MAP: F1934-4B DATE: 07-19-17

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	405	34.4	3	3

CITY OF LOS ANGELES

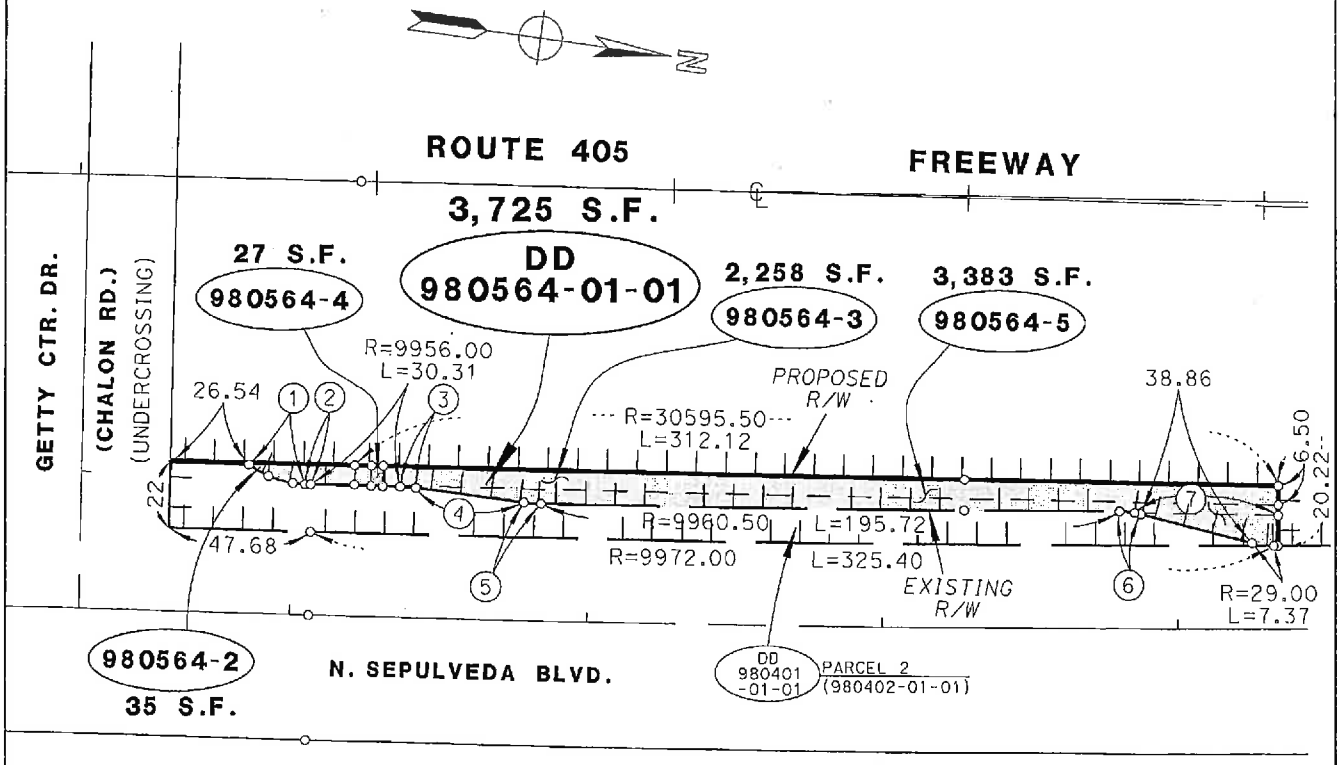


LOCATION MAP NO SCALE

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

PARCEL NO.	AREA
DD 980564-01-01	3,725 SF

RESERVED EASEMENTS		AREA
HIGHWAY EASE.	980564-2	35 SF
FOOTING EASE.	980564-3	2,258 SF
DRAINAGE EASE.	980564-4	27 SF
MAINT. EASE.	980564-5	3,383 SF



AREA TO BE CONVEYED
PROPOSED R/W
EXISTING R/W
SUPERSEDED R/W

INTERSTATE
IN CITY OF LOS ANGELES

DATA TABLE		
NO.	RADIUS	LEN/DIST
1	33.00	20.21
2		1.92
3	50.00	5.28
4		36.36
5	50.00	5.84
6	29.00	7.22
7	30605.50	51.76

NOTES

All distances are in feet unless otherwise noted.

LEGEND

STATE RETAINS ACCESS RIGHTS

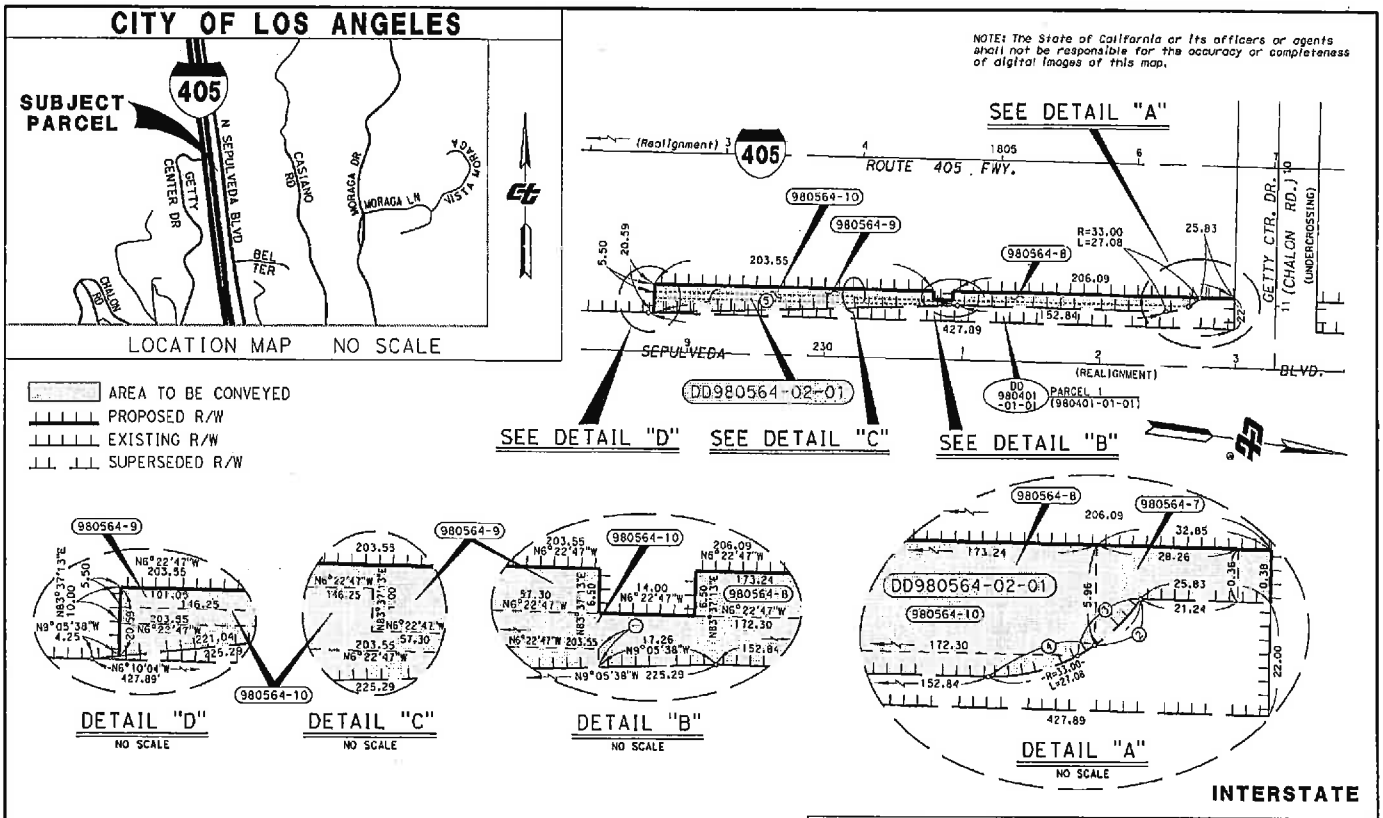
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD 980564-01-01

NOT TO SCALE

REF. MAP: R/W MAP NO. F1934-3A DATE: 07-18-17

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	405	34.2	1	1



PARCEL NO.	AREA
DD 980564-02-01	5,082 SF

RESERVED EASEMENTS		AREA
HIGHWAY EASE.	980564-7	32 SF
FOOTING EASE.	980564-8	1,156 SF
FOOTING EASE.	980564-9	1,177 SF
MAINTENANCE EASE.	980564-10	3,875 SF

LINE DATA TABLE

NO.	BEARING	DISTANCE
1		0.95
2		9.05
3		10.14
4		16.02
5		221.04

NOTES

All distances are in feet unless otherwise noted.

LEGEND

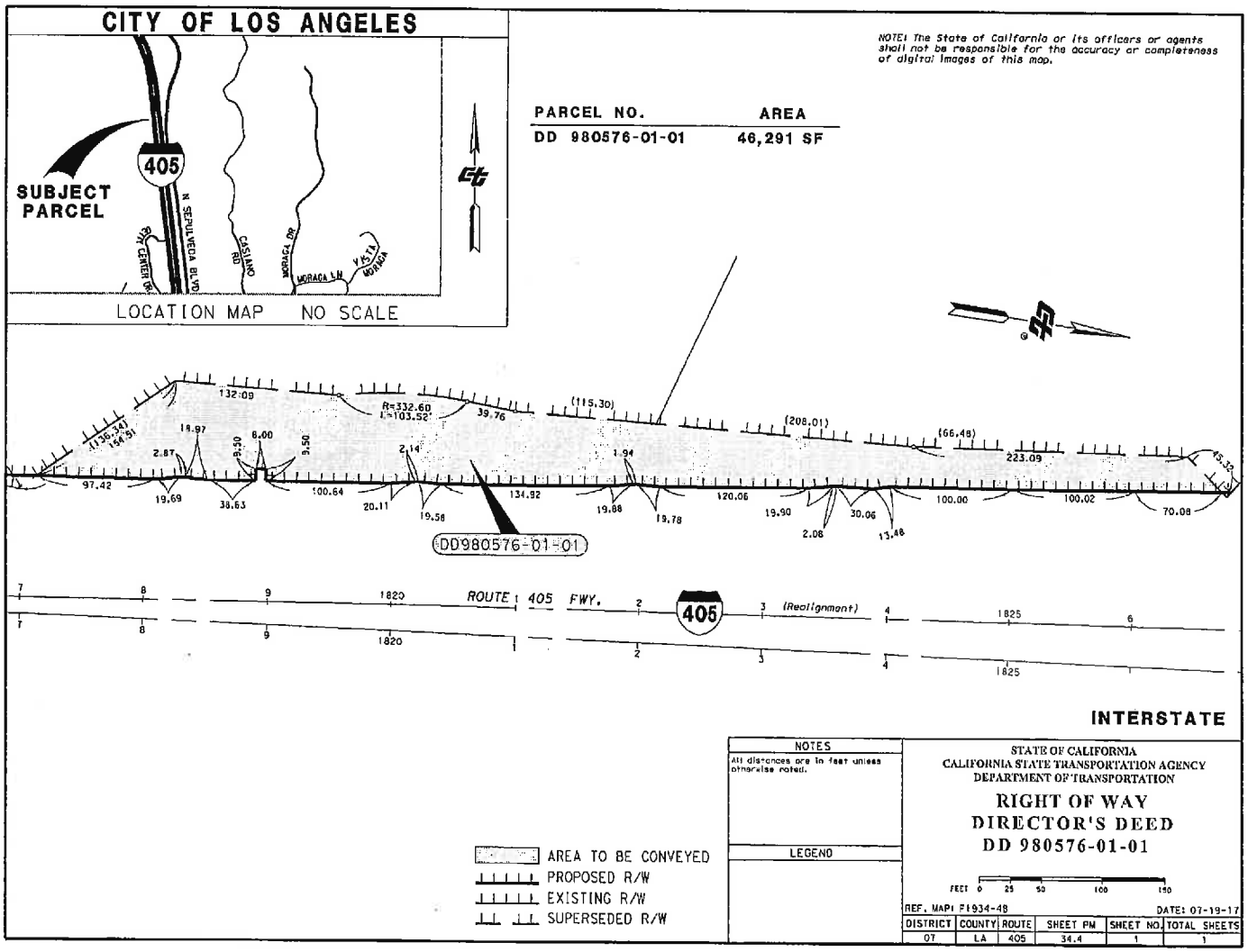
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD 980564-02-01

FEET 0 25 50 100 150

REF. MAP: F1934-28 DATE: 07-19-17

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	405	34.2	1	1


CITY OF LOS ANGELES
405
SUBJECT PARCEL
N SEPULVEDA BLVD
CASIANO RD
MORACA DR
MORACA LN
VISTA MORACA
LOCATION MAP NO SCALE
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.
PARCEL NO. AREA
DD 980576-01-01 46,291 SF
DD980576-01-01
ROUTE 405 FWY.
(Realignment)
INTERSTATE
NOTES
All distances are in feet unless otherwise noted.
LEGEND
AREA TO BE CONVEYED
PROPOSED R/W
EXISTING R/W
SUPERSEDED R/W
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD 980576-01-01
REF. MAP: F1934-48
DATE: 07-19-17
DISTRICT COUNTY ROUTE SHEET PM SHEET NO. TOTAL SHEETS
07 LA 405 34.4 1 1

Tabs 82-86

California Transportation Commission

August 16-17, 2017 Meeting - Extension Requests / Staff Recommendation

Agenda							Extension	Recommendations		
Item #	**Ref #**	**Extension Type**	**Proj #**	**PPNO**	**County**	**Agency**	**Request**	**Caltrans**	**CTC Staff**	**Notes**
82	**2.8b.(1)**	Contract Award - ATP	**1**	07-5186	Los Angeles	City of Baldwin Park	**5**	**5**	**5**	The City needs to modify the design of the catch basins at the County's request before advertising and awarding the project.
83	**2.8b.(2)**	Contract Award - SHOPP	1	05-4928W	San Luis Obispo	Caltrans				Request withdrawn by Caltrans as indicated on the change list
83	**2.8b.(2)**	Contract Award - SHOPP	2	04-0780G	Sonoma	Caltrans	6	6	**4**	This is a Safety Improvement project. The project was advertised and Caltrans determined the bidders were non-responsive. Caltrans is working to accelerate the readvertising process.
84	**2.8c.(1)**	Project Completion - ATP	1	08-1164	San Bernardino	City of Rialto	6	6	**6**	The City needed to postpone some of the program's activities while they worked out concerns with the School District. The City now needs more time to implement the full program.
85	**2.8c.(3)**	Project Completion - STIP Rail	1	75-2127L	Various	Capitol Corridor Joint Powers Authority	20	20	**20**	The Authority found that developing the scope of a sustainable program and identifying prospective vendors for the operations of the program were challenging and the folding bikes and rental lockers will need to be manufactured to specifically fit this program. The Authority needs more time to work out these issues.
86	**2.8d.(1)**	Project Expenditure - STIP	1	01-2391	Humboldt	County of Humboldt	14	14	**14**	The County needs more time due to delays in starting the project , needing additional time to conduct structural inspection and analysis, and to conduct unexpected additional studies.