ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

http://www.catc.ca.gov

October 18- 19 2017

Modesto, California

Wednesday, October 18, 2017

1:00 PM **Commission Meeting**
Stanislaus County Administration Building
Chambers, Basement Level
1010 10th Street
Modesto, CA 95354

5:30 PM **Commission Reception**
Gallo Center for the Arts
1000 I Street
Modesto, CA 95354

7:00 PM **Commissioners' Dinner**
Galleto Ristorante
1101 J St
Modesto, CA 95354

Thursday, October 19, 2017

9:00 AM **Commission Meeting**
Stanislaus County Administration Building
Chambers, Basement Level
1010 10th Street
Modesto, CA 95354

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.

***** "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.

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):
CTC Meeting – December 6-7, 2017 in Riverside, CA

Tab #	Item Description	Ref. #	Presenter	Status*	

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	1.12	Rosa Park Bill Zoslocki	I	R
3	Approval of Minutes for August 16-17, 2017	1.2	Bob Alvarado	A	C
4	Commissioners' Meetings for Compensation	1.5	Bob Alvarado	A	C
	REPORTS				
5	Commission Executive Director • 2017 Annual Report to the Legislature • Revised 2018 Meeting Schedule	1.3	Susan Bransen	A	C
6	Commissioner Reports	1.4	Bob Alvarado	A	C
7	CalSTA Secretary and/or Undersecretary	1.6	Brian Kelly	I	T
8	Caltrans Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D
9	FHWA California Division Administrator	1.11	Vincent Mammano	I	F
10	Regional Agencies Moderator	1.8	Patricia Chen	I	R
11	Rural Counties Task Force Chair	1.9	Maura Twomey	I	R
12	Self-Help Counties Coalition Executive Director	1.10	Keith Dunn	I	R
	POLICY MATTERS				
13	Innovations in Transportation • Pfeiffer Canyon Bridge	4.29	Garth Hopkins Tim Gubbins	I	D
14	Sacramento Area Council of Governments Update	4.24	Garth Hopkins James Corless	I	R
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
	Road Repair and Accountability Act of 2017, Senate Bill 1				
17	Road Repair and Accountability Act of 2017, Senate Bill 1 Implementation Update	4.4	Mitch Weiss	A	C
18	Amended Letter of No Prejudice (LONP) Guidelines to Include Senate Bill 1 Programs Resolution G-17-28, Amending Resolution G-16-20	4.25	Teresa Favila	A	C
19 **1:45 pm** Timed Item	Hearing on the 2017 Active Transportation Program Augmentation – Staff Recommendations for the Statewide and Small Urban & Rural Components	4.9	Laurie Waters	I	C
20	Adoption of the 2017 Active Transportation Program Augmentation – Statewide and Small Urban & Rural Components Resolution G-17-29	4.10	Laurie Waters	A	C
21	Adoption of the 2017 Active Transportation Program Augmentation Guidelines MPO Competitive Component for Tahoe Metropolitan Planning Organization Resolution G-17-34	4.11	Laurie Waters	A	C
22	Adoption of the 2018 Local Partnership Program Guidelines Resolution G-17-33	4.20	Mitch Weiss	A	C
23	Amendment to the 2017 Local Streets and Roads Funding - Annual Reporting Guidelines Resolution G-17-27, Amending Resolution G-17-23	4.19	Eric Thronson	A	C

Tab #	Item Description	Ref. #	Presenter	Status*	
24	Adoption of the 2018 Trade Corridor Enhancement Program Guidelines Resolution G-17-32	4.5	Dawn Cheser	A	C
25 **2:30 pm** Timed Item	Northern California Hearing on the Draft Guidelines for the 2018 Solutions for Congested Corridors Program	4.14	Teresa Favila	I	C
26	2018 Solutions for Congested Corridors Draft Guidelines Submission to the Legislature	4.30	Teresa Favila	A	C
27	Presentation on the California Transportation Asset Management Plan	4.22	Stephen Maller Mike Johnson	I	D
28	Addendum to the Interim State Highway Operation and Protection Program Guidelines to add a requirement for baseline performance plans and benchmarks	4.28	Rick Guevel	A	C
	INFORMATION CALENDAR		Stephen Maller		
29	**Informational Reports on Allocations Under Delegated Authority** -- Emergency G-11 Allocations *(2.5f. (1))*: $86,205,000 for 27 projects. -- SHOPP Safety Sub-Allocations *(2.5f. (3))*: $12,759,000 for five projects. -- Minor G-05-16 Allocations *(2.5f. (4))*: $2,694,000 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
	Quarterly Reports – FY 16-17 – Fourth Quarter				
33	Proposition 1A – High Speed Passenger Train Bond Program	3.5		I	D
34	Caltrans Rail Operations Report	3.6		I	D
35	Caltrans Finance Report	3.7		I	D
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
	Final Close Out Reports for FY 2016-17 for:				
37	Right of Way Capital Lump Sum Allocation	3.10		I	D
38	Final Close-Out Report on the FY 2016-17 Minor Program lump sum allocation	3.11		I	D
	Other Reports:				
39	Quarterly Report - Local Assistance Lump Sum Allocation for the period ending June 30, 2017	3.13		I	D
40	Third Quarter – Balance Report on AB 1012 “Use It or Lose It” Provision For Federal Fiscal Year 2015 Unobligated RSTP and CMAQ Funds	3.14		I	D
41	Update on the Final Right of Way Expenditure for the STIP Jameson Canyon Widening – Segment 1 Project at Construction Contract Acceptance	3.15		I	D
	BEGIN CONSENT CALENDAR		Stephen Maller		
42	Route Adoption: --One Rescission of Freeway Adoption for: A portion of Route 54 from State Route 125 to Interstate 8 in the county of San Diego 11-SD-54-PM 6.7/16.9 Resolution HRU 17-01	2.3a.		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
43	Approval of Projects for Future Consideration of Funding: 03-Sut-99, PM 39.2/41.4 Live Oak Streetscape Construct roadway improvements on a portion of State Route 99 in the city of Live Oak. (ND) (PPNO's 8378 and 8381) (SHOPP) Resolution E-17-59 04-Mrn-1, PM 24.67 Olema Creek Tributary Culvert Replacement Project Replace existing culvert and construct roadway improvements on State Route 1 in Marin County. (ND) (PPNO 4S780) (SHOPP) Resolution E-17-60 04-Sol-12, PM 24.3/25.2 State Route 12/Church Road Intersection Improvements Project Construct intersection improvements on SR 12 at Church Road in Solano County. (ND) (EA 0G0500) (Local) Resolution E-17-61 05-Mon-1, PM 2.5/67.3 Monterey Highway 1 Culvert Replacement Project Replace seven culverts along a portion of State Route 1 in Monterey County. (MND) (PPNO 2478) (SHOPP) Resolution E-17-62 06-Fre-168, PM 36.0/65.9 Shaver to Huntington CAPM and Culvert Rehabilitation Construct roadway improvements and culvert rehabilitation on a portion of State Route 168 in Fresno County. (MND) (PPNO 3484) (SHOPP) Resolution E-17-63 09-Iny-6, PM 4.3/8.4 09-Mno-6, 0.0/0.8 McNally Shoulder Widening Construct roadway improvements including shoulder widening on State Route 6 in Mono and Inyo Counties. (MND) (PPNO 0660) (SHOPP) Resolution E-17-64 12-Ora-133, 3.1/3.6 State Route 133 Safety Project Construct roadway improvements on a portion of State Route 133 in the city of Laguna Beach in Los Angeles County (MND) (PPNO 4793) (SHOPP) Resolution E-17-66 12-Ora-55, 6.4/10.3 State Route 55 Improvement Project Widen a portion of Interstate 5 in the cities of Irvine, Santa Ana, and Tustin in Orange County (MND) (PPNO 3483) (SHOPP) Resolution E-17-67	2.2c.(1)		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
44	Four Relinquishment Resolutions: --01-Lak-20-PM 12.2 Right of way along Route 20 at Nice-Lucerne Cutoff and Pyle Road, in the county of Lake. Resolution R-3994 --04-Ala-92-PM 6.8/8.1 Right of way on Route 92 from Santa Clara Street to near Atherton Street, in the city of Hayward. Resolution R-3942 --04-Ala-185-PM 0.4/0.9 Right of way on Route 185 from 'A' Street to the Hayward City Limits at Rose Street, in the city of Hayward. Resolution R-3945 --04-Ala-238-PM 7.8/9.3 Right of way on Route 238 from the Hayward City Limits to Industrial Parkway, in the city of Hayward. Resolution R-3946	2.3c.		A	D
45	Three Vacation Resolutions: --02-Sha-299-PM 83.5/83.9 Right of way along Route 299 between Hat Creek Powerhouse No. 2 Road and Hat Creek Park at Hat Creek, in the county of Shasta. Resolution No. A908 --02-Las-395-PM 52.3/52.6 Right of way along Route 395 between Janesville Grade and Lake Crest Road, in the county of Lassen. Resolution No. A909 --02-Tri-3-PM 30.9 Right of way along Route 3, 0.1 miles east of Route 299, in the county of Trinity. Resolution No. A910	2.3d.		A	D
46 8 Ayes	8 Resolutions of Necessity Resolutions C-21565 through C-21572	2.4b.		A	D
47	1 Rescinding Resolution of Necessity --Resolution CR-159	2.4e.		A	D
48	Director's Deeds Items 1 through 19 Excess Lands - Return to State: $8,345,130 Return to Others: $0	2.4d.(1)		A	D
49	Allocation Amendment Proposition 1B SR 99 Project: Reduce the SR 99 allocation for construction by an additional $989,185, for the State Route 99/113 Interchange project, in Sutter County, due to project savings at closeout. (PPNO 8373) Resolution R99-AA-1718-01 Amending Resolution R99-AA-1213-09	2.5g.(2a)		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
50	Allocation Amendment Proposition 1B SR 99 Project: Reduce the Proposition 1B SR 99 allocation for construction for the Sutter 99 – Segment 2 project (PPNO 8361B), in Sutter County, due to project savings at close-out, as follows: • $12,130 from FY 2009-10, approved under Resolutions R99-AA-1112-02 and FS-11-02,365 (*2.5g(2b)*) Resolution R99-AA-1718-02, Amending Resolution R99-AA-1112-02 Resolution FS-17-01, Amending Resolution FS-11-02 • $2,409,235 from FY 2011-12, approved under Resolution FA-11-15 (*2.5g(2c)*) Resolution FA-17-02, Amending Resolution FA-11-15	2.5g.(2b) 2.5g.(2c)		A	D
51	Allocation Amendments for Proposition 1B TCIF Projects: Reduce the Proposition 1B TCIF allocations for construction, due to project savings at close out, for the following four projects: • TCIF Project 68.1 - State Route 11/ State Route 905 Freeway to Freeway Connector project for $5,295,000 in San Diego County. (PPNO 0999A) (*2.5g.(5b)*) Resolution TCIF-AA-1718-01, Amending Resolution TCIF-AA-1314-06 • TCIF Project 104 - SR 905/SR 125 Northbound Connectors project for $2,380,000 in San Diego County. (PPNO 1101) (*2.5g.(5c)*) Resolution TCIF-AA-1718-02, Amending Resolution TCIF-AA-1516-06 Resolution FP-17-19, Amending Resolution FP-15-28 • TCIF Project 70 - 10th Avenue Marine Terminal /Harbor Drive At-Grade Improvements project for $150,000, in San Diego County. (PPNO TC70) (*2.5g.(5d)*) Resolution TCIF-AA-1718-03, Amending Resolution TCIF-AA-1314-15 • TCIF Project 120 - Monte Vista Avenue Grade Separation at UPRR Line project for $1,094,000 in San Bernardino County. (PPNO 1190) (*2.5g.(5e)*) Resolution TCIF-AA-1718-04, Amending Resolution TCIF-A-1617-01	2.5g.(5b) – 2.5g.(5e)		A	D
52	Allocation Amendment – Proposition 1B ICR Project: Reduce the ICR construction allocation by $2,300,000, due to project savings at closeout, from the Oakley to Port Chicago Double Track Project in Contra Costa County to reflect project savings at close out. (EA R995BA) Resolution ICR1B-AA-1718-01 Amending Resolution ICR1B-A-1112-01	2.5g.(8)		A	D
53	The Department and the Kern County Council of Governments propose to de-program $3,942,000 in TCRP funding from Project 113 – Route 46 Expressway Phase 4A project and update the funding plan. (PPNO 3386C) Resolution TAA-17-01 Amending Resolutions TAA-16-09, TA-01-09, TAA-09-02 and TAA-11-06 *(Related Item under Ref. 2.5g. (3).)*	2.1a.(3)/ 2.5t.(2)		A	D
54	Technical Allocation Amendment – ATP Project: Request to amend Resolution FATP-1516-13, originally approved in June 2016 for PS&E, to correct the Project Description for Project 9 – Lower Laguna Creek Open Space Preserve Trail project in Sacramento County. (PPNO 1677) Resolution FATP-1718-06 Amending Resolution FATP-1516-13	2.5w.(3)		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
55	Technical Allocation Amendment – ATP Project: Request to amend Resolution FATP-1617-20, originally approved in June 2017 for R/W, to correct the Project Description for Project 9 – Lower Laguna Creek Open Space Preserve Trail project in Sacramento County. (PPNO 1677) Resolution FATP-1718-07 Amending Resolution FATP-1617-20	2.5w.(4)		A	D
56	Allocation Amendments – Proposition 1B HRCSA Projects: Reduce the Proposition 1B HRCSA allocations for construction, due to project savings at closeout, for the following four projects: • Warren Avenue Grade Separation -for $1,787,830 in Alameda County (EA H021BA) *(2.5g.(9a))* Resolution GS1B-AA-1718-01 Amending Resolution GS1B-A-1112-003 • Bardsley Avenue Grade Separation for $128,660 in Tulare County (EA H023BA) *(2.5g.(9b))* Resolution GS1B-AA-1718-02, Amending Resolution GS1B-A-1112-005 • Branford Street Grade Crossing Improvement for $104,760 in Los Angeles County (EA H027BA) *(2.5g.(9c))* Resolution GS1B-AA-1718-03, Amending Resolution GS1B-A-1314-02 • Grant Line Road Grade Separation for $349,450 in Sacramento County (EA H025BA) *(2.5g.(9d))* Resolution GS1B-AA-1718-04, Amending Resolution GS1B-AA-1415-01	2.5g.(9a) – 2.5g.(9d)		A	D
57	Technical Correction – ATP Project: Correction needed to revise the Recipient, approved in June 2017, for the Safe Routes to School Infrastructure & Non-Infrastructure in the Cities of Benicia, Rio Vista & Vallejo project in Solano County, under Resolution FATP-1617-20. (PPNO 2231A)	2.9c.		A	D
58	Technical Correction – TCRP Project: Correction needed to revise the program code, approved in June 2017, for Project 102.3-State Street Smart Corridor project in Santa Barbara County, under Resolution TFP-16-22. (PPNO T1023)	2.9d.		A	D
59	Technical Correction – TCRP Project: Corrections needed to revise the PPNOs, for Project 98 – Peach Avenue Widening project in Fresno County and for Project 112 – Kings County Roadway Overlay and Restriping project in Kings County, both approved in May 2017.	2.9e.		A	D
60	Technical Correction – Proposition 1B CMIA/STIP Project: Correction needed to revise the fiscal year for deallocation amounts, approved in June 2017, under FY 2010-11 and FY 2014-15 for Route 91 Widening to Route 55 Weir Canyon Road project in Orange County, under Resolutions CMIA-AA-1617-03 and FP-16-46. (PPNO 4598A)	2.9f.		A	D
61	Technical Correction – ATP Project: Correction needed to revise the project ID, approved in March 2017, for the Eastside Light Rail Bike Interface project in Los Angeles County, under Resolution FATP-1617-10. (PPNO 5195)	2.9g.		A	D
62	Technical Correction – PPM Project: Correction needed to revise the Project ID, approved in June 2017, for the Shasta Regional Transportation Agency's – Planning, Programming and Monitoring project, under Resolution FP-16-50. (PPNO 2368)	2.9h.		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
63	Technical Correction – TIRCP/Proposition 1A/Proposition1B ICR Project: Corrections need to revise the Project ID, EA, Project Phase and Programming Code for each fund type, for the multi funded Sacramento to Roseville 3rd Mainline Track Phase 1 project, in Sacramento County, approved in June 2017.	2.9i.		A	D
64	Technical Correction – STIP Rail Project: Correction to revise the County, approved in June 2017, for the Daly City BART Station Improvements Transit project, under Resolution MFP-16-08. (PPNO 2103C)	2.9j.		A	D
	END OF CONSENT CALENDAR				
	Environmental Matters				
65	Comments on Documents in Circulation: 07-LA-710, PM 5.4/24.5 I-710 Corridor Project Construct roadway improvements on a portion of Interstate 710 in Los Angeles County. (DEIR) (EA 24990)	2.2b.	Jose Oseguera Phil Stolarski	A	D
66	Approval of Project for Future Consideration of Funding: 07-LA-10, PM 44.9/48.3 08-SBd-10, PM 0.0/R37.0 I-10 Corridor Project Construct additional lanes on a portion of Interstate 10 in Los Angeles and San Bernardino Counties. (FEIR) (PPNO 0134K) (Local, CMAQ, STIP) Resolution E-17-68	2.2c.(2)	Jose Oseguera Phil Stolarski	A	D
67	Approval of Project for Future Consideration of Funding: 11-SD-5, PM R32.7/R34.8, 11-SD-56, PM 0.0/2.5 Interstate 5/State Route 56 Interchange Project Construct roadway and Interchange improvements on Interstate 5 and SR 56 in San Diego County. (FEIR) (EA 17790) (Local) Resolution E-17-65	2.2c.(3)	Jose Oseguera Phil Stolarski	A	D
	PROGRAM UPDATES				
68	Innovations in Transportation • San Joaquin Valley Clean Transportation Center	4.3	Garth Hopkins Joseph Oldham	I	C
69	Draft 2018 California State Rail Plan	4.17	Garth Hopkins Chad Edison	I	T
70	Fourth Quarter – FY 2017-18 - Caltrans Project Delivery Report	3.8	Stephen Maller James Davis	I	D
71	Toll Bridge Seismic Retrofit Program - 2017 Second Quarter Progress and Financial Update	3.16	Stephen Maller	I	C
72	Templates for Supplemental Funds Allocation Requests for State Highway Operation and Protection Program and State Transportation Improvement Program Projects	4.8	Rick Guevel	A	C
	Projects with Costs that Exceed the Programmed Amount by More Than 20 Percent				
73	Request to allocate $14,372,000 for the Scofield Avenue Undercrossing SHOPP project on Route 580 in Contra Costa County; construction capital for $12,372,000 (135.3 percent over the original programmed amount) and $2,000,000 for construction support (135.3 percent over programmed amount). (PPNO 0086R) Resolution FP-17-18	2.5d.	Stephen Maller Bijan Sartipi	A	D
	Supplemental Fund Allocations				
74	Request for an additional $2,472,000 in construction capital for the SHOPP Bridge Preservation project on Route 70 in Plumas County, to award a contract. (PPNO 3208) Resolution FA-17-01	2.5e.	Stephen Maller David Moore	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	Right of Way Matters				
75	Update on Adopted Resolutions of Necessity related to Parcels on State Route 58 (Kramer Junction) in San Bernardino County	4.21	Stephen Maller Jennifer S. Lowden	I	D
76	Conveyance of Excess State Owned Real Property to City of Hayward --Groups 2 through 9 Excess Lands - Return to State: $54,749,200 Return to Others: $0	2.4d.(2)	Stephen Maller Jennifer S. Lowden	A	D
	Airspace Leases				
77	Request to Approve Terms, Conditions, and Execution of a Lease Renewal with Sutter Valley Hospitals in Sacramento County	2.4c.(1)	Stephen Maller Jennifer S. Lowden	A	D
78	Request to Directly Negotiate with San Francisco-Marin Food Bank in San Francisco County	2.4c.(2)	Stephen Maller Jennifer S. Lowden	A	D
79	Request to Directly Negotiate with SKS Partners in San Francisco County	2.4c.(3)	Stephen Maller Jennifer S. Lowden	A	D
	SHOPP Program				
80	Interim State Highway Operation and Protection Program Guidelines Quarterly Reporting Format	4.7	Rick Guevel	A	C
81	Final Close Out Report for FY 2016-17 for the Major Damage Restoration Reservation	3.12	Rick Guevel Tony Tavares	I	D
82	Amendment to the Major Damage Restoration Reserve for Fiscal Year 2017-18 Resolution G-17-30	4.27	Rick Guevel Tony Tavares	A	D
	SHOPP Amendments for Approval:				
83	Request to: --Add 36 new projects into the 2016 SHOPP totaling $192,347,000 --Add 90 new projects from the 2018 SHOPP advanced for programming due to SB 1 totaling $846,433,000 --Revise 12 projects currently programmed in the 2016 SHOPP. --Develop 3 Long Lead projects. SHOPP Amendment 16H-019	2.1a.(1)	Rick Guevel Bruce De Terra	A	D
	SHOPP Allocations				
84	Request of $73,028,000 for 12 SHOPP projects. Resolution FP-17-12	2.5b.(1)	Rick Guevel Bruce De Terra	A	D
85	Request of $223,822,000 for 190 SHOPP preconstruction project phases for environmental, design and R/W support: • $176,983,000 for PA&ED for 107 projects • $35,332,000 for PS&E for 42 projects • $11,507,000 for R/W support for 41 projects Resolution FP-17-13	2.5b.(2)	Rick Guevel Bruce De Terra	A	D
	Proposition 1B SHOPP Project Allocations				
86	Request of $40,973,000 for the Routes 80, 580 and 980 project in Alameda, Contra Costa and Solano Counties. (PPNO 0064A) Resolution SHOP1B-A-1718-02 Resolution FP-17-21	2.5g.(6b)	Rick Guevel Bruce De Terra	A	D
	STIP Program				
	STIP Allocations				
87	Request of $8,793,000 for three locally administered STIP projects on the State Highway System. Resolution FP-17-14	2.5c.(2a)	Teresa Favila Bruce De Terra	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
88	Request of $3,134,000 for nine locally administered STIP projects, off the State Highway System. *2.5c. (3a)* -- $1,906,000 for three STIP projects. *2.5c. (3b)* -- $1,228,000 for six STIP Planning, Programming, and Monitoring projects. Resolution FP-17-16	2.5c.(3)	Teresa Favila Rihui Zhang	A	D
89	Request of $3,942,000 for the State administered STIP Project – Route 46 Widening – Segment 4A in Kern County. (PPNO 3386C) Resolution STIP1B-A-1718-01 *(Related Item under Ref No. 2.1a.(3)/2.5t.(2).)*	2.5g.(3)	Teresa Favila Bruce De Terra	A	D
	Rail Road Grade Crossing Protection Maintenance Program				
90	Allocation for the Public Utilities Commission Railroad Grade Crossing Protection Maintenance Program for Fiscal Year 2018-19. Resolution G-17-31	4.15	Teresa Favila	A	C
	Local Alternative Transportation Improvement Program (LATIP) Allocations				
91	Request of $19,900,000 for the locally administered LATIP Route 238 Corridor – Phase 2 project in Alameda County, on the State Highway System. (PPNO 0095K) Resolution FP-17-17	2.5c.(6)	Teresa Favila Bruce De Terra	A	D
	Proposition 1B Program				
	Highway Rail Crossing Safety Account (HRCSA)				
92	HRCSA Baseline Agreement: Approve the Baseline Agreement for the Durfee Avenue Grade Separation Project in Los Angeles County. Resolution GS1B-P-1718-01B	4.13	Reza Afhami	A	C
	Trade Corridor Improvement Fund (TCIF) Allocation with Federal Earmark Funding				
93	Request of $18,000,000 for the multi –funded State administered TCIF Project 124 – US 101 Marin Sonoma Narrows B2 Phase 2 Sonoma Median Widening HOV Lanes project, in Marin and Sonoma Counties (PPNO 0360U) Resolution TCIF-A-1718-02 Resolution FP-17-22	2.5g.(5a)	Reza Afhami Bruce De Terra	A	D
	Active Transportation Program				
	Allocations				
94	Request of $13,114,000 for eight locally administered ATP projects off the State Highway System. Resolution FATP-1718-04	2.5w.(1)	Laurie Waters Rihui Zhang	A	D
	Advance Allocations				
95	Request of $1,831,000 for two locally administered ATP projects off the State Highway System, programmed in FY 2019-20. Resolution FATP-1718-05	2.5w.(2)	Laurie Waters Rihui Zhang	A	D
	TIME EXTENSION REQUESTS				
	Contract Award Time Extension				
96	Request to extend the period of contract award for 10 ATP projects, per ATP Guidelines. Waiver 17-39	2.8b.(1)	Laurie Waters Rihui Zhang	A	D
97	Request to extend the period of contract award for the Third Street Improvements CIP No. 8164 STIP project, in Yolo County, per STIP Guidelines. (PPNO 8726) Waiver 17-40	2.8b.(2)	Teresa Favila Rihui Zhang	A	D
98	Request to extend the period of contract award for three State Administered projects on the State Highway System, programmed in the SHOPP, per Resolution G-06-08. Waiver 17-41	2.8b.(3)	Rick Guevel Bruce De Terra	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
99	Request to extend the period of contract award for the locally administered State Route 1 Operational Improvement STIP project, in Monterey County, on the State Highway System. (PPNO 1814) Waiver 17-42	2.8b.(4)	Teresa Favila Bruce De Terra	A	D
	OTHER MATTERS / PUBLIC COMMENT	6.			
	ADJOURN				

Highway Financial Matters

$ 311,222,000 Total SHOPP/Minor Requested for Allocation
$ 35,927,000 Total STIP Requested for Allocation
$ 43,973,000 Total Proposition 1B Bond Requested for Allocation
$ 14,945,000 Total ATP Requested for Allocation
$ 19,900,000 Total LATIP Requested for Allocation
$ 2,472,000 Total Supplemental Funds Requested for Allocation
$ 428,439,000 Sub-Total Project Funds Requested for Allocation (pending)

$ 101,658,000 Delegated Allocations
$ 530,097,000 Total Value

Total Jobs Created: 9,497 *(Includes Direct, Indirect, and Induced)*

($17,000,250) Total Proposition 1B Bond De-Allocations Requested.

List of Projects Going Forward for CTC Allocation

October 2017 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.1a.(3)	**Allocation Amendment - Traffic Congestion Relief Program Project**						**Resolution TAA-17-01**
1	06	KER	46	3386C	44254	In and near Lost Hills, from Lost Hills Road to 0.9 mile east of I-5. Widen from 2 to 4 lanes.	$22,859,000
1 Projects						**Total**	**$22,859,000**
2.5b.(1)	**SHOPP Projects**						**Resolution FP-17-12**
1	01	HUM	101	2472	0B421	Near Trinidad at 1.9 miles south of Kane Road; also at 1.3 miles north of Kane Road (PM T113.8). Provide mitigation at one off-site location and re-vegetation at two project site locations to comply with environmental clearance commitments for parent storm damage restoration project EA 0B420. Work to be performed by Task Order with California Conservation Corps (CCC).	$800,000
2	02	SHA	151	3524	4F790	In Shasta Lake City, from Pancake Hill Drive to Locust Avenue. Construct new Americans with Disability Act (ADA) compliant sidewalk, curb, and gutter. An additional contribution to the project is included to install lighting foundations and conduits. Combined Minor A project is for pavement preservation work.	$1,879,000
3	02	SHA	299	3449	4E020	Near Burney, from 0.2 mile west of Sonoma Street to 0.3 mile west of Route 89. Rehabilitate roadway pavement by using a full-depth pavement pulverization reclamation strategy, widen shoulders, upgrade drainage systems, restripe for center left-turn lane and bicycle lanes. Also widen roadway cut section and shift alignment to provide rock catchment area. This project will improve safety and ride quality.	$8,686,000
4	03	NEV	80	4296	3F920	In Truckee, at the Donner Pass Inspection Facility (PM 19.1); also in Nevada County at Floriston, at the Floriston sand and salt houses (PM 27.4). Construct a new combined salt and sand storage facility at the Donner Pass Inspection Facility to replace the existing Floriston location.	$3,301,000
5	04	SCl	101	1455D	4K130	Near Gilroy, at Sergeant Bridge Overhead No. 37-0006R. Existing steel baluster railing was severely damaged on both sides of the structure due to separate collision events. This Permanent Restoration project will construct standard concrete barrier railing on both sides to restore continuous railing conditions. Abatement is being sought to recover costs from responsible parties.	$6,220,000
6	07	LA	5	4505	29230	In the city of Los Angeles, near Glendale, at the northbound and southbound off-ramps to Colorado Street Freeway Extension. Widen off-ramps, replace MBGR with concrete barrier, and widen Los Angeles River Bridge No. 53-1072 to reduce collisions to barrier railing and truck off-tracking.	$4,594,000
7	08	SBD	38	0200J	0R340	Near Redlands, at Santa Ana River Bridge No. 54-0407. Rehabilitate bridge to address deck delamination and upgrade bridge railings to current standards.	$2,163,000
8	08	SBD	40	0206Y	0R160	Near Ludlow, from Crucero Road to 0.4 mile west of Badger Wash Bridge. Re-grade median cross-slope to reduce severity of run-off collisions and improve errant vehicle recovery inside the clear recovery zone.	$26,121,000
9	09	INY	6	0660	36460	In Inyo and Mono Counties, near Bishop, from 0.4 mile north of Silver Canyon Road to 0.1 mile north of Pumice Mill Road (Mno-6-0.0/0.8). Upgrade shoulder to current standards and construct ground-in shoulder rumble strips to reduce the number and severity of errant vehicles collisions.	$4,827,000
10	09	INY	395	0656	36580	Near Independence, from north of North Fort Independence Road to south of Elna Road. Rehabilitate pavement to strengthen structural secion and address asphalt cracking and water intrusion of subsurface aggregates.	$3,812,000

List of Projects Going Forward for CTC Allocation

October 2017 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
11	10	ALP	VAR	3222	1F640	In Alpine, Amador, Calaveras, Tuolumne, Mariposa, Merced, San Joaquin, and Stanislaus Counties on Routes 4, 5, 26, 49, 88, 89, 108, 120, 140, and 207. Remove or prune trees that are in various stages of decline due to past drought conditions and subsequent susceptibility to pests and disease.	$6,110,000
12	11	SD	805	1084	41120	At various locations, from south of San Ysidro Boulevard to north of Main Street at various locations. Improve highway worker safety by constructing maintenance vehicle pullout areas (MVPs), installing access gates,paving miscellaneous areas beyond the gore to reduce maintenance cleanup activities, and replacing existing guardrail with either concrete barrier or Midwest Guardrail System.	$4,515,000
12 Projects						**Total**	**$73,028,000**

2.5b.(2)	**Support Allocations for SHOPP Projects**						**Resolution FP-17-13**
1	01	Hum	101	7002	48770	Near Garberville, from north of Redwood Drive to 1.3 miles south of Myers Flat; also, in Mendocino County on Route 271 near Piercy, from 0.5 mile north of Confusion Hill to 0.5 mile north of Route 101 Separation (PM 16.1 to 20.0). Rehabilitate or replace drainage culverts.	$878,000
2	01	Hum	299	2433	0F620	Near Blue Lake and Willow Creek, from 0.1 mile east of Route 200 to 0.5 mile east of Boise Creek Campground. Rehabilitate drainage culverts.	$904,000
3	01	Lak	20	3107	0F490	Near Upper Lake at Bachelor Creek Bridge No. 14-0001. Replace multi-plate steel culvert bridge with precast concrete box culverts and wingwalls.	$577,000
4	01	Lak	29	7017	0E830	In Lake and Mendocino Counties, on Routes 20, 29, 101, 175, and 281 at various locations. Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring and data transmission.	$587,000
5	01	Lak	53	3104	0E820	In Lake County, on Routes 20, 29, 53, and 175 at various locations. Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring and data transmission.	$618,000
6	01	Men	1	4693	0H440	Near Point Arena and Fort Bragg, from 0.6 mile north of Haven Neck Drive to 0.1 mile north of South Fork Cotteneva Creek Bridge. Advance mitigation credit purchases (14 credits) for future SHOPP construction projects expected to impact wetlands.	$57,000
7	01	Men	1	4699	0H441	Near Manchester and Fort Bragg, from Garcia River Bridge to 0.1 mile north of Abalobadiah Creek. Advance mitigation credit purchases (7 credits) for future SHOPP construction projects expected to impact sensitive streams.	$29,000
8	01	Men	162	4652	0G480	Near Dos Rios, from 1.0 mile east of the Middle Way to 1.3 miles east of the Middle Way. Increase safety by improving roadway cross slope at curve, installing high friction surface treatment (HFST), and installing an underdrain system.	$553,000
9	02	Sha	44	3673	2H990	Near Viola, from 0.4 mile east to 1.1 mile east of Bridge Creek Road. Improve curve.	$670,000
10	02	Sis	5	3685	3H320	In and near Dunsmuir and Mt Shasta, from Sacramento River Bridge Overhead to Black Butte Overhead. Roadway rehabilitation.	$1,620,000
11	02	Sis	5	3696	3H640	In and near Yreka at Louie Road Overcrossing (OC) No. 02-0137 (PM R31.2), Moonlit Oaks Avenue Undercrossing (UC) No. 02-0159R&L (PM R45.6), Miner Street UC No. 02-0158R&L (PM R47.6), and North Yreka Separation No. 02 -0150R&L (PM R48.2); also, in Redding, Shasta County, at N273-N5 Connector OC No. 06-0137G (PM R18.5). Establish standard vertical clearance or improve to standard truck capacity (PA&ED Only).	$2,790,000

List of Projects Going Forward for CTC Allocation

October 2017 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
12	02	Tri	3	3633	1H500	In Trinity County at Dobbins Gulch Bridge No. 05-0042 (PM 0.6), Stuart Fork Bridge No. 05-0055 (PM 43.9), and Mule Creek Bridge No. 05-0056 (PM 48.5); also, on Route 299 at Grass Valley Creek Bridge No. 05-0013 (PM 65.5). Repair unsound concrete, replace bearings and joint seals, repair bridge decks, and install barrier and approach slabs.	$900,000
13	03	But	70	2295	3H720	Near Oroville, from 0.3 mile north of Cox Lane to south of Palermo Road. Widen for two-way left-turn lane and standard shoulders, and provide a roadside clear recovery zone.	$980,000
14	03	But	70	2294	3H710	Near Oroville, from south of Palermo Road to north of Ophir Road. Widen for two-way left-turn lane and standard shoulders, and provide a roadside clear recovery zone.	$850,000
15	03	But	70	2438	2H140	In Butte County on Route 70 at approximately 7.0 miles south of Oroville; also, in Colusa County on Route 20 at approximately 4.0 miles east of Colusa. Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive habitats.	$53,000
16	03	Nev	49	4124	0H210	Near Higgins Corner, from the Placer County line to 0.3 mile north of Lime Kiln Road; also, in Placer County at PM R8.42 and PM R10.23. Rehabilitate drainage systems.	$513,000
17	03	Pla	65	4899	1H530	Near Lincoln, on McCourtney Road between Riosa Road and Kilaga Springs Road at the Coon Creek Conservation (C4) Ranch. Advance mitigation grading and planting (4 acres) for future SHOPP construction projects expected to impact wetland, riparian and to other waters.	$653,000
18	03	Pla	80	5114	1H030	Near Magra, from Secret Town Overcrossing to the Gold Run Safety Roadside Rest Area. Rehabilitate drainage systems.	$429,000
19	03	Sac	5	5868	3H390	In the city of Sacramento, from 0.5 mile south of Route 50 to Route 80 at South Connector Undercrossing No. 24-0267 (PM 22.42) and at American River Viaduct No. 24-0068R/L (PM 24.82). Improve to standard truck capacity.	$16,780,000
20	03	Sac	5	5863	1H610	In the city of Sacramento, at the West End Viaduct No. 24-0069R/L. Improve to standard truck capacity.	$5,700,000
21	03	Sac	5	6411	1H850	In the city of Sacramento, at various locations and routes at the Route 5/99 interchange connector ramps and the eastbound Route 51/160 interchange connector ramp. Install connector ramp meters.	$320,000
22	03	Sac	50	6248	1H820	In and near Rancho Cordova and Folsom, from Sunrise Boulevard to the county line; also in El Dorado County near El Dorado Hills, from the county line to Silva Valley Parkway (PM 0.0/1.7). Install fiber optic cable.	$240,000
23	03	Sut	99	8380	1H520	In Sutter, Glenn, Colusa, Yuba, Placer, Yolo, and Sacramento Counties at various locations. Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive species.	$62,000
24	03	Yol	5	8563	0F760	Near Woodland at Wye Line Road Overcrossing (OC) No. 22-0158 (PM 4.49), County Road 6 OC No. 22-0138 (PM R25.57), County Line Road OC No. 22 -0139 (R28.92). Establish standard vertical clearance.	$744,000
25	03	Yol	5	5869	3H391	Near Woodland, at County Road 96 Overcrossing (OC) No. 22-0155 (PM R14.27), County Road 95 OC No. 22-0156 (PM R15.85), and Zamora OC No. 22-0157 (PM R17.62); also in Colusa County in and near Williams at E Street OC No. 15-0067 (PM R17.98) and Lurline Avenue OC No. 15-0075 (PM R22.74). Establish standard vertical clearance.	$1,700,000

List of Projects Going Forward for CTC Allocation

October 2017 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
26	04	Ala	61	1452J	2K710	In the city of Alameda, from Broadway/Encinal Avenue to Sherman Street. Pavement rehabilitation, upgrade ADA curb ramps, and improve crosswalks.	$1,220,000
27	04	Ala	580	1495F	0K680	Near Livermore, from Flynn Road to Grant Line Road. Install safety lighting and establish electrical service connection.	$962,000
28	04	Ala	880	1483D	2J760	In Oakland, at East Creek Slough Bridge No. 33-0143. Mitigate eroded channel side-slope tidal scour and replace bridge approach slabs.	$1,000,000
29	04	Ala	980	1464L	0P370	In Oakland, at the District 4 Transportation Management Center (TMC). Upgrade or replace legacy TMC hardware components and related software by service contract to improve reliability and functionality.	$110,000
30	04	Ala	980	1499J	1K670	In Oakland, at the District 4 Transportation Management Center (TMC). Upgrade or replace legacy TMC software applications and interface components, and related system devices by service contract.	$111,000
31	04	Ala	Var	1464M	0P380	In various counties, on various routes at various locations. Restore non-operational Transportation Management System (TMS) facilities by use of on-call Task Order service contracts.	$450,000
32	04	CC	80	1487E	3J070	In and near Hercules, Rodeo, and Crocket, from Route 4 to the Carquinez Bridge. Roadway Rehabilitation.	$3,083,000
33	04	Mrn	101	1493K	0K510	In San Rafael, at Irwin Creek Bridge No. 27-0097. Rehabilitate corrugated metal arch culvert bridge and adjoining deteriorated culvert structures.	$1,100,000
34	04	Nap	29	1453K	4J410	In American Canyon, at Rio Del Mar; also, near American Canyon at 0.3 mile south of North Kelly Road (PM 5.1). Rehabilitate culverts.	$1,086,000
35	04	Nap	29	1490D	4J300	In and near St. Helena and Calistoga, from York Creek Bridge to Route 128. Pavement rehabilitation.	$900,000
36	04	SCl	87	1492C	4J910	In San Jose, from Route 85 to West Julian Street. Roadway rehabilitation.	$2,767,000
37	04	SCl	101	1455D	4K130	Near Gilroy, at Sergeant Bridge Overhead No. 37-0006R. Replace existing damaged bridge rails with standard concrete barrier railing.	$50,000
38	04	SCl	237	1492B	0K250	In San Jose, in the westbound direction from Zanker Road to North First Street. Construct auxiliary lane.	$3,120,000
39	04	SF	1	0585E	4C130	In San Francisco, from Route 280 to Ruckman Avenue Undercrossing. Rehabilitate roadway.	$800,000
40	04	SM	82	1496J	0K810	In the cities of San Mateo and Burlingame, from East Santa Inez Avenue to Murchison Drive. Rehabilitate roadway, improve drainage, and upgrade existing curb ramps and sidewalks to ADA standards.	$8,181,000
41	04	SM	82	1450J	0K670	In South San Francisco, at 0.1 mile north of Francisco Drive. Permanent embankment restoration by installing retaining wall and drainage improvements.	$500,000
42	04	SM	280	1498G	4J850	In and near Menlo Park and San Bruno, from Alpine Road to Route 380 at Alpine Road Undercrossing No. 35-0009L/R (PM R0.05), Sand Hill Road Overcrossing (OC) (South) No. 35-0007 (PM R1.56), Sand Hill Road OC (North) No. 35-0008 (PM R1.62), and Route 280/380 Separation No. 35 -0217L/R (PM R20.97). Seismic retrofit.	$600,000
43	04	Son	1	1453J	1K730	Near Jenner, from south of Fort Ross Road to north of Moon Rock Campground at various locations. Rehabilitate drainage culverts.	$744,000

List of Projects Going Forward for CTC Allocation

October 2017 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
44	04	Son	1	1462M	1K750	Near Gualala, from north of Moon Rock Campground to 0.1 mile north of Vantage Road. Rehabilitate drainage culverts.	$1,050,000
45	04	Son	101	1487D	3J080	Near Petaluma, at San Antonio Creek Bridges No. 20-0019R/L. Abutment scour mitigation and channel sediment cleaning to address flooding.	$982,000
46	05	Mon	101	2679	1H690	Near Salinas, from 0.4 mile south of Espinosa Road Undercrossing to San Benito County line. Reconstruct embankment, widen shoulders, improve drainage systems, upgrade barrier railing, cold plane pavement, place rubberized hot mix asphalt concrete (RHMA) and place hot mix asphalt (HMA) to rehabilitate roadway.	$4,500,000
47	05	Mon	Var	2735	1H990	In various counties, on various routes, and at various locations. Replace and upgrade existing detection field elements for the Traffic Management System (TMS).	$585,000
48	05	SB	101	2649	1H430	In Goleta, at San Jose Creek Bridge No. 51-0163L/R. Replace bridges to maintain standards of safety and reliability.	$1,400,000
49	05	SB	101	2700	1H860	Near Gaviota, from 1.0 mile south of Gaviota Gorge Tunnel to 0.1 mile north of Nojoqui Creek Bridge. Upgrade guard railing, widen shoulders, place high friction surface treatment (HSFT), construct retaining walls, cold plane pavement, place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA).	$2,160,000
50	05	SB	154	2651	1H450	In the City of Santa Barabara, at La Colina Road Undercrossing No. 51-0256 (PM R31.82) and at Primavera Road Undercrossing No. 51-0257 (PM R32.07). Upgrade bridge railing and reconstruct abutment for bridge rehabilitation.	$928,000
51	05	SCr	1	2736	1H480	In Capitola, at Soquel Creek Bridge No. 36-0013. Place rock slope protection (RSP) to protect bridge foundation.	$1,591,000
52	05	SCr	9	2655	1H470	Near Boulder Creek, at San Lorenzo River Bridge No. 36-0052 (PM 13.61) and Kings Creek Bridge No. 36-0054 (PM 15.49). Replace bridges to maintain standards of safety and reliability.	$2,692,000
53	05	SLO	1	2650	1H440	Near Guadalupe, at the Santa Maria River Bridge No. 49-0042; also in Santa Barbara County (PM 50.3/50.6). The bridge is scour critical and needs to be replaced. The existing bridge will be used for traffic handling during construction and then demolished. The highway will need to be realigned as a result of the new bridge location. The new bridge will provide standard lane and shoulder widths and include a protected walkway.	$2,294,000
54	06	Fre	41	6881	0V780	In and near the City of Fresno, from 0.1 mile south of North Avenue to the Madera County line; also on Route 99 (PM 19.36 to PM 21.9), Route 168 (PM R0.2L/R to PM R9.7), and Route 180 (PM R58.55 to PM R59.85). Replace and upgrade existing communication elements for the Traffic Management System (TMS).	$619,000
55	06	Fre	168	6809	0U450	Near Prather, from Sample Road to Oak Creek Road. Upgrade barrier railing, cold plane pavement, place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA).	$750,000
56	06	Ker	5	6884	0W160	In Kern County, from 2.4 miles north of Fort Tejon Overcrossing to 1.2 miles south of Grapevine Undercrossing at four locations. Repair reinforced concrete box culverts.	$955,000
57	06	Ker	5	6820	0U470	Near Kettleman City, from 0.34 mile south of Twisselman Road Overcrossing to Kings County line. Cold plane pavement, repair concrete pavement panels, place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA) to rehabilitate roadway.	$440,000

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October 2017 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
58	06	Ker	46	6810	0U480	In and near Wasco, from Magnolia Avenue to Route 43 South. Upgrade ADA curb ramps, cold plane pavement, place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA).	$710,000
59	06	Ker	119	6805	0V610	Near Bakersfield, from 0.1 miles east of Ashe Road to Route 99 Separation. Rehabilitate roadway including reconstruction of travel lanes with Jointed Plain Concrete Pavement (JPCP), widen intersections and shoulders to meet current standards, add bicycle lanes, median lane to accommodate two-way turning, install drainage inlets and stormwater basin, sidewalks and upgrade ADA ramps to current standards.	$3,200,000
60	06	Ker	184	6803	0U290	Near Bakersfield, from south of Hickory Lane to north of Brundage Lane. Upgrade ADA curb ramps, install bike lanes, cold plane pavement, place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA).	$2,425,000
61	06	Ker	184	6798	0U430	In and near Bakersfield, from 0.2 mile south of Edison Highway to Route 178. Upgrade ADA curbs, upgrade complete streets elements, upgrade barrier railing, widen shoulders, cold plane pavement, place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA) to rehabilitate roadway.	$1,020,000
62	06	Ker	204	6889	0U490	In Bakersfield, from F Street to Route 99. Cold plane pavement, place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA).	$450,000
63	06	Kin	41	6873	0V110	In and near Stratford, from 22nd Street to Laurel Avenue at the Kings River Bridge No. 45-0007. Replace 73 year old bridge due to extensive superstructure and substructure distress and susceptibility to liquefaction.	$2,300,000
64	06	Mad	99	6857	0V120	Near the City of Madera, at Cottonwood Creek Bridge No. 41-0065R, No. 41 -0065L, and No. 41-0065S. Replace bridges to mitigate corrosion by chloride latent concrete.	$2,400,000
65	06	Mad	99	6887	0U170	Near the city of Madera, at South Gateway Drive Overcrossing No. 41-0046K. Replace bridge railing, grind deck, and place reinforced portland cement concrete (PCC) to rehabilitate bridge.	$950,000
66	06	Tul	245	6787	0U280	Near Woodlake, at Yokohl Creek Bridge No. 46-0011 (PM 1.39); also at Kaweah River Bridge No. 46-0073 (PM 4.19). Replace bridges to upgrade to current standards, facilitate bike lane shoulders, and upgrade guard railing.	$1,325,000
67	07	LA	1	4998	32160	In and near Redondo Beach, from Orange County line to south of Topaz Street. Upgrade ADA curb ramps, upgrade metal beam guardrail, cold plane pavement, and place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA) to rehabilitate pavement.	$1,680,000
68	07	LA	1	5034	32580	In and near Redondo Beach, from Topaz Street to Dewey Street. Upgrade ADA curb ramps, upgrade metal beam guardrail, make conrete repairs and convert intersections from asphalt pavement to portland cement concrete throughout, cold plane pavement, and place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA) to rehabilitate pavement.	$1,960,000
69	07	LA	1	5041	32720	In and near Santa Monica, from Lincoln Boulevard to McClure Tunnel; also on Route 10 (PM 2.1 to PM 18.3), Route 2 (PM R18.7), Route 101 (PM 11.8), and Route 105 (PM R1.95). Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring, data transmission, and network connectivity including the Los Angeles Regional Transportation Management Center (LARTMC) and communication hubs at Route 10, Route	$539,000
70	07	LA	1	5059	4X970	In Malibu, south of Big Rock Drive. Shoreline embankment restoration by installing a 12 foot thick armament of rock slope protection (RSP).	$1,600,000
71	07	LA	5	5223	33800	In the city of Los Angeles , on the northbound connector at the Route 5/110 Separation. Replace compromised 18 inch Reinforced Concrete Culvert (RCP).	$709,000

List of Projects Going Forward for CTC Allocation

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
72	07	LA	5	5013	32340	Near Castaic and Valencia, from 0.2 mile north of Lake Hughes Road Undercrossing to 0.7 mile south of Vista Del Lago Road Overcrossing. Cold plane pavement and place rubberized hot mix asphalt concrete (RHMA), repair drainage systems, and perform upgrades to overhead signs, drainage curbs and guardrail.	$100,000
73	07	LA	10	5070	32870	In El Monte, at Peck Road Undercrossing No. 53-0661. Paint steel portion of bridge for preventative maintenance to preserve and extend the life of bridge.	$141,000
74	07	LA	14	5219	33760	In and near Blythe, from Teed Ditch Bridge to Arizona State line. Cold plane mainline pavement and overlay with Portland Cement Concrete (PCC). The shoulders and ramps will be milled and overlaid with Hot Mix Asphalt (HMA-A). A two-lane temporary detour in the median is required for traffic handling.	$556,000
75	07	LA	60	5040	32710	In and near the City of Los Angeles, from EB Route 60/5 Separation to Route 605; also on Route 2 (PM R18.7), Route 5 (PM 6.8), Route 10 (PM 18.3), and Route 605 (PM 20.2). Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring, data transmission, and network connectivity including the Los Angeles Regional Transportation Management Center (LARTMC) on Route 2, Route 5, Route 10, and Route 605.	$30,000
76	07	LA	60	5297	34330	In the City of Industry at Hacienda Boulevard Undercrossing No. 53-1789 (PM 15.93), Stemson Avenue Undercrossing No. 53-1784 (PM 16.30), Azusa Avenue Overcrossing No. 53-1785 (PM 17.97) and Fullerton Road Undercrossing No. 53-1786 (PM 19.46). Improve freight corridor movement by modifying and replacing bridges to meet vertical clearance load-carrying capacity.	$3,320,000
77	07	LA	91	5226	33860	In and near Carson, From Route 110 to Orange County line; also on Route 2 (PM R18.7), Route 5 (PM 6.8), Route 405 (PM 21.1). Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring, data transmission, and network connectivity including the various communication hubs on Route 2, Route 5, and Route 405.	$511,000
78	07	LA	101	5221	33780	In Los Angeles County, from Routes 5/10 to Route 405, Route 2 at Route 134 (PM R18.7) and Route 10 at Route 5/10 (PM 18.3). Upgrade Transportation Management System (TMS) elements including CCTV cameras, Ramp Metering Systems (RMS), Vehicle Detection Stations (VDS), Highway Advisory Radio (HAR), Changeable Message Signs (CMS) and the communication system network.	$438,000
79	07	LA	134	5222	33790	In the City of Los Angeles, from Route 170 to Routes 210/710; also on Route 2 at Route 134 (PM R18.7), on Route 10 at Routes 5/10 (PM 18.3), and on Route 101 near Pleasant Valley Road (PM 11.8). Upgrade Transportation Management System (TMS) elements including CCTV cameras, Ramp Metering Systems (RMS), Vehicle Detection Stations (VDS), Highway Advisory Radio (HAR), Changeable Message Signs (CMS) and the communication system	$454,000
80	07	LA	405	4984	32100	In Long Beach, at the San Gabriel River (Bridge No. 53-1185) and SB LA-605 to NB I-405 connector (Bridge No. 53-1737H); Also in Orange County on I-405 at the SB 405 to NB 605 connector (Bridge No. 55-0413F; 12-Ora-405-PM 24.1). Retrofit scour critical bridges to preserve the structural integrity of the bridges by enlarging and deepening pile cap, adding Cast in Drilled Hole (CIDH) piles and reinforcing the area with RSP.	$2,140,000
81	07	LA	605	4979	32030	In various cities, from Orange County Line to Telegraph Road. Replace structural section on lanes 3 and 4 and other damaged concrete slabs on other lanes. Cold plane and overlay Rubberized Hot Mix Asphalt (RHMA-G) on right shoulders and apply High Friction Surface Treatment (HFST) on ramps and connectors.	$1,960,000
82	07	LA	605	5029	32550	In the cities of Irwindale and Baldwin Park, from Route 10 Interchange to the end of the freeway at Route 210. Grind mainline pavement and replace damaged stabs with Jointed Plain Concrete Pavement (JPCP) rapid strength concrete and/or Individual Precast Slab Replacement (IPSR), cold plane and overlay median, shoulders, ramps with Hot Mix Asphalt (HMA), construct additional lane on southbound Arrow Highway off ramp/modify signal, install	$1,375,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
83	07	Ven	1	5181	33350	Near Malibu, at Big Sycamore Creek Bridge No. 52-0011. Shoreline embankment restoration by replacing rock slope protection (RSP), constructing seawalls and secant retaining wall, and upgrade guardrailing to Midwest Guardrail Systems (MGS).	$2,300,000
84	07	Ven	1	4972	31960	Near the City of Ventura, at Ventura Overhead No. 52-0040. Replace corroded steel spans of bridge and upgrade bridge railing to current standards.	$1,200,000
85	07	Ven	33	5008	32300	Near Ojai, at North Fork Matilija Creek Bridge No. 52-0173. Paint steel portion of bridge and replace missing rivets of bottom flanges for preventative maintenance to preserve and extend the life of bridge.	$320,000
86	08	Riv	10	3008A	1C081	In and near Coachella, from 0.5 mile east of Coachella Canal to Hazy Gulch Bridge. Cold plane pavement and overlay with Portland Cement Concrete (PCC). Construct eastbound truck climbing lane. A one-lane temporary detour in the median is required for traffic handling.	$7,000,000
87	08	Riv	10	3008Y	1C082	Near Blythe, from Rice Road/SR-177 to Teed Ditch Bridge. Cold plane mainline pavement and overlay with Portland Cement Concrete (PCC). The shoulders and ramps will be milled and overlaid with Hot Mix Asphalt (HMA-A). A two-lane temporary detour in the median is required for traffic handling.	$16,900,000
88	08	Riv	10	3009K	1C083	In and near Blythe, from Teed Ditch Bridge to Arizona State line. Cold plane mainline pavement and overlay with Portland Cement Concrete (PCC). The shoulders and ramps will be milled and overlaid with Hot Mix Asphalt (HMA-A). A two-lane temporary detour in the median is required for traffic handling.	$9,000,000
89	08	Riv	60	0045G	0Q180	Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. Construct left and right shoulders for westbound direction.	$2,000,000
90	08	SBd	10	3009R	1J210	In San Bernardino County, at the Etiwanda San Sevain FCC Bridge No. 54 -0454L, Colton Overhead Bridge No. 54-0464R; also on Route 60 at Ramona Avenue Overcrossing Bridge No. 54-0745 (PM R1.37). In Riverside County, on Route 10 at Highland Springs Avenue Undercrossing Bridge No. 56-0432 (PM 9.3) and at Eagle Mountain Road Bridge No. 56-0575L/R (PM R102.0). Improve freight corridor movement by modifying and replacing bridges to	$5,822,000
91	08	SBd	18	0184C	0G691	In and near Arrowhead, from 48th Street to Route 138. Repair, reline and replace culverts.	$742,000
92	08	SBd	40	3006V	1H400	In Barstow, at 0.4 mile east of Route 15/40 Separation. Reconstruct a damaged section of trapezoidal channel.	$390,000
93	08	SBd	71	3009N	0G790	Near Chino Hills, from the Los Angeles County line to the Riverside County line; also in Riverside County, from San Bernardino County line to Route 91 (PM R0.0 to PM R3.0). Replace and upgrade existing communication elements, and install Closed Circuit Television Cameras (CCTV) for the Traffic Management System (TMS).	$561,000
94	09	Ker	14	2633	36740	In Rosamond and Mojave, from 0.5 mile south of Dawn Road Overcrossing to 0.5 mile north of Silver Queen Road Overcrossing. Rehabilitate lanes and ramps by replacing slabs and grinding lane 1, construct Continuously Reinforced Concrete Pavement (CRCP) lane 2, cold plane and overlay ramps with Rubberized Hot Mix Asphalt (RHMA-G). Replace guardrail, construct rumble strip, replace signs using retroreflective sheeting and refresh pavement	$370,000
95	10	Mpa	49	3201	1E570	Near the community of Mariposa, from Mt. Bullion Cutoff Road to Madera County line at various locations; also, in Tuolumne County near Sonora on Route 49 from PM 0.5 to R27.5 at various locations. Install centerline, shoulder, and edgeline rumble strips.	$281,000
96	10	SJ	5	3250	1F400	In and near Stockton, on Routes 5, 4 (PM 14.6/21.2), and 99 (PM 15.8/18.5) at various locations. Install Intelligent Transportation System (ITS) elements.	$820,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
97	10	SJ	12	3273	1F760	Near Terminous, at Little Potato Slough Bridge No. 29-0101. Replace joint seals and bearing pads using temporary pile supports.	$553,000
98	10	SJ	120	3230	1C960	In and near Manteca and Lathrop, from Route 5 to Route 99; also, on Route 5 at PM R13.3, and on Route 99 at PM 4.6. Install Intelligent Transportation System (ITS) field elements.	$373,000
99	10	SJ	120	3226	1G990	In San Joaquin, Amador, Calaveras, Merced, Mariposa, Stanislaus, and Tuolumne Counties, on Routes 4, 5, 26, 33, 49, 59, 88, 99, 104, 108, 120, 132, 140, 152 and 205 at various locations. Repair or replace damaged and non-functioning Traffic Management System (TMS) elements.	$632,000
100	11	SD	5	1241	42750	In San Diego County, at various locations; also on Route 905 (PM 2.5/5.4) and Route 805 (PM 0.2/14.0). Install fiber optic communication lines to improve regional traffic operations and mobility near the U.S./Mexico border.	$818,000
101	11	SD	8	1255	42370	Near Alpine, from Viejas Creek Bridge to Pine Valley Creek Bridge. Grind, remove and replace Jointed Plain Concrete Pavement (JPCP) lanes, remove and replace asphalt concrete outside shoulders and cold plane and overlay inside shoulders. Upgrade guardrail, replace approach/departure slabs and construct rumble strips.	$936,000
102	11	SD	78	1247	42230	In San Diego County, at various locations from 0.1 mile east of Route 78/5 Separation to Route 15/78 Separation. Rehabilitate and replace culverts including invert paving, joint repair grouting, Cured-in-Place Pipeliner (CIPP) and drainage inlet lid repair.	$811,000
103	11	SD	125	1257	42380	Near La Mesa and in Santee, from 0.2 mile south of Route 125/94 separation to Mission Gorge Road. Rehabilitate pavement by grinding and replacing concrete slabs and cold plane and overlay shoulders with Rubberized Hot Mix Asphalt (RHMA-G).	$1,383,000
104	12	Ora	1	2330	0P680	In the cities of Newport Beach, Huntington Beach and Seal Beach, from Crystal Heights Drive to First Street. Replace traffic signals, upgrade non-standard curb ramps to meet ADA standards and modify drainage.	$1,891,000
105	12	Ora	1	2499A	0P590	In Huntington Beach, from Warner Avenue to Los Angeles County line. Upgrade ADA curb ramps, cold plane pavement, and place rubberized hot mix asphalt concrete (RHMA).	$1,720,000
106	12	Ora	5	2563	0P700	In San Clemente, adjacent to northbound Avenida Pico offramp. Restore hydraulic capacity of channel by repairing concrete panels in channel slope and bottom.	$452,000
107	12	Ora	90	4337	0P580	In and near Brea, from Harbor Boulevard to Randolph Avenue. Cold plane pavement and place rubberized hot mix asphalt concrete (RHMA).	$478,000
108	01	DN	199	1094	0C470	Near Idlewild, south of Collier Tunnel Bridge. Install required public water system in compliance with Federal and State statutes and regulatory requirements.	$812,000
109	01	Hum	101	2365	0C440	Near Trinidad, between PMs 102.9 and 105.2. Install public water system in compliance with Federal and State statutes and regulatory requirements.	$1,817,000
110	01	Hum	254	2270	40950	Near Miranda, from 2.3 miles south of Miranda Post Office to 0.9 mile south of Bear Creek Bridge. Upgrade drainage systems.	$838,000
111	02	Sha	5	3702	3H730	In and near Anderson, from Route 273 to Sacramento River Bridge. Roadway Rehabilitation, update signage and lighting, and add Intelligent Transportation System (ITS) elements.	$3,000,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
112	02	SIS	5	3556	4G630	In Siskiyou and Shasta Counties on Routes 5 and 89 at various locations. Upgrade Transportation Management System (TMS) field elements.	$816,000
113	02	TEH	99	3606	1H320	Near Los Molinos, from Josephine Street to Los Molinos Creek Bridge. Construct curb ramps, sidewalks, lighting and drainage improvements. (G13 Contingency Project)	$525,000
114	02	TRI	299	3555	4G610	In Trinity County on Route 299 and Route 3 at various locations; also, in Shasta County on Route 299 at PM 2.7. Make worker safety improvements.	$745,000
115	02	TRI	299	3691	3H430	Near Douglas City at Moon Lim Lee Safety Roadside Rest Area (SRRA), from 0.4 mile east of Little Browns Creek Bridge to 0.8 mile west of Steel Bridge Road. Transportation infrastructure improvement for zero-emission vehicle charging.	$175,000
116	03	ED	50	3316	1H440	In Cameron Park, at Cameron Park Drive. Improve sight distance and upgrade curb ramps.	$600,000
117	03	ED	50	6923	0H341	Near Pollock Pines, at Sawmill Undercrossing No. 25-0041; also at Sly Park Road (PM R30.17/R31.3). Replace bridge, restore culverts, and add highway lighting.	$690,000
118	03	ED	Var	3135	2H680	In El Dorado County on Routes 49 and 193 at various locations. Remove dead or dying trees.	$266,000
119	03	NEV	89	5287	2H650	In Nevada, Placer and El Dorado Counties on Routes 28, 89 and 267 at various locations. Remove dead or dying trees.	$321,000
120	03	NEV	Var	4128	2H660	In Nevada, Placer, and Yuba Counties on Routes 49 and 174 at various locations. Remove dead or dying trees.	$246,000
121	03	PLA	80	5105	4F250	Near Weimar, from west of Applegate Road to west of Weimar Cross Road. Drainage system rehabilitation.	$430,000
122	03	PLA	80	5079	1E050	In and near Colfax, from west of Illinoistown Overcrossing to east of Cape Horn Undercrossing. Drainage system rehabilitation.	$440,000
123	03	Sac	99	6923B	0H342	In the city of Sacramento, at 21st Avenue Undercrossing No. 24-0154. Replace bridge deck.	$240,000
124	03	SIE	Var	7800	2H670	In Sierra County on Routes 49 and 89 at various locations. Remove dead or dying trees.	$267,000
125	03	YOL	5	5833	3F140	In and near Woodland, from County Road 102 to County Road 13 at various locations; also, in the city of Sacramento, from Seamas Avenue to Richards Boulevard (PM 19.3/24.7) at various locations. Upgrade ADA facilities. (G13 Contingency Project)	$160,000
126	04	SCl	85	0434G	2G730	In Cupertino, Sunnyvale and Mountain View, from Stevens Creek Boulevard to Route 101; also in various cities, on Route 80 (PM 2.5/8.0), at various locations. Install and/or upgrade existing curb ramps and pedestrian facilities to ADA standards.	$663,000
127	04	SCl	101	1455D	4K130	Near Gilroy, at Sergeant Bridge Overhead No. 37-0006R. Replace existing damaged bridge rails with standard concrete barrier railing.	$450,000
128	05	SCR	1	2452	1C980	In Santa Cruz and Monterey Counties, from south of Salinas Road to south of Larkin Valley Road Undercrossing. Construct maintenance vehicle pull outs, repairing guardrail, improve gate access and relocate irrigation equipment.	$1,097,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
129	05	SCR	1	2636	1H060	In and near Santa Cruz, from 0.1 mile south of Route 1/17 Separation to 0.4 mile south of Pasatiempo Overcrossing; also on Route 17 (PM 0.0/0.3). Realign southbound Route 17 connector to southbound Route 1.	$1,930,000
130	05	SCR	9	2569	1F920	In and near the city of Santa Cruz, from Route 1 to north of Fall Creek Drive. Stormwater improvements.	$1,192,000
131	05	SCR	129	2625	1G990	Near Watsonville, at Lakeview Road. Construct roundabout and improve street lighting.	$1,341,000
132	06	MAD	Var	6870	0U950	In Tulare, Fresno and Madera Counties, at various locations. Remove dead trees to eliminate potential fall hazards.	$1,350,000
133	08	SBD	10	3002P	1F440	In Colton, from west of Rancho Avenue to Warm Creek Bridge. Upgrade irrigation systems.	$329,000
134	08	SBD	10	3001T	1C330	In Colton, from west of Rancho Avenue to Warm Creek Bridge. Roadway safety improvements.	$417,000
135	08	SBD	38	0206U	0R431	At various locations, from Eagle Mountain Drive to Route 38/18 Separation. Sediment control and stabilization.	$330,000
136	08	SBd	210	3009F	1J060	In Highland and Redland, from Sterling Avenue to Lugonia Avenue. Rehabilitate existing lanes, shoulders and auxiliary lanes by grinding rigid pavement/slab replacement, remove flexible pavement and construct Continuously Reinforced Concrete Pavement (CRCP). The work will be completed as part of SBCTA EA 08-0C70U Express Lane Project as a FCO.	$3,375,000
137	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.	$840,000
138	10	Cal	4	3222A	1F641	In Calaveras County on Routes 4 and 26 at various locations; also, in Alpine County on Routes 4, 88, 89, and 207 at various locations; and in Amador County on Routes 26 and 88 at various locations. Remove dead or dying drought damaged trees or trim.	$825,000
139	10	SJ	5	3112	0X720	In and near Lathrop and Stockton, from south of Louise Avenue to Charter Way; also, from south of Hammer Lane to north of Eight Mile Road (PM 32.3/35.7). Highway worker safety improvements. (G13 Contingency Project)	$540,000
140	10	SJ	205	3111	0X700	In and near Tracy, from Hansen Road to Paradise Road. Highway worker safety improvements.	$877,000
141	10	TUO	108	3114	1C540	Near Yosemite Junction and Jamestown, from Route 120 to 0.3 mile east of Route 120; also on Route 120 from 0.5 mile east of Obyrnes Ferry Road to 0.1 mile south of Route 108 (PM 11.9/12.2). Upgrade stop-controlled intersection.	$695,000
142	10	TUO	108	3137	0Y800	Near Strawberry, from east of Old Strawberry Road to west of Beardsley Road. Rockfall mitigation at 4 locations.	$625,000
143	10	Tuo	108	3222B	1F642	In Tuolumne County on Routes 108 and 120 at various locations; also, in Mariposa County on Routes 120 and 140 at various locations. Remove dead or dying drought damaged trees or trim.	$250,000
144	10	TUO	120	3136	0Y790	Near Haden Flat, from east of Cherry Lake Road to west of Packard Canyon Road. Stabilize slope erosion at two locations.	$493,000
145	12	ORA	1	2293	0M990	In Laguna Beach, at Route 133 (Broadway Street). Replace bridge.	$750,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
146	12	Ora	5	2861F	0Q300	In Anaheim, on the northbound Harbor Boulevard offramp; also on the southbound Harbor Boulevard onramp. Modify traffic signal system and apply High Friction Surface Treatment (HFST).	$1,285,000
147	12	Ora	39	3230A	0F970	In Buena Park, from Auto Center Drive to Craig Avenue. Rehabilitate drainage systems, install new inlets/reinforced concrete pipes (RCP) and replace flood damaged sections of curb and gutters.	$870,000
148	12	Ora	91	4533A	0Q040	In Buena Park, on the Route 91 eastbound connector from northbound Route 39 (Beach Boulevard). Overlay Hot Mix Asphalt (HMA) Open Graded Friction Course (OGFC).	$360,000
149	12	Ora	Var	1203	0Q690	At various locations, on various routes. Replace and upgrade existing field elements for the Traffic Management System (TMS).	$2,060,000
150	01	Hum	254	2270	40950	Near Miranda, from 2.3 miles south of Miranda Post Office to 0.9 mile south of Bear Creek Bridge. Upgrade drainage systems.	$151,000
151	02	Sha	5	3702	3H730	In and near Anderson, from Route 273 to Sacramento River Bridge. Roadway Rehabilitation, update signage and lighting, and add Intelligent Transportation System (ITS) elements.	$220,000
152	02	Teh	Var	3627	1H640	In Tehama, Lassen, Modoc, Plumas, Shasta, and Trinity Counties at various locations. Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive habitats.	$100,000
153	02	TRI	299	3691	3H430	Near Douglas City at Moon Lim Lee Safety Roadside Rest Area (SRRA), from 0.4 mile east of Little Browns Creek Bridge to 0.8 mile west of Steel Bridge Road. Transportation infrastructure improvement for zero-emission vehicle charging.	$3,000
154	03	ED	50	3316	1H440	In Cameron Park, at Cameron Park Drive. Improve sight distance and upgrade curb ramps.	$9,000
155	03	ED	50	6923	0H341	Near Pollock Pines, at Sawmill Undercrossing No. 25-0041; also at Sly Park Road (PM R30.17/R31.3). Replace bridge, restore culverts, and add highway lighting.	$11,000
156	03	ED	Var	3135	2H680	In El Dorado County on Routes 49 and 193 at various locations. Remove dead or dying trees.	$806,000
157	03	NEV	89	5287	2H650	In Nevada, Placer and El Dorado Counties on Routes 28, 89 and 267 at various locations. Remove dead or dying trees.	$1,500,000
158	03	NEV	Var	4128	2H660	In Nevada, Placer, and Yuba Counties on Routes 49 and 174 at various locations. Remove dead or dying trees.	$806,000
159	03	PLA	80	5105	4F250	Near Weimar, from west of Applegate Road to west of Weimar Cross Road. Drainage system rehabilitation.	$140,000
160	03	PLA	80	5079	1E050	In and near Colfax, from west of Illinoistown Overcrossing to east of Cape Horn Undercrossing. Drainage system rehabilitation.	$140,000
161	03	SAC	5	5848	4F580	Near the city of Sacramento, at the Elkhorn Safety Roadside Rest Area (SRRA). Upgrade potable water and wastewater systems.	$50,000
162	03	SAC	99	6923B	0H342	In the city of Sacramento, at 21st Avenue Undercrossing No. 24-0154. Replace bridge deck.	$3,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
163	03	SIE	Var	7800	2H670	In Sierra County on Routes 49 and 89 at various locations. Remove dead or dying trees.	$392,000
164	03	YOL	5	5833	3F140	In and near Woodland, from County Road 102 to County Road 13 at various locations; also, in the city of Sacramento, from Seamas Avenue to Richards Boulevard (PM 19.3/24.7) at various locations. Upgrade ADA facilities. (G13 Contingency Project)	$30,000
165	04	Ala	580	8315X	3G59C	Near Livermore, from San Joaquin County line to east of Greenville overcrossing; also on Route 205 (PM 0.0/1.0) from San Joaquin County line to Midway Road undercrossing. Environmental mitigation for EA 3G590.	$150,000
166	04	SCl	85	0434G	2G730	In Cupertino, Sunnyvale and Mountain View, from Stevens Creek Boulevard to Route 101; also in various cities, on Route 80 (PM 2.5/8.0), at various locations. Install and/or upgrade existing curb ramps and pedestrian facilities to ADA standards.	$102,000
167	04	SCl	101	1455D	4K130	Near Gilroy, at Sergeant Bridge Overhead No. 37-0006R. Replace existing damaged bridge rails with standard concrete barrier railing.	$50,000
168	05	SCR	1	2452	1C980	In Santa Cruz and Monterey Counties, from south of Salinas Road to south of Larkin Valley Road Undercrossing. Construct maintenance vehicle pull outs, repairing guardrail, improve gate access and relocate irrigation equipment.	$49,000
169	05	SCR	1	2636	1H060	In and near Santa Cruz, from 0.1 mile south of Route 1/17 Separation to 0.4 mile south of Pasatiempo Overcrossing; also on Route 17 (PM 0.0/0.3). Realign southbound Route 17 connector to southbound Route 1.	$217,000
170	05	SCR	9	2569	1F920	In and near the city of Santa Cruz, from Route 1 to north of Fall Creek Drive. Stormwater improvements.	$1,287,000
171	05	SCR	129	2625	1G990	Near Watsonville, at Lakeview Road. Construct roundabout and improve street lighting.	$441,000
172	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.	$19,000
173	06	MAD	Var	6870	0U950	In Tulare, Fresno and Madera Counties, at various locations. Remove dead trees to eliminate potential fall hazards.	$39,000
174	08	SBD	10	3002P	1F440	In Colton, from west of Rancho Avenue to Warm Creek Bridge. Upgrade irrigation systems.	$10,000
175	08	SBD	10	3001T	1C330	In Colton, from west of Rancho Avenue to Warm Creek Bridge. Roadway safety improvements.	$43,000
176	08	SBD	38	0206U	0R431	At various locations, from Eagle Mountain Drive to Route 38/18 Separation. Sediment control and stabilization.	$20,000
177	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.	$5,000
178	10	Cal	4	3222A	1F641	In Calaveras County on Routes 4 and 26 at various locations; also, in Alpine County on Routes 4, 88, 89, and 207 at various locations; and in Amador County on Routes 26 and 88 at various locations. Remove dead or dying drought damaged trees or trim.	$158,000
179	10	SJ	4	3110	0X690	In Stockton, from Garfield Avenue to Route 99 at various locations. Highway worker safety improvements. (G13 Contingency Project)	$10,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
180	10	SJ	5	3112	0X720	In and near Lathrop and Stockton, from south of Louise Avenue to Charter Way; also, from south of Hammer Lane to north of Eight Mile Road (PM 32.3/35.7). Highway worker safety improvements. (G13 Contingency Project)	$10,000
181	10	SJ	205	3111	0X700	In and near Tracy, from Hansen Road to Paradise Road. Highway worker safety improvements.	$10,000
182	10	STA	99	3143	0X660	In and near Turlock, from north of Golf Road to north of Taylor Road. Highway worker safety improvements.	$18,000
183	10	TUO	108	3114	1C540	Near Yosemite Junction and Jamestown, from Route 120 to 0.3 mile east of Route 120; also on Route 120 from 0.5 mile east of Obyrnes Ferry Road to 0.1 mile south of Route 108 (PM 11.9/12.2). Upgrade stop-controlled intersection.	$12,000
184	10	TUO	108	3137	0Y800	Near Strawberry, from east of Old Strawberry Road to west of Beardsley Road. Rockfall mitigation at 4 locations.	$75,000
185	10	Tuo	108	3222B	1F642	In Tuolumne County on Routes 108 and 120 at various locations; also, in Mariposa County on Routes 120 and 140 at various locations. Remove dead or dying drought damaged trees or trim.	$130,000
186	10	TUO	120	3136	0Y790	Near Haden Flat, from east of Cherry Lake Road to west of Packard Canyon Road. Stabilize slope erosion at two locations.	$48,000
187	12	ORA	1	2293	0M990	In Laguna Beach, at Route 133 (Broadway Street). Replace bridge.	$790,000
188	12	Ora	39	3230A	0F970	In Buena Park, from Auto Center Drive to Craig Avenue. Rehabilitate drainage systems, install new inlets/reinforced concrete pipes (RCP) and replace flood damaged sections of curb and gutters.	$153,000
189	12	ORA	55	3483	0G950	In the cities of Santa Ana and Tustin, from Dyer Road on ramp to Edinger Avenue off ramp. Construct northbound auxiliary lane.	$2,700,000
190	12	ORA	74	4097C	0M090	In San Juan Capistrano, from Route 5 to the San Juan Capistrano city line. Upgrade pedestrian facilities to meet current ADA standards.	$600,000
190 Projects						**Total**	**$223,822,000**
2.5c.(2a)	**Locally Administered STIP Project On the State Highway System**						**Resolution FP-17-14**
1	04	SM	82	0648F	4G602	In the City of South San Francisco, along El Camino Real between Kaiser Way and Bart Drive. Construct median landscaping and other sustainable/green streetscape features.	$1,991,000
2	10	CAL	4	3067	0E530	Near Copperopolis and Angels Camp, from 2.0 miles east of Copperopolis to Stallion Way. Realign roadway.	$2,466,000
3	10	STA	99	9460A	47210	In Modesto and Salida, from 0.75 mile south of Pelandale Avenue to 0.35 mile north of Pelandale Avenue. Reconstruct the SR99/Pelandale interchange and construct auxiliary lane.	$4,336,000
3 Projects						**Total**	**$8,793,000**
2.5c.(3a)	**Locally Administered STIP Project Off the State Highway System**						**Resolution FP-17-16**
1	02	Las		2510	T0246	Various locations. Rehabilitate roadway, construct drainage improvements and pedestrian facilities.	$1,846,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2	02	SIS		2555		In the City of Dorris on North California Street from First to Second Street and Sly to North Street. Rehabilitate and reonstruction of failing areas.	$10,000
3	02	SIS		2568		On Ager Road from MP 13.37 to 16.57, pulverize top 0.125' of AC, place geotextile fabric and overlay.	$50,000
3 Projects						**Total**	**$1,906,000**
2.5c.(3b)	**Local STIP Planning, Programming and Monitoring Projects**						**Resolution FP-17-16**
1	05	SB		1914		Planning, Programming and Monitoring.	$235,000
2	06	Ker		6L03		Planning, Programming and Monitoring.	$299,000
3	09	INY		1010		Planning, Programming and Monitoring.	$200,000
4	09	MNO		2003		Planning, Programming and Monitoring	$135,000
5	10	AMA		B1950		Planning, Programming and Monitoring.	$59,000
6	11	IMP		7200	21257	Planning, Programming and Monitoring	$300,000
6 Projects						**Total**	**$1,228,000**
2.5c.(6)	**Local Alternative Transportation Improvement Program Projects on the State Highway System**						**Resolution FP-17-17**
1	04	ALA	92,185,	0095K		In Hayward, on Route 92 from Watkins to Santa Clara Street, on Route 238 from the south City limit to Industrial Parkway and on Route 185 from A Street to the north City limit. Improvements: pavement, curb, gutter, sidewalk, medians, streetlights, signals and utilities.	$19,900,000
1 Projects						**Total**	**$19,900,000**
2.5d.	**Allocations for Projects with Cost Increase Greater than 20 Percent**						**Resolution FP-17-18**
1	04	CC	580	0086R	4G890	In Richmond, at Scofield Avenue Undercrossing No. 28-0140L/R. Seismic retrofit of bridge by encasing the columns in concrete filled steal casings, installing isolation and spherical bearings, and adding structural steel elements.	$14,372,000
1 Projects						**Total**	**$14,372,000**
2.5e.	**Supplemental Funds for Previously Voted Projects**						**Resolution FA-17-01**
1	02	PLU	70	3208	1C750	Near Belden, at Yellow Creek Bridge No. 09-0008. Replace bridge.	$2,472,000
1 Projects						**Total**	**$2,472,000**

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**						**Resolution**
1	01	Hum	36	2470	0G920	Near Bridgeville, from 0.3 mile west of Jaymar Lane to 1.7 miles west of Trinity County line. Beginning on January 7, 2017, a series of storm events caused multiple slides, sinkholes, slipouts, and distressed pavement. Responding day and night to the damages, Department forces were inundated beyond the Department's capacity. The project will remove and dispose of slide debris and hazardous trees, support ongoing geotechnical investigations,	$6,100,000
2	01	Hum	96	2478	0H030	Near Weitchpec, from 3.0 miles west of Klamath River to 0.6 mile east of Upper Weitchpec School Road. On February 21, 2017 saturated soil conditions resulted in a slipout occurring and immediately closed the roadway. The roadway settled three feet overnight. As per geotechnical investigations, the project will provide one-way traffic control, stabilize slope, repair drainage system, and reconstruct roadway. Supplemental work is necessary to address	$7,100,000
3	01	Hum	101	2480	0H100	Near Garberville, from Mendocino County line to 0.3 mile north of Skyway Road. Heavy rainfall beginning January 7, 2017 caused multiple culvert failures that resulted in sinkholes and shoulder damage, confirmed by video inspection. This project will repair sinkholes, repair and modify drainage systems, provide traffic control, and reconstruct roadway. Supplemental work is necessary to repair additional sinkholes, debris removal, repair additional	$750,000
4	01	Men	1	4669	0H000	Near Elk, from 0.5 mile north of Philo Greenwood Road to 0.5 mile south of Navarro Bluff Road. On February 8, 2017, a slipout eroded embankment, damaged guard railing, and caused roadway settlement. Hydraulics investigations revealed a sinkhole extended beneath the roadway created by 60-inch failed culvert. This project will remove slide debris, stabilize slope, repair drainage system with jack and bore method, and reconstruct roadway.	$1,950,000
5	01	Men	1	4661	0G800	Near Westport, from 0.3 mile south of Wages Creek Bridge to Soldier Point Sidehill Viaduct. A series of storms starting January 7, 2017 has lead to coastal erosion and drainage failures at multiple locations. The magnitude and number of failures have overwhelmed Maintenance forces and the route continues to be under traffic control. A combination of coastal bluff erosion and failed culverts threatens the roadway at three locations. Coastal bluff	$4,250,000
6	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	$7,300,000
7	01	Men	101	4657	0G650	Near Piercy, from 0.9 mile north of Route 101/271 Separation (Piercy) to 1.3 miles south of South Fork Eel River Bridge. On December 10, 2016, a period of heavy rainfall caused a mud slide onto the traveled way, covering 3 of 4 lanes, and resulting in complete closure of the roadway. Further geotechnical investigations determined the slide area to be much larger than initially identified. Large rocks and trees have the risk of sliding on to the travel way.	$7,550,000
8	01	Men	128	4700	0H710	Near Yorkville, at 1.3 miles south of Hibbard Road. Heavy rainfall beginning January 7, 2017 caused a landslide that affected the eastbound lane. An investigation identified that the slide occurred along the western edge of a preexisting, dormant landslide. Numerous cracks and pavement depressions appear in both lanes and drainage system damages are apparent. The geotechnical investigation concluded the landslide resulted from excessive	$2,750,000
9	02	Plu	70	3704	3H750	In Twain, at 0.5 mile east of Twain Store Road. On February 7, 2017, multiple rain storms caused flooding saturated conditions resulting in extensive roadway damage. The roadway settlement tilted the roadway to 15 percent super elevation adjacent to the steel crib wall. The initial solution involved restoring the damaged pavement to its previous condition before the storm. However, multiple large, deep cracks were discovered during the grinding	$2,600,000
10	02	Plu	70	3698	3H670	Near Keddie, at 0.7 mile west of Spanish Creek Campground. On February 6, 2017, heavy rainfall caused multiple slides and slipouts resulting in cracks within the masonry rock retaining wall. An investigation determined the retaining wall is in an imminent state of failure and the roadway damage could cause extended highway closure. This project will include removing the upper portion of the retaining wall, constructing soldier pile tie back wall, repairing	$2,200,000

List of Projects Going Forward for CTC Allocation

October 2017 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
11	03	Pla	80	5135	3H680	Near Baxter, at Whitmore Maintenance Station. On March 22, 2017, a slide occurred as a result of winter storms. Geotechnical investigations determined the slope damage was moving toward the roadway and has created obstructions in the drainage ditch at the toe of the slope. This project will include slope stabilization and repair, debris removal, geosynthetic earth armoring system installation, roadway repair, dewatering, and provide traffic	$2,300,000
12	03	Sac	Var	5866	2H850	In Sacramento County on Route 5 and Route 50 at various locations; also in Yolo County on Route 50 and Route 80 at various locations. On January 9, 2017 Department staff investigated numerous concrete pavement slabs that have broken and are moving under traffic loads due to water saturation from recent heavy storm events. Slab conditions have destabilized with settlement and breakage resulting in loose debris and large potholes as storms have	$2,430,000
13	03	Sie	49	7808	3H740	Near Downnieville, at 1.3 miles south of Ramshorn Road. On July 11, 2017, the Yuba River concrete rock slope protection (RSP) embankment failed resulting in a washout. High water elevations and increased snow pack contributed to the significant amount of melting snow. As water levels recede, RSP repairs will be performed prior to the winter season. This project will include RSP embankment replacement, geotechnical investigative drilling, and	$2,320,000
14	04	Mrn	1	1458N	4K690	Near Muir Beach, at 0.8 mile north of Muir Beach Overlook. A series of heavy storms beginning in early January 2017 through February 2017 resulted in a slipout caused by slope saturation. In addition, a preexisting slipout was reactivated and could potentially create further damage in conjunction with this slipout. This project will construct soldier pile wall, install erosion control measures, repair roadway, and provide traffic control. The work is necessary	$3,120,000
15	04	Nap	121	1499K	1K800	Near the city of Napa, at 0.6 mile to 0.8 mile north of Wooden Valley Road. During heavy storms from March 10 through 14, 2016, the adjoining slope at this location became saturated and activated a slipout that damaged the northbound lane and caused complete roadway closure. Repair work is necessary to prevent expansion of the damage and total highway loss. The project will install one-way traffic control, construct a solder pile retaining wall,	$700,000
16	04	SCl	237	1462E	0P520	In Sunnyvale, at North Mathilda Avenue Undercrossing No. 37-0179. On April 18, 2017, a truck hit several concrete girders resulting in structural damage. An investigation determined the bridge can carry live loads, but not permit loads due to the compromised structural integrity. This project includes bridge deck reconstruction, diaphragm and girder replacement, debris removal, and provide traffic control. The responsible party has been identified and	$1,430,000
17	04	Sol	37	1461S	0P330	Near Vallejo, at W37-N&S29 Connector Overhead No. 23-0222F; also in Vacaville, on Route 80 at Ulatis Creek No. 23-0052R. On May 3, 2017, an investigation determined that the joint seals and elastomeric bearing pads are failing on two bridges. Due to the increased impact loading on the adjacent spans, the bearings are no longer useful. The damaged bearings could lead to other bridge bearing failures, cracking, and possible girder failure, resulting in	$960,000
18	05	Mon	1	2688	1H780	Near Gorda, 0.9 mile north of Villa Creek Bridge to 1.7 miles north of Rain Rocks Sidehill Viaduct. Heavy rain events, from January 6 through January 12, 2017, have caused multiple landslides resulting in complete roadway closure. Approximately 20,000 cubic yards of material to be cleared is beyond the Department force's ability. This project will remove slide debris, reconstruct 200 cubic yards of embankment, repair drainage systems, repair a half mile of	$12,000,000
19	05	SCr	17	2712	1J120	Near Scotts Valley, from 0.4 mile north of Laurel Drive to 0.2 mile north of Glenwood Drive. On January 21, 2017, heavy rains caused a slipout below northbound lanes. An ongoing geotechnical investigation will determine the extent of additional repair needed. This project includes repair drainage system, reconstruct embankment slipout, and stabilize roadway shoulder with 8-inch micro piles. Supplemental work is necessary to construct ground anchor	$3,300,000
20	06	Fre	168	6890	0W620	Near Shaver Lake, from 1.4 miles east of Dalton Avenue to 0.2 mile west of Huntington Lake Road. On July 21, 2017, saturated soil conditions caused a slipout. In addition, melting snow and fluctuating Shaver Lake water levels resulted in embankment erosion, drainage system damage, tension cracks and roadway shoulder damage. This project will include slipout repair, gabion wall reconstruction, roadway repair, slope excavation and reconstruction, and	$850,000

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
21	07	LA	2	5272	1XF20	Near Big Pines, at 0.5 mile west of Grassy Hollow Visitor Center. On June 6, 2017, a pipe collapsed underneath the pavement resulting in a sinkhole. Storm runoff and melting snow entered the drainage system eroding the surrounding roadway structural section. Although the sinkhole opening is four feet in diameter, other voids have been identified underneath the pavement surface. This project will replace a failed culvert and repair roadway. The work is	$900,000
22	07	LA	107	5267	1XE70	In Torrance, from Route 1 to Fashion Way. Multiple storm events and heavy traffic beginning February 17, 2017 caused accelerated pavement failure, which resulted in large cracks, loose debris and large potholes. 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	$6,850,000
23	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. Supplemental work is necessary to address deficiencies as indicated by Cal-OSHA inspection which	$1,420,000
24	10	Mpa	49	3261	1H820	Near Bear Valley, from 0.3 mile north of Pendola Garden Road to 0.9 mile south of Crown Lead Road; also on Route 140, from 0.8 mile east of Trower Road to Bumguardner Mountain Road (PM 11.3 to PM 18.7). On July 16, 2017, a fire burned 81,826 acres. On July 18, 2017 Governor Brown declared a state of emergency and fire crews are working on fire containment. District staff assessed the burned area and identified hazardous tree removal, drainage	$2,875,000
25	11	SD	15	1282	43022	In Rainbow, from Rainbow Valley Boulevard to 0.5 mile north of Rainbow Valley Boulevard. On July 10, 2017, Maintenance forces responded to a wildfire on the embankment. The fire burned embankment vegetation and an existing wood plank soundwall. This project would repair the burned slope, replace the soundwall, and remove fire debris. The project is necessary to restore noise abatement for local residents and to restore traveler safety.	$1,000,000
26	11	SD	54	1270	43006	In Rancho San Diego, at Brabham Street. On February 16, 2017, a sinkhole was identified that damaged the drainage pipe nine feet below the pavement. This project will replace failed culvert, repair sinkhole in roadway and replace damaged sidewalk. Supplemental work is necessary to address previously unknown gas line, construct three additional drainage junction structures, and provide additional lane closure as required for additional work. The work is	$540,000
27	12	Ora	39	3258A	0R050	In and Near Buena Park, from Los Coyotes Drive to Rosecrans Avenue (Los Angeles County PM D17.3). On August 15, 2017, a sinkhole was discovered while Maintenance crews began to repair a depressed section of the asphalt roadway shoulder. Crews closed the shoulder to inspect the sinkhole and determined that it was caused by a failed culvert. This project will include drainage system repair, culvert replacement, material backfill, trenching, and	$660,000
27 Projects						**Total**	**$86,205,000**

2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**						**Resolution**
1	05	Mon	68	2604	1G450	In and near Monterey, from Piedmont Avenue to 0.1 mile east of Scenic Drive. Pavement overlay with open graded asphalt concrete, construct rumble strip and install concrete barrier.	$3,211,000
2	06	KIN	43	6804	0T950	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 strip to reduce the number and severity of traffic collisions.	$1,095,000
3	06	Mad	41	6790	0U710	In Madera County, on Route 41 at various locations; also on Routes 49 and 145 at various locations. Construct centerline and shoulder rumble strips to reduce the number and severity of traffic collisons.	$848,000

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
4	07	LA	605	4799	30980	In Pico Rivera and Whittier, from Telegraph Road to Rose Hills Road; also in El Monte and Baldwin Park from Ramona Boulevard to Route 210 (PM 20.9/25.6). Replace damaged concrete slabs, grind and groove concrete pavement to increase roadway surface friction during wet conditions. The project is necessary to reduce the number and severity of traffic collisions.	$4,190,000
5	12	ORA	39	3089A	0M520	In Huntington Beach, Anaheim and La Habra, from Atlanta Avenue to Cypress Street at various intersections. Modify traffic signals to improve visibility, upgrade pedestrian signal features and refresh pavement delineation to reduce the number and severity of traffic collisions.	$3,415,000
5 Projects						**Total**	**$12,759,000**
2.5f.(4)						**Informational Report - Minor Construction Program - Resolution G-05-05 Delegated Allocations**	**Resolution**
1	02	Sha	151		2H640	Pavement preservation to improve the pavement condition, ride quality, increase the pavement life expectancy, and enhance worker safety.	$739,000
2	03	Sac	99		2F550	Widen road and reconfigure High Occupancy Vehicle ramp meter to alleviate congestion.	$1,050,000
3	09	Iny	395		35680	Construct traffic signal to create a protective left turn movement and create gaps in the traffic flow.	$1,025,000
4	10	SJ	4		0P840	Place rock slope protection to prevent failure of the embankment that is adjacent to an existing canal.	$670,000
4 Projects						**Total**	**$3,484,000**
2.5g.(3)						**State Administered Proposition 1B STIP Program Projects**	**Resolution STIP1B-A-1718-01**
1	06	KER	46	3386C	44254	In and near Lost Hills, from Lost Hills Road to 0.9 mile east of I-5. Widen from 2 to 4 lanes.	$3,942,000
1 Projects						**Total**	**$3,942,000**
2.5g.(5a)						**Proposition 1B TCIF Project with Federal Earmark Funding**	**Resolution TCIF-A-1718-02 FP-17-22**
1	04	Son	101	0360U	2640N	Near Marin/Sonoma County Line: Construct median and widen shoulder for HOV lanes between Kastania Road and just south of the county line (TCIF #124)	$18,000,000
1 Projects						**Total**	**$18,000,000**
2.5g.(6b)						**Proposition 1B SHOPP Project Allocation**	**Resolution FP-17-21 SHOP1B-A-1718-02**
1	04	ALA	80	0064A	15500	In Alameda, Contra Costa, and Solano Counties, on Routes 80, 580 and 980 at various locations.	$40,973,000
1 Projects						**Total**	**$40,973,000**
2.5w.(1)						**Active Transportation Program Projects**	**Resolution FATP-1718-04**
1	02	Sha		2575		Quartz Hill Road from Terra Nova Drive to North Market Street. Project will widen uphill road grade for Class 2 bike lanes and sidewalk, road diet to add bike lanes, add enhanced pedestrian crossings with rectangular rapid flashing beacons, and reduce curb radii and crossing distance.	$3,177,000

List of Projects Going Forward for CTC Allocation

October 2017 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2	02	Sha		2580		Construct sidewalks to complete gaps, construct curb ramps and curb extensions, install enhanced pedestrian crossings with rectangular rapid flash beacons, and restripe to provide bicycle facilities along West Street from Eureka Way to 7th Street, as well as along Magnolia Avenue, 11th Street, 10th Street and 8th Street.	$400,000
3	04	SOL		2231B		Provides education outreach to 26 schools.	$400,000
4	06	Fre		6850		Construct sidewalk and install bike lane along the North-side of Manning Avenue from Madsen Avenue to 1,300 feet West.	$50,000
5	07	LA		5136		This project will construct the first 3.6-mile segment of a 8.3-mile multiuse Class I bikeway/path.	$8,326,000
6	08	RIV		1198A		This project will construct approximately 4,300 linear feet of sidewalk improvements on 6th Street from Date Palm Drive to Dale Kiler Road, Brown Street from 5th Street to 6th Street, and the west side of Dale Kiler Road from 7th Street to 200 feet south in the community of Mecca.	$698,000
7	08	RIV		1198B		This allocation is for non-infrastructure activities including school bicycle/pedestrian safety promotional information campaigns and bicycle safety skill classes.	$13,000
8	11	SD		1212		Located on 30th Street between D Avenue and 2nd Avenue, on 2nd Avenue between 30th Street and Sweetwater River Bikeway. Sweetwater River Bikeway entrances at 2nd Street and Hoover Avenue. Project will construct approximately one mile of Class II and Class III bicycle facilities to include bicycle detector loops and bicycle boxes. Decrease lane widths for vehicles.	$50,000
8 Projects						**Total**	**$13,114,000**

2.5w.(2) Active Transportation Program Projects (ADVANCEMENTS) — Resolution FATP-1718-05

1	07	LA		5284		The project will implement safe routes to school infrastructure improvements including bulb outs, new and upgraded curb ramps, a new signalized pedestrian crossing, signage improvements, new sidewalk, pedestrian countdown heads, and audible push buttons.	$47,000
2	07	LA		5295		Non Infrastructure Project Seven Regional Active Transportation Safety and Encouragement Campaigns: 1) San Bernardino County SRTS program, 2) Imperial County SRTS program, 3) Santa Ana City Bicylists/Pedestrain Education Campaign, 4) El Monte Go Human Bike Friendly Business Program,	$1,784,000
2 Projects						**Total**	**$1,831,000**

2.5w.(3) Allocation Amendment - Active Transportation Program Projects — Resolution FATP-1718-06 Amending Resolution FATP

1	03	Sac		1677		~~In the City of Elk Grove, along Laguna Creek from Lewis Stein Road to Bruceville Road. Construct multiple trail extensions and gap closures of the Laguna Creek Trail as well as sidewalks along Bruceville Road.~~ **In the City of Elk Grove across the Lower Laguna Creek open space preserve from Elk Spring Way to Laguna Creek near Fieldale Drive. Construction of multiple trail extensions and gap closures of the**	$160,000
1 Projects						**Total**	**$160,000**

List of Projects Going Forward for CTC Allocation

October 2017 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5w.(4)	**Allocation Amendment - Active Transportation Program Projects**						**Resolution FATP-1718-07 Amending Resolution FATP**
1	03	Sac		1677		~~In the City of Elk Grove, along Laguna Creek from Lewis Stein Road to Bruceville Road. Construct multiple trail extensions and gap closures of the Laguna Creek Trail as well as sidewalks along Bruceville Road.~~ **In the City of Elk Grove across the Lower Laguna Creek open space preserve from Elk Spring Way to Laguna Creek near Fieldale Drive. Construction of multiple trail extensions and gap closures of the**	$83,000
1 Projects						**Total**	**$83,000**

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Item # Fund Type	Amount by Fund Type
2.5g.(2f)	**Allocation Amendment - Proposition 1B –State Administered Route 99 Projects on the State Highway System**		**Resolution R99-AA-1718-01,** Amending Resolution R99-AA-1213-09	
1 ~~$16,333,000~~ **$15,343,815** Department of Transportation SACOG Sutter 03-Sut-99 R19.5/R20.5	**State Route 99/ 113 Interchange**. In Sutter County near Tudor Road from 1.8 miles north of Wilson Road to 2.1 mile south of O'Banion Road. Construct interchange at the intersection of SR 113 and SR 99. Final Project Development Support Estimate: $ 1,300,000 Programmed Amount: $ 1,000,000 Adjustment: $ 300,000 (Debit - IIP) Final Right of Way Right of Way Estimate: $ 700,000 Programmed Amount: $ 600,000 Adjustment: $ 0 (< 20%) (Future Consideration of Funding – Resolution E-04-17, August 2004.) Outcome/Output: Hours of daily vehicle hours of delay saved: 277. **Amend Resolution R99-A-1213-09 to de-allocate $989,185 SR99 CONST to reflect final close-out savings.**	03-8373 SR-99/12-13 CON ENG $2,500,000 CONST ~~$13,833,000~~ **$12,843,815** 0300020246 4 1A4644	004-6072 SR99 2012-13 304-6072 SR-99 20.20.722.000	$2,500,000 ~~$13.833,000~~ **$12,843,815**

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(2b)	**Proposition 1B Allocation Amendment – State Administered Route 99 Project on the State Highway System**		**Resolution R99-AA-1718-02** Amending Resolution R99-AA-1112-02 **Resolution FS-17-01** Amending Resolution FS-11-02	
1 ~~$42,931,000~~ **$42,918,870** Department of Transportation SACOG Sutter 03N-Sut-99 11.0/14.3	Sutter 99 – Segment 2. In Sutter County, from 0.2 mile north of Power Line Road to 0.6 mile north of Sacramento Avenue. Widen highway to a 4- lane expressway with a continuous 12 foot wide median left turn lane. Final Right of Way Right of Way Estimate: $ 1,000 Programmed Amount: $ 1,000 Adjustment: $ 0 (Route 99 Bond R/W allocation of $3,250,000 Capital and $750,000 Support was approved 12/11/08, per Resolution R99-A-0809-002.) ($7,766,000 RIP CONST to return to Sutter County shares.) (Future Consideration of Funding – Resolution E-04-17, August 2004.) Outcome/Output: New miles of mixed flow lanes: 5.5. New structures: 1. Daily Peak Person Minutes saved: 85. $19,061,000 BOND FUNDS FOR THIS PROJECT WERE CHANGED TO FEDERAL STIMULUS FUNDING. **Amend Resolution R99-AA-1112-02 to de-allocate $12,130 R99 CONST for final close-out savings.**	03-8361B R99 / 08-09 CONST ENG $7,000,000 CONST $35,931,000 RIP / 08-09 CONST $0 0300000206 1A4321	2009-10 004-6072 R99 2009-10 304-6072 R99 20.20.722.000 2008-09 804-0890 RA 20.20.722.000	$7,000,000 ~~$16,870,000~~ **$16,857,870** $19,061,000

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Budget Year Fund Type Program Codes Project ID EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5g.(2c) Supplemental Funds for Previously Voted Projects					**Resolution FA-17-02** Amending Resolution FA-11-15
1 ~~$9,300,000~~ **$6,890,770** Department of Transportation SACOG Sutter 03N-Sut-99 11.0/14.3	Sutter 99 Segment 2. In Sutter County, from 0.2 mile north of Power Line Road to 0.6 mile north of Sacramento Avenue. Widen highway to a 4- lane expressway with a continuous 12 foot wide median left turn lane.	03-8361B 2009-10 004-6072 R99 20.20.722.000 SR 99	$7,000,000		$7,000,000
	Final Right of Way: (RIP); reported on 1/13/2010	004-6072 R99 20.20.722.000 SR 99		$1,500,000	$1,500,000
	Outcome/Output: New miles of mixed flow lanes: 5.5. New structures: 1. Daily Peak Person Minutes saved: 85. (Future Consideration of Funding – Resolution E-04-17, August 2004.)	2008-09 804-0890 RA 20.20.722.000 SR 99	$19,061,000		$19,061,000
	(January 2012 – Resolution R99-AA-1112-002 and FS-11-02 reflect the use of $19,061,000 of State ARRA Funds for R99 funds per AB 3x 20; amended Resolution R99-AA-1011-005 [September 2010].	2009-10 304-6072 SR99 20.20.722.000 SR 99	$16,870,000		$16,870,000
	Amend resolution FA-11-15 to de-allocate $2,409,235 R99 CONST for final close-out savings.	2011-12 304-6072 SR99 20.20.722.000 SR 99 0300000206		$7,800,000	~~$7,800,000~~ **$5,390,765**

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/ CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5b)	**Allocation Amendment – Proposition 1B – State Administered TCIF Projects on the State Highway System**		**Resolution TCIF-AA-1718-01,** Amending Resolution TCIF-AA-1314-06	
1 ~~$71,625,000~~ **$66,330,000** Department of Transportation SANDAG 11-SD-11/905 0.0/1.6 R9.9/10.7	**SR 11/SR 905 Freeway to Freeway Connectors**. In San Diego County, in and near San Diego on Route 11 from the Route 11/905 Separation to Enrico Fermi Drive and on Route 905 from 0.1 mile East of the La Media Road Undercrossing to 0.2 mile West of the Airway Road Undercrossing. Segment 1 includes construction of SR 905/SR 11 freeway to freeway connectors. (TCIF Project 68.1) (Future Consideration of Funding - Resolution E-12-35; June 2012.) Outcome/Output: The overall project will provide better access from the cargo side of the existing Otay Mesa Port of Entry to the U.S. by providing 2.4 miles of new highway with freeway to freeway connectors and one local interchange. **Amending Resolution TCIF-AA-1314-06 to de-allocate $5,295,000 TCIF Bond Program CONST and CON ENG to reflect close out savings.**	11-0999A TCIF/12-13 CON ENG ~~$12,600,000~~ **$12,159,000** CONST ~~$59,025,000~~ **$54,171,000** 1100020519 4 056324	004-6056 TCIF 2012-13 304-6056 TCIF 20.20.723.000	~~$12,600,000~~ **$12,159,000** ~~$59,025,000~~ **$54,171,000**

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund
2.5g.(5c)	**Allocation Amendment – Proposition 1B – State Administered Multi-Funded Projects on the State Highway System**		**Resolution TCIF-AA-1718-02,** Amending Resolution TCIF-AA-1516-06, **Resolution FP-17-19,** Amending Resolution FP-15-28	
1 ~~$18,735,000~~ **$16,355,000** Department of Transportation SANDAG San Diego 11-SD-905, 125, 11 9.6/11.4, 0.1/1.7, 0.4/1.6	**SR-905/SR-125 Northbound Connectors**. In and near San Diego at Route 11/125/905 separation. Construct SR 905/SR 125 Northbound Connectors. (TCIF Project 104) (CEQA – EIR/EIS, 10/03/2014,) (NEPA – EIR/EIS, 10/03/2014,) (Future Consideration of Funding approved under Resolution E-04-27; September 2004.) Outcome/Output: Construction of three connector ramps. **Amending Resolution TCIF-AA-1516-06 to de-allocate $2,380,000 TCIF Bond Program CONST and CON ENG to reflect close out savings.**	11-1101 TCIF/14-15 CON ENG ~~$3,511,000~~ **$2,976,000** CONST ~~$12,588,000~~ **$10,743,000** BIP/14-15 CON ENG $462,000 CONST $2,174,000 1113000167 4 28813&4	004-6056 TCIF 2014-15 304-6056 TCIF 20.20.723.000 001-0890 FTF 2013-14 301-0890 FTF 20.20.400.300	~~$3,511,000~~ **$2,976,000** ~~$12,588,000~~ **$10,743,000** $462,000 $2,174,000

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
2.5g.(5d)	**Allocation Amendment – Proposition 1B – Locally Administered TCIF Project off the State Highway System**		**Resolution TCIF-AA-1718-03,** Amending Resolution TCIF-AA-1314-15	
1 ~~$748,000~~ **$598,000** City of San Diego SANDAG 11-San Diego	**10th Avenue Marine Terminal/Harbor Drive At-Grade Improvements.** In the City of San Diego. Construct at-grade improvements at Harbor Drive and Cesar E. Chavez Parkway (TCIF Project 70). (CEQA – CE, 01/17/2013.) (NEPA – CE, 09/08/2011.) (The TCIF allocation is split as follows: $0 for construction engineering and ~~$748,000~~ **$598,000** for construction capital.) (Contributions from other sources: ~~$3,218,000~~, **3,355,000**.) (March 2014 – Concurrent correction to revise the Project ID from 1100000412 to 1114000076.) Outcome/Output: At-grade operational improvements increases safety by removing/diverging trucks from residential areas and removing the at-grade rail crossing for trucks. **Amend Resolution TCIF-AA-1314-15 to de-allocate $150,000 in TCIF Bond Program CONST to reflect close out savings.**	11-TC70 TCIF/12-13 CONST ~~$748,000~~ **$598,000** 1114000076	2011-12 104-6056 TCIF 20.30.210.300	~~$748,000~~ **$598,000**

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
2.5g.(5e)	**Allocation Amendment – Proposition 1B – Locally Administered TCIF Project off the State Highway System**		**Resolution TCIF-AA-1718-04,** Amending Resolution TCIF-A-1617-01	
1 ~~$2,113,000~~ **$1,019,000** San Bernardino Associated Governments SANBAG 08-San Bernardino	**Monte Vista Avenue Grade Separation at UPRR Line**. In San Bernardino County. Construct grade separation at Union Pacific Railroad tracks (TCIF Project 120). (CEQA - NOE, 01/10/2002.) (NEPA - CE, 3/19/2014.) Right of Way Certification, 4/27/2016 (The TCIF allocation is split as follows: $0 for construction engineering and ~~$2,113,000~~ **$1,0190,000** for construction capital.) (Contribution from other sources: ~~$24,572,000~~ **$23,120,000**.) Concurrent Baseline Agreement under Resolution TCIF-P-1617-02B; August 2016. Outcome/Output: The project will reduce traffic congestion and travel time to improve local goods movement. The elimination of potential collision points will provide greater driver safety and result in increased reliability, velocity, and throughput on the UPRR rail system. **Amend Resolution TCIF-A-1617-01 to de-allocate $1,094,000 in TCIF Bond Program CONST to reflect close out savings.**	08-1190 TCIF/15-16 CONST ~~$2,113,000~~ **$1,0190,000** 0816000140 S	2016-17 104-6056 TCIF 20.30.210.300	~~$2,113,000~~ **$1,019,000**

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(8)	**Allocation Amendment - Proposition 1B – State Administered Intercity Rail Project**		**Resolution ICR1B-AA-1718-01** Amending Resolution ICR1B-A-1112-01	
~~$25,450,000~~ **$23,150,000** Department of Transportation MTC 75-Contra Costa	**Oakley to Port Chicago Double Track** Construct 4.5 miles of continuous mainline double track on the San Joaquin Corridor between Oakley and Port Chicago. (Related Future Consideration of Funding – Resolution E-11-57, August 2011.) (STIP Amendment 10S-055 approved June 2011.) (IRI program amendment under Resolution ICR1B-P-1011-05 approved June 2011.) (The project has been down-scoped to double track 3.4 miles of mainline and still meets the purpose and needs of the original project providing the same level of system enhancement within the reduced project limits.) Outcome/Output: The project will provide improved service reliability, safety, and increased speed on the San Joaquin Corridor. **Amending Resolution ICR1B-A-1112-01 to de-allocate $2,300,000 in Proposition 1B ICR construction to reflect savings at close out**	PPNO 2079 ICR/11-12 CONST ~~$25,450,000~~ **$23,150,000** 0000020805 S R995BA	2011-12 304-6059 PTMISEA 30.20.090.000	~~$25,450,000~~ **$23,150,000**

2.5g.(9a) – Warren Avenue Grade Separation (EA H021BA)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9a)	**Proposition 1B – Locally Administered Highway-Railroad Crossing Safety Account (HRCSA) Projects**		**Resolution GS1B-AA-1718-01** Amending Resolution GS1B-A-1112-003	
1 ~~$9,600,000~~ **$7,812,170** City of Fremont MTC 04-Alameda	**Warren Avenue Grade Separation**. In the City of Fremont, between Mission Falls Court and Kato Road. Construct a bridge and depress Warren Avenue. A maintenance access structure will also be built. (Original programming resolution GS1B-P-1011-01; September 2010.) (CEQA – Exempt – PRC 21080.13.) (NEPA – CE, 23 CFR 77.117(d)(3).) (Concurrent baseline amendment under Resolution GS1B-P-1112-12; March 2012.) (Contributions from other sources: $59,182,000.) Outcome/Output: This project will eliminate potential collisions between trains, vehicles & pedestrians; improves emergency vehicle response time; reduces emissions, and maximizes the use of infrastructure investments completed to the I-880 Corridor. **Amend Resolution GS1B-A-1112-003 to deallocate $1,787,830 of HRCSA CONST to reflect cost savings at project closeout**.	75-Rail HRCSA/10-11 CONST ~~$9,600,000~~ **$7,812,170** 0012000202 S H021BA	2010-11 104-6063 HRCSA 20.30.010.400	~~$9,600,000~~ **$7,812,170**

2.5g.(9b) – Bardsley Avenue Grade Separation (EA H023BA)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9b)	**Proposition 1B – Locally Administered Highway-Railroad Crossing Safety Account (HRCSA) Projects**		**Resolution GS1B-AA-1718-02** Amending Resolution GS1B-A-1112-005	
1 ~~$7,156,000~~ **$7,027,340** City of Tulare TCAG 06-Tulare	**Bardsley Avenue Grade Separation**. Construct a grade-separated underpass at Bardsley Avenue and I Street, in the city of Tulare. (Original programming resolution GS1B-P-1011-01.) (CEQA – Categorically Exempt – CCR Sec. 15282(g).) (Contributions from other sources: $10,799,000.) Outcome/Output: This project will increase safety for pedestrians and vehicles, improve emergency response time, air quality, regional circulation and public convenience. **Amend Resolution GS1B-A-1112-005 to deallocate $128,660 of HRCSA CONST to reflect cost savings at project closeout**.	75-Rail HRCSA/11-12 CONST ~~$7,156,000~~ **$7,027,340** ~~0012000244~~ 0014000012 S H023BA	2010-11 104-6063 HRCSA 20.30.010.400	~~$7,156,000~~ **$7,027,340**

2.5g.(9c) – Branford Street Grade Crossing Improvement (EA H027BA)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9c)	**Proposition 1B – Locally Administered Highway-Railroad Crossing Safety Account (HRCSA) Projects**		**Resolution GS1B-AA-1718-03** Amending Resolution GS1B-A-1314-02	
1 ~~$1,325,000~~ **$1,220,240** Southern California Regional Rail Authority LACMTA 07-Los Angeles	**Branford Street Grade Crossing Improvement**. In Los Angeles County in the City of Los Angeles at the Branford Street Crossing of the Valley Subdivision. The improvements will implement SCRRA's highway-rail grade crossing safety standards which include: installation of pedestrian crossing gates; new warning gates; replacement of warning devices which includes supporting signal and communications work. (CEQA - CE – Section 21080 (b) (10) September 18, 1991.) (Original Programming Resolution: GS1B-P-1213-01 – September 2012.) (Baseline Agreement Resolution: GS1B-P-1213-07 – January 2013.) (Contributions from other sources: $1,723,000.) Outcome/Output: The benefits to this project are improved safety at the crossing due to a reduction in collisions; improved operations and better flow; reduction of train delays; reduced emissions and air pollutants, including particulates, as a result of less engine idle times when incidents do occur. **Amend Resolution GS1B-A-1314-02 to deallocate $104,760 of HRCSA CONST to reflect cost savings at project closeout**.	75-Rail HRCSA/13-14 CONST ~~$1,325,000~~ **$1,220,240** 0014000086	2012-13 104-6063 HRCSA 20.30.010.400	~~$1,325,000~~ **$1,220,240**

2.5g.(9d) – Grant Line Road Grade Separation (EA H025BA)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9d) **,**	**Allocation Amendment – Proposition 1B – Locally Administered HRCSA Projects off the State Highway System**		**Resolution GS1B-AA-1718-04** Amending Resolution GS1B-AA-1415-01	
1 ~~$5,000,000~~ ~~$3,505,000~~ **$3,155,550** City of Elk Grove SACOG 03-Sacramento	**Grant Line Road Grade Separation**. In Sacramento County in the City of Elk Grove on Grant Line Road between Survey Road to Waterman Road; widen road from two to four lanes between Survey Road and Waterman Road; replace existing at-grade UPRR crossing by a grade separated overhead railroad crossing, cul-de-sac the existing Waterman Road and provide paved access to parcels adjacent to and east of the UPRR tracks. (Original programming resolution under Resolution GS1B-P-1213-01 - September 2012.) (Future Consideration of Funding - Resolution E-12-72; December 2012.) (Contributions from other sources: $20,720,000.) Outcome/Output: This project will relieve congestion, accommodate future travel demand, improve travel time, improve safety, improve pedestrian and bike access, improve truck access and reduce vehicle emissions. **Amend Resolution GS1B-AA-1415-01 to deallocate $349,450 of HRCSA CONST to reflect cost savings at project closeout.**	75-Rail HRCSA/12-13 CONST ~~$5,000,000~~ ~~$3,505,000~~ **$3,155,550** 0013000153 S H025BA	2012-13 104-6063 HRCSA 20.30.010.400	~~$5,000,000~~ ~~$3,505,000~~ **$3,155,550**

PUBLIC DISTRIBUTION

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

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Majestic Realty Company
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Mr. Joseph Tavaglione
Tavaglione Construction & Development, Inc.
3405 Arlington Avenue
Riverside, CA 92506

Ex-Officio Members

The Honorable Jim Beall
Member of the Senate
State Capitol, Room 2068
Sacramento, CA 95814

The Honorable Jim Frazier
Member of the Assembly
State Capitol, Room 3091
Sacramento, CA 94814

Executive Director
Ms. Susan Bransen
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1.12

WELCOME TO THE REGION

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

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 1.2
Action

Published Date: October 6, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Douglas Remedios
Associate Governmental
Program Analyst

Subject: **MEETING MINUTES FOR AUGUST 16-17, 2017**

ISSUE:

Should the California Transportation Commission (Commission) approve the meeting minutes for the August 16-17, 2017 Commission meeting?

RECOMMENDATION:

Staff recommends that the Commission approve the meeting minutes for the August 16-17, 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: August 16-17, 2017 Meeting Minutes

Minutes

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

August 17, 2017

9:00 AM **Commission Meeting**
Oakland City Hall
Hearing Room 3
1 Frank H. Ogawa Plaza
Oakland, CA 94612

* "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	Present	Commissioner Christine Kehoe	Present
Commissioner Jim Earp	Present	Commission Jim Madaffer	Present
Commissioner Jim Ghielmetti	Present	Commissioner Joe Tavaglione	Absent
TOTAL	**Present: 9** **Absent: 1**		
Senator Jim Beall, Ex-Officio		Absent	
Assemblymember Jim Frazier, Ex-Officio		Absent	

2	Welcome to the Region • Alameda County Transportation Commission	1.12	Art Dao	I	R

Alameda County Transportation Commission Executive Director Art Dao presented this informational item.

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):
CTC Meeting – October 18-19, 2017 in Modesto, CA

Tab #	Item Description	Ref. #	Presenter	Status*	
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

Recommendation: Approval with stipulation that Caltrans is to meet with Southern California Edison and the property owners within the next two to three weeks and report back to the Commission on the outcome of the meeting.
Action Taken: Approved
Motion: Earp **Second:** Inman **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Speakers:

Dennis Darr – Kramer Services
Don Darr – Kramer Junction
James Darr – Kramer Services
Mona Nemat – Property Owner's Attorney

4	Approval of Minutes for June 28-29, 2017	1.2	Bob Alvarado	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Dunn **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

5	Commissioners' Meetings for Compensation	1.5	Bob Alvarado	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Dunn **Second:** Madaffer **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	REPORTS				
6	Commission Executive Director	1.3	Susan Bransen	A	C

CTC Executive Director Susan Bransen presented this item, no action was taken.

7	Commissioner Reports	1.4	Bob Alvarado	A	C

Commissioner Lucy Dunn provided a report for this item, no action was taken.

Tab #	Item Description	Ref. #	Presenter	Status*	
8	CalSTA Secretary and/or Undersecretary	1.6	Brian Kelly	I	T

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

9	Caltrans Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D

California Department of Transportation Director Malcolm Dougherty presented this informational item.

10	FHWA California Division Administrator	1.11	Vincent Mammano	I	F

FHWA's California Division Administrator Vince Mammano presented this informational item.

11	Regional Agencies Moderator	1.8	Patricia Chen	I	R

Regional Agencies Moderator Patricia Chen presented this informational item.

12	Rural Counties Task Force Chair	1.9	Maura Twomey	I	R

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

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

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

	POLICY MATTERS				
14	Innovations in Transportation • Ford Smart Mobility	4.3	Garth Hopkins Aniela Kuzon	I	C

Ford Smart Mobility, City Solutions Team's Aniela Kuzon presented this informational item.

15	State and Federal Legislative Matters	4.1	Eric Thronson	A	C

Recommendation: Approval of signing the Caltrans coalition letter addressing California Federal Infrastructure Principles and sending a separate letter from the Commission.
Action Taken: Approved
Motion: Dunn **Second:** Madaffer **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

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

YELLOW REVISED ITEM
(Attachment C only)

16	Budget and Allocation Capacity	4.2	Eric Thronson Steven Keck	I	D

Deputy Director Eric Thronson and Caltrans Chief of Budgets Steven Keck presented this informational item.

17	Road Charge Pilot Program Update	4.5	Curtis Vandermolen	I	C

CTC Deputy Director Curtis Vandermolen presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
18	Road Repair and Accountability Act of 2017 – Senate Bill 1 Implementation Update	4.4	Mitch Weiss	A	C

Deputy Director Mitch Weiss presented this item, no action was taken.

Speakers:

Anne Richman – Metropolitan Transportation Commission
Jared Sanchez – CA Bicycle Coalition

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Road Repair and accountability Act of 2017 – Senate Bill 1 Implementation Update

YELLOW MEETING HANDOUT
(Update to the SB 1 Workshop Schedule)

19	Hearing on the 2018 State Transportation Improvement Program Guidelines	4.24	Teresa Favila	I	C

CTC Assistant Deputy Director Teresa Favila presented this informational item.

Speakers:

Jenny Larios – Mobility 21
Sarkes Khachek – Santa Barbara County Association of Governments
Daryl Halls – Solano Transportation Authority – Bay Area CMAS
Jared Sanchez – CA Bicycle Coalition
Gabriel Gutierrez – Tulare County Association of Governments

20	Adoption of the 2018 State Transportation Improvement Program Guidelines Resolution G-17-22	4.6	Teresa Favila	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Madaffer **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Speakers:

Chanell Fletcher – Climate Plan

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Adoption of the 2018 State Transportation Improvement Program Guidelines

YELLOW SUPPLEMENTAL HANDOUT
(Fact sheet on Additional Changes to the 2018 STIP Guidelines)
MEETING HANDOUT
(Letter to CTC staff on 2018 STIP Guidelines)

21	Adoption of the 2018 STIP And Aeronautics Account Fund Estimate Resolution G-17-25	4.20	Mitch Weiss Steven Keck	A	C/D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Dunn **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

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

CTC Assistant Deputy Director Teresa Favila presented this informational item.

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

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Burke **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Adoption of 2017 Active Transportation Program – Greenhouse ***YELLOW HANDOUT***

24	Adoption of the 2017 Local Streets and Roads Funding Reporting Guidelines Resolution G-17-23	4.10	Laura Pennebaker	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Earp **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Speakers:

Linda Khamoushian – CA Bicycle Coalition
Ronald Berdugo – League of California Cities
Kiana Valentine – California State Association of Counties

25	Presentation of the Draft Local Partnership Program Guidelines	4.27	Jose Oseguera	I	C

CTC Deputy Director Mitch Weiss presented this informational item.

Speakers:

Jeanie Ward-Waller – CA Bicycle Coalition

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Presentation of the Draft Local Partnership Program Guidelines ***YELLOW REPLACEMENT ITEM***

26	Overview of Draft 2018 California State Rail Plan	4.7	Garth Hopkins Coco Briseno	I	D

This item was withdrawn prior to the meeting.

Tab #	Item Description	Ref. #	Presenter	Status*	
27	Overview of the SB 1 Planning Grant Program	4.21	Garth Hopkins Coco Briseno	I	D

CTC Deputy Director Garth Hopkins and Caltrans Division Director for Transportation Planning Chris Schmidt presented this informational item.

28	Presentation on the 2018 Draft Transit and Intercity Rail Capital Program Guidelines	4.25	Teresa Favila Brian Annis	I	T

CTC Assistant Deputy Director Teresa Favila and California Transportation Agency Undersecretary Brian Annis presented this informational item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Presentation on the 2018 Draft Transit & Intercity Rail Capital Program Guidelines ***YELLOW REPLACEMENT ITEM***

	INFORMATION CALENDAR	Stephen Mailer

CTC Deputy Director Stephen Maller presented the information calendar.

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

This item was presented as part of the Information Calendar.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Informational Reports on Allocations under Delegated Authority ***YELLOW REPLACEMENT ITEM***
–SHOPP Safety Sub allocations *(2.5f. (3))* - $77,466,000 for 12 projects *(Attachment 2.5f. (3) only)*

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

This item was presented as part of the Information Calendar.

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

This item was presented as part of the Information Calendar.

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

This item was presented as part of the Information Calendar.

33	**Quarterly Report – FY 2016-17 – 4th Quarter:** Aeronautics – Acquisition and Development (A&D) and Airport Improvement Program (AIP)	3.3		I	D

This item was presented as part of the Information Calendar.

	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

This item was presented as part of the Information Calendar.

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

CTC Deputy Director Stephen Mailer presented the Consent Calendar and removed Tab 40 from the consent calendar for discussion and separate action.

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

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

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Approval of Projects for Future Consideration of Funding:
03-~~Placer County~~ **El Dorado County**
Western Placerville Interchange Project
-Update Agenda

- In the Book Item (under Issue), Resolution (in the Title) and Notice of Determination (in Project Location) replace "~~Placer County~~" with "**El Dorado County**"

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

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

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

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

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

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

Tab #	Item Description	Ref. #	Presenter	Status*	
39 8 Ayes	6 Resolutions of Necessity Resolutions C-21559 through C-21564	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:
6 5 Resolutions of Necessity
Resolutions ~~C-21559~~ **C-21560** through C-21564

- In Book Item, on page 2, for Resolution C-21561, revise as follows:
  C-21561 - ~~The Estate of Clara Ostrowsky, et al~~ to **Clara Ostrowsky, a married woman, as to an undivided 50% interest, etc., et al.**
- In Book Item Attachment for Resolution C-21561, revise as follows:
  OWNER: ~~The Estate of Clara Ostrowsky, et al.~~ to **Clara Ostrowsky, a married woman, as to an undivided 50% interest, etc., et al.**
- Resolution C-21559 (Charles W. Davidson, Trustee and Dean R Westly, Trustee, et al. - 05-SBt-25-PM 51.61 – Parcel 11739-1 – EA 1F4309.)
  Withdrawn prior to CTC Meeting

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

This item was removed from the Consent Calendar.

Recommendation: Approval of Director Deeds 2,3,4,5,6,7,8,9,10,13,14 and 15
Action Taken: Approved
Motion: Kehoe **Second:** Dunn **Recused:** None **Absent**: Guardino, Tavaglione
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Director's Deeds
Items ~~1~~ **2** through **10 and 13 through** 15
Excess Lands – Return to State: ~~$6,809,000~~ **$6,675,000**
Return to Others: $0

- Item 1 (04-Ala-13/24-PM 5.4-9.9; DD 047712-01-01-Brett K Pitts and Nicole C. Pitts) ***Action deferred to a future CTC Meeting***
- Item 11 (08-SBd-215-PM R43.40; DD 017753-01-01-AFG Development) ***Withdrawn prior to CTC Meeting***
- Item 12 (08-SBd-210-PM 21.4; DD 14288-01-01-Peter Michael) ***Withdrawn prior to CTC Meeting***

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

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

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

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

Tab #	Item Description	Ref. #	Presenter	Status*	
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

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

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

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

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

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

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

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

47	Approval of the Semi Annual Proposition 1B Status Report	4.16		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 the Semi Annual Proposition 1B Status Report

YELLOW REVISED ITEM

	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

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

Tab #	Item Description	Ref. #	Presenter	Status*	
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

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

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

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

	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

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

Tab #	Item Description	Ref. #	Presenter	Status*	
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

Items 52, 53 and 54 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Yvonne **Second:** Inman **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Project Exceeding 20 Percent of Programmed Amount - $9,491,000 for SHOPP Collision Project on Route 110 in Los Angeles County (PPNO 4617) (Attachment only) ***YELLOW REPLACEMENT ITEM***

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

Items 52, 53 and 54 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Yvonne **Second:** Inman **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Project Exceeding 20 Percent of Programmed Amount - $17,767,000 for SHOPP Roadway Preservation project on Route 126 in Venture County (PPNO 4685)
In the Book Item, on page 2, under Project Description, revise first sentence as follows: "This project, in the cities of Ventura and Santa Paula, ~~from~~ **on** U.S. Highway 126**, from Route 101** to Haun Creek ..."

Tab #	Item Description	Ref. #	Presenter	Status*	
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

Items 52, 53 and 54 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Yvonne **Second:** Inman **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Project Exceeding 20 Percent of Programmed Amount - $39,143,000 for SHOPP Roadway Preservation Project on Route 110 in Los Angeles County (PPNO 4681)
YELLOW REPLACEMENT ITEM
(Attachment only)

	POLICY MATTERS				
55	2018 Facilities Infrastructure Plan (Five Year Capital Plan)	4.12	Stephen Maller Mary Ann Mitchell	I	D

CTC Deputy Director Stephen Maller and Caltrans Deputy Director for Business Facilities Mary Ann Mitchell presented this informational item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
2018 Facilities Infrastructure Plan (Five Year Capital Plan)
MEETING HANDOUT
(Letter from CTC to Caltrans – Comments on 2018 Facilities Plan)

	Zero Emission Vehicles				
56	Overview of the Governor's Zero Emission Vehicle Action Plan	4.11	Stephen Maller Tyson Eckerle John Kato	I	R

CTC Deputy Director Stephen Mailer, Governor's Office of Business and Economic Development Deputy Director for Zero Emission Vehicle Infrastructure Tyson Eckerle and California Energy Commission Deputy Director for Fuels and Transportation John Kato presented this informational item.

57	Caltrans Zero Emission Vehicle Program	4.22	Stephen Maller Ellen Greenberg	I	D

CTC Deputy Director Stephen Maller and Caltrans Deputy Director for Sustainability Ellen Greenberg presented this informational item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Caltrans Zero Emission Vehicle Program
MEETING HANDOUT
(Letter from CalSTA to CTC on Caltrans Zero Emission Vehicle Program)

Tab #	Item Description	Ref. #	Presenter	Status*	
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

Recommendation: Approval
Action Taken: Approved
Motion: Kehoe **Second:** Madaffer **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

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

Recommendation: Approval of all allocations except for project 2 State Route-280 Edgewood Park-and-Ride lot and de-allocation of the Humboldt State Route 96 Willow Creek project.
Action Taken: Approved
Motion: Kehoe **Second:** Madaffer **Recused:** None **Absent**: Tavaglione
Vote result: **8-1**
Ayes: Alvarado, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: Dunn
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
ZEV Preconstruction Support Phase Allocations - $2.9 million for 11 support phases
Under PA&ED support phase – Project 2 (PPNO 1453N) – 04-SM-280 for $130,000 ***Withdrawn at the Meeting***

	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

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
SHOPP Amendments – SHOPP Amendment 16H-017 ***SUPPLEMENTAL MEETING HANDOUT***
(Letter from Caltrans to CTC – San Francisco Oakland Bay Bridge Maintenance Complex)

- In Book Item Attachment 2:
  - On page 1, Project 4 (10-Cal-4/PPNO 3255)), revise the Project ID from ~~01 7100 0154~~ to **10 1700 0154**
  - On page 4, Project 17 (03-Sut-99/PPNO 8378), revise Performance Measure from ~~4.2 Lane Miles~~ to **4.8 Lane Miles**
  - On page 8, Project 28 (03-Sac-~~51~~ **99**/PPNO 6925), revise Route from ~~51~~ to **99**
- In Book Item Attachment 3:
  Project 9 (08-Riverside-74 – PM 13.2/34.0) in and near cities of Lake Elsinore, Perris, Menifee and Hemet
  Withdrawn prior to CTC Meeting.

Tab #	Item Description	Ref. #	Presenter	Status*	
	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

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
SHOPP Allocations - $664,070,000 for 70 SHOPP projects
(construction & construction support)

YELLOW MEETING ITEM
(Attachment only)

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

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

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

Items 63 and 64 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second: Dunn** **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
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

Items 63 and 64 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second: Dunn** **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
SHOPP Allocation - $5,920,000 for the East Sand Slough Bridge Project in Tehama County (PPNO 3453)

- In the Book Item Attachment, revise the PS&E and R/W Budget support amounts as follows:

Preliminary Engineering	Budget		Expended
PA&ED		$260,000	$413,564
PS&E	~~$650,000~~	**$915,000**	$919,057
R/W Support	~~$440,000~~	**$505,000**	$473,201

	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

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Earp **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

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

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Burke **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
	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

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Earp **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	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

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Dunn **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	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

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second:** Madaffer **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Proposition 1A Allocation - $632,000 for Sacramento Intermodal Facility Improvements project in Sacramento County

- In Book Item Attachment, revise concurrent information as follows: "Concurrent Proposition 1A programming amendment under ~~Resolution HST1A-P-1718-xxx~~ **Resolution HST1A-P-1718-01**

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

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Dunn **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

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

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Dunn **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	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

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Inman **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	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

Recommendation: Approval
Action Taken: Approved
Motion: Dunn **Second:** Madaffer **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
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

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Earp **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	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

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second:** Ghielmetti **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

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

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second:** Ghielmetti **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

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

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Earp **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
	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

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second:** Ghielmetti **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
TCIF Allocation - $3,600,000 for Project 126 (I-80/SR 65 Interchange Phase 1 – Third Lane project in Placer County

- In the Book Item Attachment, revise the CEQA information as follows:

~~(CEQA – EIR, 09/08/2016; Revalidation – 06/27/2017.)~~
(CEQA – EIR, 09/08/2016; Revalidation – 06/26/2017.)

	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

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Dunn **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	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

Recommendation: Approval
Action Taken: Approved
Motion: Burke **Second:** Kehoe **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

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

Recommendation: Approval
Action Taken: Approved
Motion: Burke **Second:** Dunn **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	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

Recommendation: Approval
Action Taken: Approved
Motion: Burke **Second:** Dunn **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

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

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Dunn **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Contract Award Time Extension: "Request to extend the period of contract award for ~~two SHOPP projects~~ **the Collision Reduction SHOPP project from Grant Undercrossing to Route 101/128 Separation (PPNO 0780G), in Sonoma County**, per Resolution G-06-08"
→Update Agenda
Project 1 (PPNO 4928W/EA 49283) Near San Simeon, from Arroyo de la Cruz Bridge to 0.3 miles north of the Arroyo de la Cruz Bridge
Withdrawn prior to the CTC meeting.

Tab #	Item Description	Ref. #	Presenter	Status*	
	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

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Inman **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

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

Recommendation: Approval
Action Taken: Approved
Motion: Burke. **Second:** Dunn **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	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

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Guardino **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	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

Recommendation: Approval of staff recommendation as presented in the Commission's pink book item, except 10 year lease with 5 permitted extensions.
Action Taken: Approved
Motion: Guardino **Second:** Madaffer **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Speakers:

Mark Zabaneh – Transbay Joint Powers Authority
James Morales – San Francisco Office of Community Investment and Infrastructure

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Airspace Lease – Transbay Join Powers Authority

MEETING HANDOUT
(Letter with staff recommendations to CTC.)

Tab #	Item Description	Ref. #	Presenter	Status*	
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

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Kehoe **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

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

Recommendation: Approval
Action Taken: Approved
Motion: Inman **Second:** Burke **Recused:** None **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	OTHER MATTERS / PUBLIC COMMENT	6.	

Speakers:
Gregory Conlon – Former CTC and PUC Commissioner

	ADJOURN

Susan Bransen, Executive Director

Date

Tab 4

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 1.5
Action

Published Date: October 6, 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 July 2017 (Attachment A)
2) Meetings for Compensation for August 2017 (Attachment B)
3) Amended Meetings for Compensation for June 2017 (Attachment C)
4) Amended Meetings for Compensation for May 2017 (Attachment D)

RECOMMENDATION:

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

1) Meetings for Compensation for July 2017 (Attachment A)
2) Meetings for Compensation for August 2017 (Attachment B)
3) Amended Meetings for Compensation for June 2017 (Attachment C)
4) Amended Meetings for Compensation for May 2017 (Attachment D)

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 July 2017 (July 1st – August 1st)
- Attachment B: Meetings for Compensation for August 2017 (August 2nd – 31st)
- Attachment C: Amended Meetings for Compensation for June 2017 (June 1st – 30th)
- Attachment D: Amended Meetings for Compensation for May 2017 (May 2nd – 31st)

ATTACHMENT A

MEETINGS FOR COMPENSATION FOR
July 2017 (July 1st – August 1st)

***Additional Meetings*:**

Bob Alvarado

- July 5 – Meeting with Randy Iwasaki Re: Senate Bill 1. Oakland

Yvonne Burke

- No Meetings Reported

Lucetta Dunn

- July 17 – Teleconference with Susan Bransen Re: CTC Matters. Irvine
- July 18 – Meeting with Dan Almquist Re: Caltrans Right of Way. Irvine
- July 20 – Attended the Association of California Cities – Orange County Transportation Forum. Brea
- July 25 – Attended the Orange County Tax Forum. Costa Mesa
- July 27 – Meeting with Ray Wolfe Re: Senate Bill 1 and Rail Issues. Tustin
- July 31 – Teleconference with Susan Bransen Re: CTC Matters. Irvine

Jim Earp

- No Meetings Reported

James Ghielmetti

- No Meetings Reported

Carl Guardino

- No Meetings Reported

Fran Inman

- July 6 – Teleconference with CTC Staff Re: Trade Corridor Enhancement Program Guidelines Workshop. City of Industry
- July 12 – Teleconference with Steve Smith Re: Trade Corridors. City of Industry
- July 13 – Meeting with Freight Stakeholders Re: Trade Corridor Enhancement Program Guidelines. City of Industry
- July 16 – Attended Trade Corridor Enhancement Program Guidelines Workshop. Sacramento
- July 19 – Attended California Air Resources Board Freight Conference. Santa Monica
- July 20 – Attended California Air Resources Board Freight Conference. Santa Monica
- July 24 – Speaker at Alameda Corridor East San Gabriel Trench Project Grand Opening. San Gabriel.
- July 26 – Speaker at Orange County Transportation Authority/Metrolink Parking Structure Groundbreaking. Orange
- July 31 – Meeting with John Fasana Re: Alameda Corridor East Project Potentials. Duarte

Christine Kehoe

- July 20 – Meeting with Commissioner Madaffer and Senator Ducheny Re: Otay Property Owners Association. San Diego

Jim Madaffer

- No Meetings Reported

Joseph Tavaglione

- July 26 – Meeting with Anne Mayer Re: Regional Transportation Priorities. Riverside
- July 27 – Meeting with John Russo Re: Local Transportation Issues. Riverside

ATTACHMENT B

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

Regular Commission Meeting Activities:

- August 16 – CTC meeting in San Diego (Commissioner Tavaglione was absent, all other Commissioners attended all or part of the meeting)
- August 17 – CTC meeting in San Diego (Commissioner Tavaglione was absent, all other Commissioners attended all or part of the meeting)

***Additional Meetings*:**

Bob Alvarado

- August 16 – Attended Commission Retreat. Oakland
- August 24 – Teleconference with CTC Staff Re: Toll Bridge Program Oversight Committee Briefing. Oakland

Yvonne Burke

- No Additional Meetings Reported

Lucetta Dunn

- August 2 – Meeting with Mario Diaz-Balart Re: Orange County Briefing. Newport Beach
- August 3 – Teleconference with CTC Staff Re: Transportation Technology Forum. Irvine
- August 7 – Teleconference with Susan Bransen Re: CTC Matters. Irvine
- August 9 – Speaker at Los Angeles/Orange County Business Trades Council Event. Orange
- August 10 – Meeting with Ryan Chamberlain Re: Regional Issues. Irvine
- August 11 – Teleconference with CTC Staff Re: Chair Briefing. Irvine
- August 14 – Teleconference with Susan Bransen Re: CTC Matters. Irvine
- August 16 – Attended Commission Retreat. Oakland
- August 21 – Teleconference with Susan Bransen Re: CTC Matters. Irvine
- August 28 – Teleconference with Susan Bransen Re: CTC Matters. Irvine

Jim Earp

- August 7 – Teleconference with Celia McAdams Re: I-80/SR65 Interchange Project. Roseville
- August 9 – Teleconference with CTC Staff Re: Project Delivery Briefing. Roseville
- August 14 – Teleconference with CTC Staff Re: Agenda Briefing. Roseville
- August 16 – Attended Commission Retreat. Oakland
- August 24 - Teleconference with CTC Staff Re: Toll Bridge Program Oversight Committee Briefing. Roseville
- August 30 – Meeting with Gene Endicott Re: Southeast Connector JPO. Roseville

James Ghielmetti

- August 3 – Attended the CTC Transportation Technology Forum. Sacramento
- August 9 – Teleconference with CTC Staff Re: Project Delivery Briefing. Pleasanton
- August 14 – Teleconference with CTC Staff Re: Agenda Briefing. Pleasanton
- August 16 – Attended Commission Retreat. Oakland
- August 16 – Meeting with Sonoma County Transportation Officials Re: Marin Sonoma Narrows. Oakland
- August 21 – Meeting with Randy Iwasaki and Tom Haile Re: Regional Priorities. Pleasanton
- August 24 – Teleconference with CTC Staff Re: Toll Bridge Program Oversight Committee Briefing. Pleasanton

Carl Guardino

- No Additional Meetings Reported

Fran Inman

- August 3 – Attended the CTC Transportation Technology Forum. Sacramento
- August 3 – Teleconference with CTC, California Energy Commission and California Public Utilities Commission Re: Zero Emission Vehicle Charging Stations. City of Industry
- August 14 – Teleconference with CTC Staff Re: Agenda Briefing. City of Industry
- August 16 – Attended Commission Retreat. Oakland
- August 22 – Attended the Asilomar Conference on Transportation and Energy. Monterey
- August 23 – Attended the Asilomar Conference on Transportation and Energy. Monterey
- August 24 – Attended the Asilomar Conference on Transportation and Energy. Monterey
- August 29 – Teleconference with Caltrans Staff Re: Facilities Inspection. City of Industry
- August 30 – Attended the California Freight Advisory Committee Meeting. San Bernardino

Christine Kehoe

- August 3 – Attended the CTC Transportation Technology Forum. Sacramento
- August 8 – Meeting with CTC and California Energy Commission Staff Re: Zero Emissions Vehicles. Sacramento
- August 14 – Teleconference with CTC Staff Re: Agenda Briefing. San Diego
- August 16 – Attended Commission Retreat. Oakland

Paul Van Konynenburg

- Teleconference with KernCOG Staff Re: Regional Transportation Issues and Priorities. Modesto

Jim Madaffer

- No Additional Meetings Reported

Joseph Tavaglione

- August 9 – Teleconference with CTC Staff Re: Project Delivery Briefing. Riverside
- August 14 – Teleconference with CTC Staff Re: Agenda Briefing. Riverside
- August 24 – Teleconference with CTC Staff Re: Toll Bridge Program Oversight Committee Briefing. Riverside

ATTACHMENT C

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

***Additional Meetings*:**

James Earp

- June 21 – Teleconference with CTC Staff Re: Project Delivery Briefing. Roseville
- June 26 – Teleconference with CTC Staff Re: Agenda Briefing. Roseville

Joseph Tavaglione

- June 6 – Meeting with Anne Mayer Re: SB 1 Project. Riverside
- June 7 – Meeting with Susan Bransen Re: Environmental Justice Advocates Meeting. Riverside
- June 8 – Attended SB1 Implementation Kickoff Event. Sacramento
- June 21 – Teleconference with CTC Staff Re: Project Delivery Briefing. Riverside
- June 22 – Meeting with Basem Muallem Re: Transportation Issues. Riverside
- June 26 – Meeting with Caltrans, SanBAG and RCTC Re: CTC Agenda Items. Riverside

ATTACHMENT D

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

***Additional Meetings*:**

James Earp

- May 10 – Teleconference with CTC Staff Re: Project Delivery Briefing. Roseville
- May 15 – Teleconference with CTC Staff Re: Agenda Briefing. Roseville
- May 18 – Attended CTC/Self-Help Counties Coalition Town Hall Meeting. San Diego

Joseph Tavaglione

- May 4 – Teleconference with CTC Staff Re: Toll Bridge Program Oversight Committee Briefing. Riverside
- May 10 – Teleconference with CTC Staff Re: Project Delivery Briefing. Riverside
- May 11 – Teleconference Re: 2017/18 Budget Briefing. Riverside
- May 12 – Meeting with Governor Brown Re: Regional Transportation Priorities. Jurupa
- May 15 – Teleconference with CTC Staff Re: Agenda Briefing. Riverside
- May 17 – Attended CTC Retreat. San Diego
- May 23 – Attended CTC Legislators Breakfast. Sacramento

2018 MEETING SCHEDULE
CALIFORNIA TRANSPORTATION COMMISSION

Revised October 18, 2017

JANUARY 31(W) – FEBRUARY 1(TH), 2018 – SACRAMENTO

- January 25, 2018 – STIP Southern California Hearing

FEBRUARY 2018 – NO REGULARLY SCHEDULED COMMISSION MEETING

- February 1, 2018 – STIP Northern California Hearing – Sacramento
- February 28, 2018 – SHOPP Northern California Hearing - Sacramento

MARCH 21(W) – 22(TH), 2018 – CITY OF ORANGE

- March 22, 2018 – SHOPP Southern California Hearing – City of Orange

APRIL 2018 – NO REGULARLY SCHEDULED COMMISSION MEETING

- April 11 & 12 – Town Hall Meeting – Sonoma/Lake/Mendocino Counties

MAY 16(W) – 17(TH), 2018 – SAN DIEGO

JUNE 27(W) – 28(TH), 2018 – SACRAMENTO

JULY 2018 – NO REGULARLY SCHEDULED COMMISSION MEETING

AUGUST 15(W) – 16(TH), 2018 – SAN FRANCISCO

- August 15 – Commission Retreat

SEPTEMBER 2018 – NO REGULARLY SCHEDULED COMMISSION MEETING

- September 12 & 13 – Town Hall Meeting - Hollister/Salinas area

OCTOBER 17(W) – 18(TH), 2018 – STOCKTON

NOVEMBER 2018 – NO REGULARLY SCHEDULED COMMISSION MEETING

DECEMBER 5(W) – 6(TH), 2018 – RIVERSIDE

1.4

COMMISSIONER REPORTS

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

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.

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.

1.11

REPORT BY UNITED STATES DEPARTMENT OF TRANSPORTATION

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

1.8

REPORT BY REGIONAL AGENCIES MODERATOR

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

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 12

1.10

REPORT BY SELF-HELP COUNTIES COALITION MODERATOR

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

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 13

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 4.29
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Tim Gubbins, Director
District 5

Subject: **INNOVATIONS IN TRANSPORTATION – PFIEFFER CANYON BRIDGE**

SUMMARY:

A presentation will be given to the California Transportation Commission (Commission) by Mr. Tim Gubbins, District 5 Director, from the California Department of Transportation (Department) on the Pfieffer Canyon Bridge project in Monterey County. This presentation will be focused on the innovative activities used for construction of this project.

BACKGROUND:

After storms in late February 2017, the Pfeiffer Canyon Bridge on Highway 1 in Monterey County was damaged by a landslide. The damage was so extensive that the bridge could not handle any traffic and had to be demolished and replaced. Using innovative methods of contract management and design, the Department set out to replace this bridge, and a vital lifeline link of the transportation system, in only 7 months. This presentation will outline some of the challenges that the project team faced and how innovation and teamwork were utilized to deliver this critical project.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 4.24
Information

From: SUSAN BRANSEN
Executive Director

Prepared By: Garth Hopkins
Deputy Director

Subject: **SACRAMENTO AREA COUNCIL OF GOVERNMENTS UPDATE**

SUMMARY:

Mr. James Corless, the recently appointed Chief Executive Officer of the Sacramento Area Council of Governments (SACOG), will provide an overview of SACOG's recently launched Civic Lab Initiative and other planning efforts underway in the Sacramento Region.

BACKGROUND:

SACOG serves as the federally designated metropolitan planning organization for the six-county Sacramento Region which includes 22 cities and the counties of El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba. SACOG provides transportation planning and a portion of the funding for the region, and serves as a forum for the study and resolution of regional issues.

Mr. Corless was appointed as Chief Executive Officer at SACOG in April 2017. Prior to SACOG, he served eight years as the founding director of Transportation for America where he coordinated a national network of civic, elected, and business leaders for strategic investments in infrastructure.

Prior to joining Transportation for America, Mr. Corless held senior positions at the Metropolitan Transportation Commission.

In addition to sharing SACOG's planning efforts to address Senate Bill 1; Mr. Corless will discuss SACOG's recently launched initiative called "Civic Lab" which is a regional effort that aims to address issues of regional importance through action at the local level. Additional information on Civic Lab is available through the following link:

https://www.sacog.org/civic-lab-0

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 4.1
Action

Published Date: October 6, 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) accept the staff report on the legislation identified and monitored by staff as presented in Attachment A?

RECOMMENDATION:

Staff recommends that the Commission accept the staff report on legislation of interest in Attachment A.

BACKGROUND:

The first year of the 2017-2018 Legislative Session came to a close as Interim Recess began on September 15th. Members are scheduled to return for the second year of session beginning January 3, 2018. The Governor has until October 15th to take action on any bills that have been sent to his desk. All bills passed by the Legislature and not vetoed by the Governor will become law on January 1st, unless otherwise stated in the bill.

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 failed passage or were held in committee have been removed from the list. Bills that missed any legislative deadline and are now considered "two-year bills" are compiled at the end of the attachment, as they could be heard in January 2018, and therefore may return to the regular bill monitoring list next year.

Budget Trailer Bill Update

At the end of session, the Legislature passed and the Governor signed into law a third transportation budget trailer bill, Assembly Bill (AB) 135 (Committee on Budget), dealing

primarily with cleaning up sections of the Road Repair and Accountability Act of 2017, otherwise known as Senate Bill (SB) 1.

AB 135 included three specific changes related to the Commission's programs. First, this bill allows the Commission to streamline project delivery for certain SB 1 programs (specifically the Local Partnership Program, the Trade Corridor Enhancement Program, the Solutions for Congested Corridors Program, and the Transit and Intercity Rail Program) by authorizing Commission approval of a letter of no prejudice that would allow an agency to expend its own funds in advance of allocation of funds by the Commission.

Second, AB 135 clarifies a variety of issues involving the Local Streets and Roads Annual Reporting Program. The bill creates the opportunity for cities and counties to spend their own funds prior to receiving SB 1 revenues and reimburse themselves upon receipt of funds. In addition, AB 135 eliminates the requirement that each city and county amend into their adopted budgets their SB 1 project list, and instead requires them to adopt the project list by resolution. Finally, this bill amends the program to include a 90 day grace period for all cities and counties to enable them extra time each year, should they need it, to provide their project lists to the Commission and become eligible for SB 1 funding from this program.

Third, AB 135 amends existing law to clarify that Caltrans can make an advance payment to transportation planning agencies and county transportation commissions annually from their county share of STIP funds for programming, planning, and monitoring if the total allocation is equal to or less than $300,000. Caltrans use to advance these funds for smaller counties, but they stopped a few years ago because they were worried that statute didn't allow for this advancement.

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, six have been signed into law, and three have either become two-year bills or failed in committee. As of October 4th, AB 1282 (Mullin) is awaiting action by the Governor. All ten bills are described below.

Bills signed into law:

SB 1 (Beall) Transportation Funding –Consolidated transportation funding and reform package.

AB 28 (Frazier) NEPA Assignment – Reinstates previously existing law assigning to the state legal responsibility for the National Environmental Policy Act (NEPA) environmental review process.

AB 515 (Frazier) State Highway System Management Plan – Requires the California Plan, which would consist of the 10-year State Highway Operation and Protection Program (SHOPP) Plan and the 5-year Maintenance Plan.

AB 1218 (Obernolte) CEQA Exemption for Bicycle Infrastructure – Extends exemptions from the requirements of the California Environmental Quality Act (CEQA) bicycle transportation plans and for projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area as part of a bicycle transportation plan.

AB 1633 (Frazier) Highway Information Signs – Enables Caltrans to erect highway information signs at exits identifying businesses nearby offering electric vehicle charging facilities.

ACA 5 (Frazier) Constitutional Protections for New Revenues – Places on the ballot a measure to constitutionally protect for transportation purposes the new revenues created in SB 1 that aren't already constitutionally protected.

Bill awaiting action by the Governor:

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.

Bills not enacted this year:

AB 1 (Frazier) Transportation Funding – Legislative transportation funding and reform package. *(2-year bill)*

AB 278 (Steinorth) CEQA Exemptions – Exempts from CEQA a project, or the issuance of a permit for a project, in the existing right of way that consists of the inspection, maintenance, repair, rehabilitation, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. *(Failed in committee)*

AB 1324 (Gloria) Localized Self-Help Measures – Authorizes a metropolitan transportation organization or regional transportation planning agency to levy, expand, increase, or extend a tax in only a portion of its jurisdiction when approved by the voters. The bill also requires the revenues derived to be used only within the area in which the levy, expansion, increase, or extension was approved. *(2-year bill)*

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 required that at least one voting member of the Commission reside in a rural county with a population of less than 100,000 individuals. The author pulled the bill from the Senate Transportation

and Housing Committee's final hearing agenda and afterward amended the bill into a measure unrelated to transportation.

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: Awaiting action by the Governor

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.
Status: Awaiting Action by the Governor

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

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 - Enrolled.;03/29/2017 - Signed by GOVERNOR.;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.	09/15/2017 - In SENATE. From third reading. To Inactive File.		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 - Signed by GOVERNOR.;06/27/2017 - Chaptered by Secretary of State. Chapter No. 2017-20	Chaptered	High

Bill #	Author	Title	Summary	Status	Position	Priority
AB 135	**Budget Cmt**	Transportation	Authorizes an advance payment to transportation planning agencies and county transportation commissions from those funds for programming, planning, and monitoring, under certain circumstances. Requires funds advanced in this manner to be programmed in the state transportation improvement program. Authorizes streamlining of project delivery by a letter of no prejudice to allow an implementing agency to be reimbursed funds expended in advance of an allocation. Makes an appropriation.	09/16/2017 - Signed by GOVERNOR.;09/16/2017 - Chaptered by Secretary of State. Chapter No. 2017-255		High
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.	09/12/2017 - *****To GOVERNOR.		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.;03/20/2017 - In ASSEMBLY Committee on NATURAL RESOURCES: Reconsideration granted.	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.	09/27/2017 - Signed by GOVERNOR.;09/27/2017 - Chaptered by Secretary of State. Chapter No. 2017-314	Support	High

Bill #	Author	Title	Summary	Status	Position	Priority
AB 857	**Ting (D)**	State Highways: Property Leases	Revises the provisions governing leases of Department of Transportation property in the City and 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.	09/20/2017 - *****To GOVERNOR.		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.	09/19/2017 - *****To GOVERNOR.		High
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 - Signed by GOVERNOR.;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. Provides that the tax rate imposed by the Commission would not be considered for purposes of the combined rate limit.	09/13/2017 - *****To GOVERNOR.		High

Bill #	Author	Title	Summary	Status	Position	Priority
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 - Signed by GOVERNOR.;07/31/2017 - Chaptered by Secretary of State. Chapter No. 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.	09/07/2017 - *****To GOVERNOR.	Support	High
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 - From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments.;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.	09/12/2017 - *****To GOVERNOR.		High

Bill #	Author	Title	Summary	Status	Position	Priority
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 - Signed by GOVERNOR.;07/31/2017 - Chaptered by Secretary of State. Chapter No. 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
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 - Signed by GOVERNOR.;04/28/2017 - Chaptered by Secretary of State. Chapter No. 5	Chaptered;Support	High
SB 120	**Budget and Fiscal Review Cmt**	Transportation	Authorizes an advance payment to transportation planning agencies and county transportation commissions from those funds for programming, planning, and monitoring, under certain circumstances. Requires funds advanced in this manner to be programmed in the state transportation improvement program. Authorizes streamlining of project delivery by a letter of no prejudice to allow an implementing agency to be reimbursed funds expended in advance of an allocation. Makes an appropriation.	09/15/2017 - In ASSEMBLY. Read second time. To third reading.;09/15/2017 - In ASSEMBLY. To Inactive File.		High

Bill #	Author	Title	Summary	Status	Position	Priority
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 - Signed by GOVERNOR.;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.	09/18/2017 - Enrolled.;09/18/2017 - *****To GOVERNOR.		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.	09/01/2017 - In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.		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 - Signed by GOVERNOR.;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 cities and counties within 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 owned toll bridges in that area to be used for specified projects and programs. Requires Bay Area Toll Authority to establish an independent oversight committee to ensure that toll revenues generated by Regional Measure 3 are expended consistently with a specified expenditure plan. Creates the Independent Office of the Bart Inspector General.	09/22/2017 - *****To GOVERNOR.		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.	09/17/2017 - Enrolled.;09/17/2017 - *****To GOVERNOR.		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.	09/28/2017 - Signed by GOVERNOR.;09/28/2017 - Chaptered by Secretary of State. Chapter No. 2017-339		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.	09/19/2017 - *****To GOVERNOR.		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. Conditions eligibility for identifiers on the applicant not having received a rebate under the Clean Vehicle Rebate Project for a vehicle purchased on or after a certain date. Provides, subject to exception, that a vehicle may not be issued an identifier more than once.	09/20/2017 - *****To GOVERNOR.		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.	10/04/2017 - Signed by GOVERNOR.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
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.	10/04/2017 - Vetoed by GOVERNOR.		Secondary
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.	09/19/2017 - *****To GOVERNOR.		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.	10/04/2017 - Vetoed by GOVERNOR.		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.	08/25/2017 - *****To GOVERNOR.;09/01/2017 - Signed by GOVERNOR.;09/01/2017 - Chaptered by Secretary of State. Chapter No. 2017-201		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
AB 1069	**Low (D)**	Local Government: Taxicab Transportation Services	Limits the applicability of that ordinance or resolution adoption requirement and related provisions to a city or county in which a taxicab company is substantially located. Except for a specific city and county, requires provisions for the establishment or registration of rates for the provision of taxicab transportation service to meet specified requirements. Requires permitted taxicab companies and drivers to comply with various additional specified requirements. Imposes civil liability for violations.	09/26/2017 - *****To GOVERNOR.		Secondary
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 and other educational 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.	09/22/2017 - *****To GOVERNOR.		Secondary
AB 1083	**Burke (D)**	Transportation Electrification: State Parks and Beaches	Authorizes an electrical corporation to 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 program includes a reasonable mechanism for cost recovery.	09/25/2017 - *****To GOVERNOR.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
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.	09/12/2017 - *****To GOVERNOR.		Secondary
AB 1172	**Acosta (R)**	State Highways: Relinquishment	Authorizes the California Transportation Commission to relinquish to a certain city all, or any portion, of Sierra Highway, if the Department of Transportation and that city enter into an agreement providing for that relinquishment.	09/28/2017 - Signed by GOVERNOR.;09/28/2017 - Chaptered by Secretary of State. Chapter No. 2017-351		Secondary
AB 1184	**Ting (D)**	Vehicular Air Pollution: Incentives	Requires the State Air Resources Board to submit to the Legislature a report on the operations of its vehicle incentive programs containing specified information.	09/07/2017 - In SENATE. From third reading. To Inactive File.		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.	07/31/2017 - Signed by GOVERNOR.;07/31/2017 - Chaptered by Secretary of State. Chapter No. 154		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
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.	09/26/2017 - *****To GOVERNOR.		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.	09/11/2017 - Chaptered by Secretary of State. Chapter No. 231		Secondary
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 - Signed by GOVERNOR.;07/21/2017 - Chaptered by Secretary of State. Chapter No. 95	Chaptered	Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
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.	09/21/2017 - *****To GOVERNOR.		Secondary
SB 249	**Allen (D)**	Off Highway Motor Vehicle Recreation	Establishes the Off Highway Motor Vehicle Recreation Commission. Requires the Division of Off Highway Motor Vehicle Recreation to establish management and wildlife habitat protection plans for lands proposed to be included in state vehicular recreation areas. Requires all plans to be posted on the division's website. Requires the division to annually monitor each recreation area to ensure soil conservation and wildlife protection standards are being met.	10/03/2017 - Signed by GOVERNOR.;10/03/2017 - Chaptered by Secretary of State. Chapter No. 2017-459		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 within the State Route 710 corridor in the County of Los Angeles and who participate in the Affordable Rent Program administered by the department.	09/21/2017 - *****To GOVERNOR.		Secondary
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.	09/01/2017 - In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
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, medium-duty, and heavy-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 percent of light-duty vehicles purchased for the state fleet each year are zero-emission vehicles.	09/22/2017 - *****To GOVERNOR.		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.	09/30/2017 - Chaptered by Secretary of State. Chapter No. 2017-396		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.	10/02/2017 - Signed by GOVERNOR.;10/02/2017 - Chaptered by Secretary of State. Chapter No. 2017-432		Secondary
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.	09/01/2017 - In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
SB 810	**Trans & Housing Cmt**	Transportation: Omnibus Bill	Amends existing law relating to operating a vehicle hauling radioactive materials, operating a commercial motor vehicle, and exemptions of persons employed in an agricultural operation. Prohibits a person holding a class A, class B, or class C driver's license from operating a vehicle hauling highway route controlled quantities of radioactive materials. Requires a person seeking to operate a commercial motor vehicle to fulfill the applicable federal training requirements.	09/30/2017 - Chaptered by Secretary of State. Chapter No. 2017-397		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.	09/13/2017 - *****To GOVERNOR.		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.	09/26/2017 - *****To GOVERNOR.		Housing/LandUse
AB 915	**Ting (D)**	Planning and Zoning: Density Bonus: Affordable Housing	Authorize the City and County of San Francisco to apply that ordinance to the total number of housing units in the development, under specified circumstances, including any additional housing units granted pursuant to these provisions, after there has been an affirmative declaration made by the Department of Housing and Community Development that the affordable housing minimum percentage required is broadly feasible for density bonus projects.	09/01/2017 - In SENATE Committee on APPROPRIATIONS: Held in committee.		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.	09/25/2017 - *****To GOVERNOR.		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.	09/01/2017 - In SENATE Committee on APPROPRIATIONS: Held in committee.		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.	09/29/2017 - Signed by GOVERNOR.;09/29/2017 - Chaptered by Secretary of State. Chapter No. 2017-375		Housing/LandUse

Bill #	Author	Title	Summary	Status	Position	Priority
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.	09/01/2017 - In SENATE Committee on APPROPRIATIONS: Held in committee.		Housing/LandUse
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 households, or by persons and families, of low or moderate income levels. Authorizes the department to request and require evidence that the ordinance does not unduly constrain the production of housing.	09/29/2017 - Signed by GOVERNOR.;09/29/2017 - Chaptered by Secretary of State. Chapter No. 2017-376		Housing/LandUse
SB 3	**Beall (D)**	Veterans and Affordable Housing Bond Act of 2018	Enacts the Veterans and Affordable Housing Bond Act of 2018. Authorizes the issuance of bonds of a specified amount to be used to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs. Provides for additional funding of a specified amount for farm purchase, home purchase, and mobilehome purchase assistance for veterans.	09/29/2017 - Signed by GOVERNOR.;09/29/2017 - Chaptered by Secretary of State. Chapter No. 2017-365		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.	09/29/2017 - Signed by GOVERNOR.;09/29/2017 - Chaptered by Secretary of State. Chapter No. 2017-367		Housing/LandUse

Bill #	Author	Title	Summary	Status	Position	Priority
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.	09/29/2017 - Signed by GOVERNOR.;09/29/2017 - Chaptered by Secretary of State. Chapter No. 2017-369		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 - Signed by GOVERNOR.;07/21/2017 - Chaptered by Secretary of State. Chapter No. 100	Chaptered	Housing/LandUse

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: October 18-19, 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 August 31, 2017, the Commission has allocated over $1.6 billion toward 131 projects in Fiscal Year 2017-18. Adjustments totaled approximately $8.5 million, leaving approximately $2.1 billion (55 percent) in remaining allocation capacity.

2016-17 Capital Allocations vs. Capacity
Summary through August 31, 2017
($ in millions)

	SHOPP	STIP	AERO	ATP	TIRCP	BONDS	TOTAL
Allocation Capacity	$2,384	$265	$5	$283	$462	$373	$3,772
Total Votes	1,464	145	1	10	8	4	1,632
Authorized Changes[1]	2	6	0	0	0	0	8
Remaining Capacity	**$918**	**$114**	**$4**	**$273**	**$454**	**$369**	**$2,132**

Note: Amounts may not sum to totals due to independent rounding.
[1] Authorized changes include project increases and decreases through August 31, 2017, pursuant to the Commission's G-12 process and project rescissions.

PROJECT SAVINGS REPORT (G-12):

Through August 31, 2017, the California Department of Transportation (Department) has processed changes to capital construction budgets for both the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP). The SHOPP experienced an increase of approximately $2.4 million in excess of the programmed amounts. This is the result of increases to 28 projects and decreases to 19 projects. The STIP experienced an increase of approximately $6.1 million as a result of increases to three projects.

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.

AUGUST REDISTRIBUTION:

Each August unused funding is redistributed to the states. California completed all requirements and demonstrated that it was prepared to use the additional money in a very short period of time. As a result, this year California received nearly $274.5 million, the second highest in the nation from a federal pool that totaled approximately $3.1 billion.

The Department received roughly $174 million of this extra funding, and local transportation agencies were granted nearly $100.5 million. The funding is prioritized for projects that meet the federal deadline of September 26, 2017.

Most of the projects that will receive the August Redistribution are already allocated by the Commission and are underway using state dollars until federal money becomes available.

M e m o r a n d u m

Tab 17

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 4.4
Information

Published Date: October 6, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Mitch Weiss
Deputy Director

Subject: **ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 - (SENATE BILL 1) IMPLEMENTATION UPDATE**

SUMMARY:

On April 28, 2017, the Governor signed the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017). On May 17, 2017 the California Transportation Commission (Commission) approved the SB 1 implementation plan and in June 2017 the Commission began holding workshops to develop guidelines for the various SB 1 programs under its purview.

Below is a list of the guidelines already adopted by the Commission:

- 2017 Active Transportation Program Augmentation Guidelines - Adopted June 28, 2017
- Interim State Highway Operation and Protection Program (SHOPP) Guidelines - Adopted June 28, 2017
- The Transportation Asset Management Plan Guidelines which inform SHOPP investments - Adopted June 28, 2017
- 2018 State Transportation Improvement Program Guidelines - Adopted August 16, 2017
- 2017 Local Streets and Roads Funding Reporting Guidelines - Adopted August 16, 2017

At the October Commission meeting, the Commission will consider adoption of the following guidelines:

- 2018 Local Partnership Program (agenda item 22)
- 2018 Trade Corridor Enhancement Program (agenda item 24)
- Amendment to the 2017 Local Streets and Roads Funding Reporting Guidelines (agenda item 23)
- Addendum to the Interim SHOPP Guidelines (agenda item 28)

At the October Commission meeting, the Commission will consider adoption of the statewide and small urban and rural components of the 2017 Active Transportation Program Augmentation (agenda item 19). This will be the first SB 1 funded program of projects to be adopted by the Commission.

Additionally, the October Commission meeting will include the Northern California hearing on the Draft Guidelines for the 2018 Solutions for Congested Corridors Program (agenda item 25).

As compared with the SB 1 Implementation Plan adopted in May, the Commission is ahead of schedule in the following programs:

- The Local Partnership Program
- The Local Streets and Roads Program
- The Trade Corridor Enhancement Program

BACKGROUND:

SB 1 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, the State Highway Account to fund the Solutions for Congested Corridors Program and the Road Maintenance and Rehabilitation Account.

The Commission approved the SB 1 implementation plan at the May 17, 2017 Commission meeting. Following adoption of the implementation plan, Commission staff began the process to develop guidelines for the new and existing programs under SB 1, namely the Local Partnership Program, the 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.

The Commission has held the following workshops on SB 1 programs:

- June 9th (Sacramento) Introduction to All SB 1 Programs
- June 23rd (Sacramento) Active Transportation Program Augmentation
- June 28th (Sacramento) Solutions for 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
- September 8th (Sacramento) Local Partnership Program
- September 25th (Sacramento) Trade Corridor Enhancement Program and Solutions for Congested Corridors Program
- September 26th (Sacramento) Local Partnership Program

The next steps in the guideline development process include the following hearings and workshops (changes since the last Commission meeting are shown in strikethrough and underline):

- October 19th (Modesto) Interregional Transportation Improvement Program (STIP)
- October 24th (Los Angeles) Interregional Transportation Improvement Program (STIP) and ~~Trade Corridor Enhancement Program~~ Solutions for Congested Corridors Program
- November 17th (Sacramento ~~Stockton~~) ~~Solutions for Congested Corridors Program~~ Accountability Guidelines
- 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) as details become available.

Attachments: SB 1 Implementation Plan Overview

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 for guideline development and program adoption are intended to be a guide. Staff will update these timelines during the guidelines development and programming process. Key changes from the previous version of the plan are indicated in strikethrough and underline.

EXISTING PROGRAMS UNDER COMMISSION OVERSIGHT	
Active Transportation Program Augmentation ($100M per year)	**State Highway Operation And Protection Program (SHOPP) (Approximately $1.9B per year for the SHOPP and Caltrans maintenance efforts)**
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 – Program adoption: statewide & small urban and rural components • December 6-7, 2017 – Program adoption: MPO component	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 Transportation Asset Management Plan Guidelines • February 1 & March 22, 2018 – SHOPP Hearings • March 21-22, 2018 – Program adoption
State Transportation Improvement Program (STIP)	**Traffic Congestion Relief Program (TCRP)**
SB 1 stabilizes funding for the STIP. The impact of the stabilization of STIP funding will be included in the 2018 STIP Fund Estimate and incorporated in the 2018 STIP. • August 16-17, 2017 – Adoption of guidelines and fund estimate • October 13, 2017 - Submittal of draft Interregional Transportation Improvement Program • October 19 & 24, 2017 - Interregional Transportation Improvement Program Hearings • December 15, 2017 - Submittal of Regional Transportation Improvement Programs and the final Interregional Transportation Improvement Programs • January 25 & February 1, 2018 - STIP Hearings • March 21-22, 2018 - Program adoption	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.

NEW SB 1 PROGRAMS	
Local Partnership Program ($200M per year)	**Trade Corridor Enhancement Account (Approximately $300M 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 – Application due~~ • ~~June 2018 – Program adoption~~ Formulaic Program: • October 27, 2017 – Voter approval information due • December 6-7, 2017 – Adoption of formula shares • December 15, 2017 – Applications due • January 31, 2018 – Program adoption Competitive Program: • January 30, 2018 – Applications due • May 16-17, 2018 – Program adoption	SB 1 established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 on July 21, 2017 which directed the Commission to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement. • June through ~~November~~ October - Workshops to develop guidelines • ~~December 6-7, 2017 - Presentation of draft guidelines~~ • ~~January 2018~~ October 18-19, 2017 – Adoption of guidelines • ~~March~~ January 30, 2018 – Applications due • May 16-17, 2018 – Program adoption
Solutions for Congested Corridors Program ($250M per year)	**Local Streets & Roads (Approximately $1.5B per year)**
The primary objective of the Congested Corridors Program is to fund projects that make specific improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. • June through October 2017 – Workshops to develop guidelines • October 18, 2017 – North hearing on guidelines • November 6, 2017 – Draft guidelines to legislature • December 6-7, 2017 – South hearing and adoption of guidelines • February 16, 2018 – Applications due • May 16-17, 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
Inspector General (Effective July 1, 2017)	
No Action Required.	

Contact Us:

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Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 4.25
Action
Replacement Book Item

Published Date: October 13, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Teresa Favila
Assistant Deputy Director

Subject: **AMENDED LETTER OF NO PREJUDICE GUIDELINES TO INCLUDE SENATE BILL 1 PROGRAMS**
RESOLUTION G-17-28, AMENDING RESOLUTION G-16-20

ISSUE:

Should the California Transportation Commission (Commission) approve amendments to the Letter of No Prejudice (LONP) Guidelines to include the Active Transportation Program, Local Partnership Program, Trade Corridor Enhancement Program, and Solutions for Congested Corridors Program as authorized by passage of Assembly Bills (AB) 115 (Chapter 20, Statutes 2017) and 135 (Chapter 255, Statutes of 2017)?

RECOMMENDATION:

Staff recommends that the Commission adopt the amended LONP Guidelines in accordance with Resolution G-17-28 (Attachment A).

BACKGROUND:

An approved LONP by the Commission allows the implementing agency to advance a project by expending its own funds (incur reimbursable expenses) for any component of the project prior to allocation.

The Commission was previously authorized by statute to adopt guidelines for approval of LONPs for Proposition 1B Programs, the Proposition 1A Program, and the Transit and Intercity Rail Capital Program. The LONP Guidelines were last amended in May 2016.

Resent passage of AB 115 and AB 135, signed by the Governor on June 27, 2017 and September 16, 2017, respectively, amended Sections 2382, 2033, 2192, and 2396 of the Streets and Highways Code, authorizing approval of LONPs to projects programmed or otherwise approved for funding from the Active Transportation Program, Local Partnership Program, Trade Corridor Enhancement Program, and Solutions for Congested Corridors Program.

Attachment A: Commission Resolution (Resolution G-17-28)
Attachment B: Letter of No Prejudice Guidelines

Attachment A
October 18-19, 2017
Item 4.25

CALIFORNIA TRANSPORTATION COMMISSION
Letter of No Prejudice (LONP) Guidelines

Resolution G-17-28
Amending Resolution G-16-20

1.1 WHEREAS the Local Partnership, Trade Corridor Enhancement and Solutions for Congested Corridors Programs were created by Senate Bill (SB) 1 (Chapter 5, Statutes of 2017) to provide incentives to counties to enact taxes and fees to fund transportation needs, provide grants to fund infrastructure improvements along corridors that have a high volume of freight movement, and provide grants to make improvements designed to reduce congestion in highly traveled corridors respectively, and

1.2 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

1.3 ~~1.2~~ WHEREAS the Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill 862 (Chapter 36, Statutes of 2014) to provide grants from the Greenhouse Gas Reduction Fund to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California, and

1.4 ~~1.3~~ WHEREAS 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 the issuance of $19.925 billion in State general obligation bonds for specific transportation programs intended to relieve congestion, facilitate goods movement, improve air quality, and enhance the safety of the state's transportation system, and

1.5 ~~1.4~~ WHEREAS the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A on November 4, 2008, authorized the California Transportation Commission (Commission) to program and allocate the net proceeds received from the sale of $950 million in bonds for capital improvements to intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, and

1.6 ~~1.5~~ WHEREAS **Assembly Bill 135, signed by the Governor on September 16, 2017, Assembly Bill 115, signed by the Governor on June 27, 2017,** Senate Bill 9, signed by the Governor on October 9, 2015, Senate Bill 1371, signed by the Governor on September 23, 2010, and Assembly Bill 672, signed by the Governor on October 11, 2009, authorize approval of a Letter of No Prejudice (LONP) for projects programmed or otherwise approved for funding from the **SB 1 Local Partnership, Trade Corridor Enhancement, Solutions for Congested Corridors; Active Transportation Program;** TIRCP; Proposition 1A; and Proposition 1B programs respectively, and

1.7 ~~1.6~~ WHEREAS the LONP allows the regional or local agency to expend its own funds and incur reimbursable expenses for any component of a project prior to actual allocation if programmed in the **SB1 Local Partnership, Trade Corridor Enhancement, Solutions for Congested Corridors; Active Transportation Program;** TIRCP; Proposition 1A; and Proposition 1B programs, and

1.8 ~~1.7~~ WHEREAS approval of LONPs for **SB 1 Local Partnership, Trade Corridor Enhancement, Solutions for Congested Corridors; Active Transportation Program;** TIRCP; Proposition 1A;

and Proposition 1B projects will benefit both the State and regional agencies in allowing projects to begin construction that otherwise would be delayed, and

1.9 ~~1.8~~ WHEREAS the legislation authorizes the Commission to adopt guidelines to establish a process to approve LONPs for projects programmed or otherwise approved for funds from the **SB1 Local Partnership, Trade Corridor Enhancement, Solutions for Congested Corridors; Active Transportation Program; TIRCP; Proposition 1A; and Proposition1B programs.**

2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts Resolution G-17-28, amending Resolution G-16-20, and

2.2 BE IT FURTHER RESOLVED that the purpose of these guidelines is to identify the Commission's policy and expectations for the LONP and thus to provide guidance to eligible applicants and implementing agencies in carrying out their responsibilities under the program, and

2.3 BE IT FURTHER RESOLVED that the Commission directs staff to post these guidelines on the Commission's website and requests that the Department of Transportation assist Commission staff in making copies available to eligible implementing agencies.

Attachment B

Letter of No Prejudice (LONP) Guidelines

Active Transportation Program, Local Partnership Program, Trade Corridor Enhancement Program, Solutions for Congested Corridors Program, Transit and Intercity Rail Capital Program, High-Speed Passenger Train Bond Program and Proposition 1B Program

1. Authority and Scope: **Streets and Highways Code Chapter 8 (commencing with Section 2382) added by Chapter 20 (AB 115) of Statutes of 2017 (Active Transportation Program), and Streets and Highways Code Chapter 2 (commencing with Sections 2033, 2192 and 2396) added by Chapter 255 (AB 135) of Statutes of 2017 (Local Partnership Program, Trade Corridor Enhancement Program and Solutions for Congested Corridors Program) and** Public Resources Code Section 75225 added by Chapter 710 (SB 9) of the Statutes of 2015 (Transit and Intercity Rail Capital Program), Streets and Highways Code Chapter 20.5 (commencing with Section 2704.75), added by Chapter 292 (SB 1371) of the Statutes of 2010 (Proposition 1A), and Government Code Section 8879.501, added by Chapter 463 (AB 672) of the Statutes of 2009 (Proposition 1B), authorize the California Transportation Commission (Commission) to adopt guidelines to establish a process to approve a Letter of No Prejudice (LONP) for one or more projects or project components that the Commission has programmed or otherwise approved for funding from the following programs:

- **Active Transportation Program**
- **Local Partnership Program**
- **Trade Corridor Enhancement Program**
- **Solutions for Congested Corridors Program**
- Transit and Intercity Rail Capital Program
- Proposition 1A Program
- The following Proposition 1B Programs:
  - Corridor Mobility Improvement Account
  - State Route 99 Account
  - Trade Corridors Improvement Fund
  - Local Bridge Seismic Retrofit Account
  - Traffic Light Synchronization Program
  - State-Local Partnership Program Account

~~The LONP applies only to the TIRCP, Proposition 1A or Proposition 1B funds programmed or otherwise approved for the project.~~

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

2. Intent of LONP: A regional or local entity that is a lead applicant agency under one of the programs referenced in Section 1 may apply to the Commission for an LONP for the programmed project. If approved by the Commission, the LONP allows the regional or local agency to expend its own funds (incur reimbursable expenses) for any component of the project. This does not relieve the regional or local agency from the applicable match **or other** requirements of the program.

It is the intent of the Commission to give equal opportunity for available funding to applicants that completed work under an approved LONP, as well as those that require an allocation in order to begin or continue work on a project. The Commission further intends that applicants considering the use of an LONP have the most accurate information available to assess the likelihood of allocation and reimbursement as planned. Applicants proceed at their own risk, as reimbursement of the LONP is dependent on availability of funding from **the respective program(s).** ~~TIRCP, Proposition 1A bond, or Proposition 1B bond funds.~~

3. Submittal of LONP Request: LONP requests shall be submitted to the Department of Transportation (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 LONP 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 in Section 5.
- Indicate that the implementing agency is ready to start work on the project component covered by the LONP request.
- Have a full and committed funding plan for the component covered by the LONP request.
- Indicate the anticipated schedule for expenditures and completion of the component.

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

- A letter requesting LONP approval, including a summary of the **required** ~~following~~ information ~~as applicable~~ **submitted with the request**.
- Documents needed for obtaining concurrent Commission approval of any needed actions such as a project programming request or project/baseline agreement amendment, in accordance with appropriate program guidelines and standards.
- Alternate local funding source(s) that will be substituted ~~for the TIRCP, Proposition 1A bond or Proposition 1B bond funds~~ and a demonstration of commitment of those funds (e.g., resolution, minute order) from its policy board. Funds allocated by the Commission and/or reimbursed through Caltrans cannot be used as an alternate local funding source.
- An expenditure schedule for the component covered by the LONP.

- If jointly funded with funds from the State Transportation Improvement Program (STIP), a STIP allocation request or STIP AB 3090 request must be included.
- LONP requests for construction must include documentation for Commission review of the final environmental document, as appropriate, and approval for consideration of future funding.

5. Review and Approval of LONP Requests: The Department will review LONP requests for consistency with these guidelines and place the requests on the Commission meeting agenda. The Commission will consider requests for LONPs that meet the guidelines, except for LONP requests for components jointly funded with funds from the STIP, which shall be dependent upon concurrent approval of the STIP allocation or STIP AB 3090 request.

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

Upon Commission approval of an LONP, the Department will execute a cooperative agreement or Master Agreement/Program Supplement with the implementing agency. Although the agency may begin work once the LONP is approved, an agreement must be in place before the Department can provide reimbursement for eligible project expenditures.

6. Initiation of Work: The project component covered by an approved LONP should be ready to proceed to contract award (or equivalent) once the LONP is approved. The agency shall report to the Department within four months following LONP approval on progress in executing agreements and third-party contracts needed to execute the work.

7. Monitoring Progress of Projects with a LONP: The agency with an approved LONP shall report on progress to date in accordance with the applicable ~~bond~~ program ~~or TIRCP~~ guidelines. This report should include expenditures to date, work completed, problems and issues with the project, and any funding plan updates for the project.

8. Project Changes: Proposed changes in funding, schedule or project scope must be approved by the Commission ~~for Proposition 1A, 1B, projects or the California State Transportation Agency for TIRCP projects~~ in accordance with the applicable program guidelines, including a concurrent LONP amendment if necessary.

9. Diligent Progress and Rescinding a LONP: If progress reports from an agency on a project with an approved LONP show that diligent progress is not being made in completing the project, the Commission may request that the agency explain its lack of progress. The Commission may rescind the LONP or may direct the agency to demonstrate diligent progress within the next reporting period~~. If the Commission finds the agency is not pursuing project work diligently, the Commission may rescind the LONP.~~ If an LONP is rescinded, an allocation to reimburse expenditures to date is at the discretion of the Commission.

10. Allocations for LONPs: Upon completion of the component covered under an LONP approved by the Commission, the agency may send a request to the Department to have its LONP reimbursed with an allocation by the Commission. The agency shall identify the source(s) and expenditures of all funds used in completing the component for which the agency is seeking an allocation from the Commission. The agency must show the applicable match for the funds, if required for the project. The Department will place the request for allocation on the agenda for timely consideration by the Commission.

If sufficient ~~TIRCP, Proposition 1A bond, or Proposition 1B bond~~ allocation capacity exists, an agency with a partially completed component may request an allocation for reimbursement of eligible costs to date and to convert the remaining LONP to a standard allocation for periodic reimbursement for the remainder of the component. The Commission may assign a lower priority for ~~TIRCP, Proposition 1A bond, or Prop 1B bond~~ allocation to these LONP conversion requests, depending on funding availability.

Tab 19

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 4.9
Information

Published Date: October 6, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Laurie Waters
Associate Deputy Director

Subject: **HEARING ON THE 2017 ACTIVE TRANSPORTATION PROGRAM AUGMENTATION – STAFF RECOMMENDATIONS FOR THE STATEWIDE AND SMALL URBAN & RURAL COMPONENTS**

SUMMARY:

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1, (Beall, Chapter 5, Statutes of 2017) directs $100 million annually from the Road Maintenance and Rehabilitation Account to the ATP beginning in Fiscal Year (FY) 2017-18.

The 2017 ATP Augmentation is funded from the approximately $200 million in state funds authorized by SB 1 that are allocated from the Road Maintenance and Rehabilitation Account to the ATP in FYs 2017-18 and 2018-19. The initial programming capacity for the 2017 ATP Augmentation will allow for projects currently programmed in FYs 2019-20 and 2020-21 to advance. Funding for the 2017 ATP Augmentation was made available only to projects programmed in the adopted 2017 ATP that can be delivered earlier than currently programmed and projects that applied for funding in the 2017 ATP but were not selected for funding.

BACKGROUND:

On September 26, 2013, the Governor signed legislation creating the Active Transportation Program (ATP) (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The goals of the Active Transportation Program are to:

- Increase the proportion of biking and walking trips.
- Increase safety for non-motorized users.
- Increase mobility for non-motorized users.
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals.
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding.
- Ensure disadvantaged communities fully share in program benefits.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Attachment: Staff Recommendations for the 2017 Active Transportation Program Augmentation – Statewide and Small Urban & Rural Components

2017 Active Transportation Program Augmentation - Statewide Component
Staff Recommendations
($1,000's)

Application ID	Co	Project Title	DAC	SOF	Total Project Cost	Recommended ATP Funding	17-18	18-19	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SRTS	REC TR	Final Score
2017 ATP Funded Projects Requesting Advances																			
7-Paramount-1	LA	West Santa Ana Branch Bikeway Phase 2	X	X	4,550	3,423	345	3,078	0	0	3,078	0	0	345	0	Infrastructure			99.00
4-Oakland-4	ALA	14th Street: Safe Routes in the City	X		13,939	10,578	0	1,235	9,343	0	9,343	0	0	1,235	0	Infrastructure			95.00
9-Kern County Road Department-6	KER	Boron/Desert Lake Pedestrian Path	X	X	2,319	1,971	461	1,510	0	0	1,510	0	0	268	193	Infrastructure	X		95.00
7-Los Angeles DPW (Bureau of Engineering)-4	LA	Jefferson Boulevard Complete Street	X	X	6,336	5,986	925	5,061	0	0	5,061	0	600	325	0	Infrastructure	X		95.00
8-Moreno Valley-1	RIV	Juan Bautista De Anza Trail Gap Closure	X	X	3,149	2,849	275	2,574	0	0	2,574	0	90	160	25	Infrastructure	X		94.00
6-Kern County Road Department-1	KER	Rexland Acres Community Sidewalk	X	X	6,376	5,640	375	5,265	0	0	4,519	0	25	746	350	Infrastructure	X		93.00
3-Yuba County-2	YUB	Eleventh Avenue Pedestrian and Bicyclist Route Improvements	X	X	1,701	1,505	227	1,278	0	0	1,253	25	57	170	0	Combination	X		92.00
7-SCAG-4	LA	Southern California Disadvantaged Communities Planning Initiative	X	X	1,350	1,150	1,150	0	0	0	0	1,150	0	0	0	Plan			91.00
4-Oakland-1	ALA	Fruitvale Alive Gap Closure	X	X	8,241	5,850	850	5,000	0	0	5,000	0	0	800	50	Infrastructure			90.00
7-Lancaster-2	LA	2020 Safe Route To School Pedestrian Improvements	X	X	7,443	5,272	0	5,272	0	0	5,272	0	0	0	0	Infrastructure	X		90.00
8-La Quinta-1	RIV	La Quinta Village Complete Streets - A Road Diet	X	X	9,533	7,313	0	7,313	0	0	7,313	0	0	0	0	Infrastructure	X		90.00
5-Santa Barbara-2	SB	Eastside Green Lanes & Bike Boulevard Gap Closure	X		2,763	2,736	73	207	18	2,438	2,438	0	73	207	18	Infrastructure	X		90.00
8-Desert Hot Springs-1	RIV	Palm Drive Bicycle and Pedestrian Improvement	X	X	965	772	0	772	0	0	772	0	0	0	0	Infrastructure	X		89.50
4-Sonoma-Marin Area Rail Transit District (SMART)-1	SON	SMART Pathway - Petaluma (Payran to Southpoint)	X	X	3,272	1,461	1,461	0	0	0	1,461	0	0	0	0	Infrastructure	X		89.00
7-Compton-1	LA	Compton-Carson Regional Safe Bicycling and Wayfinding	X	X	1,868	1,617	0	1,617	0	0	1,617	0	0	0	0	Infrastructure			88.00
3-Yuba County-1	YUB	McGowan Parkway Bicycle Lane and Pedestrian Route Improvements	X		1,559	1,246	216	0	1,030	0	1,000	30	54	162	0	Combination	X		88.00
12-Santa Ana-2*	ORA	City of Santa Ana - First Street Pedestrian Improvements	X		4,572	4,572	0	540	4,032	0	4,032	0	10	530	0	Infrastructure	X		88.00
		Totals Funded Projects Requesting Advances			**79,936**	**63,941**	**6,358**	**40,722**	**14,423**	**2,438**	**56,243**	**1,205**	**909**	**4,948**	**636**				
* Applicant received $19,000 less than requested in the 2017 ATP. This $19,000 was restored from 2017 ATP Augmentation Funds																			
New Projects Recommended for Funding																			
11-Imperial Beach-1	SD	Imperial Beach Boulevard Improvement and Safe Routes to Schools	X	X	5,175	2,570	312	2,258	0	0	2,193	65	0	303	9	Combination	X		88.00
4-San Francisco Municipal Transportation Agency-5	SF	Geneva Ave Pedestrian and Bicycle Safety Improvement	X	X	9,987	2,350	2,350	0	0	0	2,350	0	0	0	0	Infrastructure			88.00
3-Davis-1	YOL	Providing Safe Passage: Connecting Montgomery Elementary and Olive Drive	X		4,425	3,540	412	0	3,128	0	3,128	0	0	380	32	Infrastructure	X		86.50
4-Sunnyvale-1	SCL	Sunnyvale Safe Routes to School Improvements	X		2,362	1,889	0	380	1,509	0	1,509	6	56	318	0	Combination	X		86.00
10-Stockton-4	SJ	Miner Avenue Complete Streets	X	X	5,347	3,816	0	3,816	0	0	3,816	0	0	0	0	Infrastructure			85.00
3-Roseville-2	PLA	Washington Boulevard Bikeway and Pedestrian Pathways	X		3,982	2,212	0	0	2,212	0	2,030	182	0	0	0	Combination	X		85.00
8-Riverside County Transportation Department-3	RIV	Cabazon Safe Routes to School Sidewalk Safety Improvements	X		1,120	1,070	282	788	0	0	788	0	0	122	160	Infrastructure	X		85.00

2017 Active Transportation Program Augmentation - Statewide Component
Staff Recommendations
($1,000's)

Application ID	Co	Project Title	DAC	SOF	Total Project Cost	Recommended ATP Funding	17-18	18-19	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SRTS	REC TR	Final Score
3-Citrus Heights-1	SAC	Citrus Heights Electric Greenway (Class 1 Multi-Use Trail)	X		7,015	5,866	0	311	5,555	0	5,525	30	0	246	65	Combination	X	X	84.00
3-El Dorado County-1	ED	El Dorado Trail - Missouri Flat Road to El Dorado	X	X	4,394	3,419	3,419	0	0	0	3,374	45	0	0	0	Combination		X	84.00
8-Riverside County Transportation Department-4	RIV	Clark Street SR2S Sidewalk and Intersection Safety Improvements	X	X	2,945	684	0	684	0	0	684	0	0	0	0	Infrastructure	X		84.00
10-Patterson-1	STA	Ninth Street Improvements	X	X	907	907	75	832	0	0	764	0	75	68	0	Infrastructure	X		84.00
6-Tulare County-8	TUL	County of Tulare: Earlimart Sidewalk Improvements	X	X	1,973	1,868	180	1,688	0	0	1,688	0	0	180	0	Combination	X		84.00
4-East Bay Regional Park District-2	ALA	Doolittle Drive Bay Trail, Martin Luther King Jr. Shoreline, Oakland	X	X	7,950	4,000	500	3,500	0	0	3,500	0	0	250	250	Infrastructure			83.00
3-Placerville-1	ED	Upper Broadway Pedestrian Connection	X	X	2,206	1,886	500	1,386	0	0	1,386	0	0	173	327	Infrastructure			83.00
8-Indio-1	RIV	Herbert Hoover Elementary Pedestrian Improvements	X		2,983	2,983	100	240	0	2,643	2,638	5	100	240	0	Combination	X		83.00
8-Hemet-1	RIV	Hemet Valley Bikeway Connect	X		2,288	2,288	0	200	2,088	0	1,990	98	0	200	0	Combination	X		83.00
8-Perris-1	RIV	Perris Valley Storm Drain Channel Trail - Phase 2	X		3,204	3,004	237	524	0	2,243	2,243	0	237	287	237	Infrastructure			83.00
5-Guadalupe-1	SB	Guadalupe Street (Hwy 1) Pedestrian Improvements	X	X	458	401	0	401	0	0	401	0	0	0	0	Infrastructure			83.00
4-Pittsburg-2	CC	Pittsburg Active Transportation and Safe Routes Plan (WalkBikePittsburg2035)	X	X	312	312	312	0	0	0	312	0	0	0	0	Plan			82.00
6-Fresno-4	FRE	Downtown Fresno Courthouse Park Interconnectivity Project	X	X	915	809	28	781	0	0	715	0	28	66	0	Infrastructure			82.00
7-Glendale-1	LA	Glendale Transportation Center 1st/Last Mile Regional Improvements Phase II	X	X	1,301	1,101	172	929	0	0	929	0	43	129	0	Infrastructure			82.00
7-Palmdale-1	LA	City of Palmdale - Civic Center Complete Streets	X		2,564	1,700	66	212	0	1,422	1,422	0	66	212	0	Infrastructure			82.00
7-Rosemead-1	LA	SR2S Sidewalk Gap Closure on Delta Avenue	X		1,175	1,100	0	0	1,100	0	1,100	0	0	0	0	Infrastructure	X		82.00
7-Santa Monica-2	LA	Active Aging - Safe Routes for Seniors		X	500	400	0	400	0	0	0	400	0	0	0	Non-Infrastructure			82.00
10-Angels Camp-1	CAL	Route 49 Sidewalk Infill and Bike Lanes, Angels Camp	X	X	1,985	1,985	165	1,820	0	0	1,820	0	0	0	165	Infrastructure	X		81.00
6-Kern County Road Department-2	KER	Virginia Street Pedestrian Path Project	X		2,456	2,173	22	420	0	1,731	1,731	0	22	354	66	Infrastructure	X		81.00
10-Merced County PW-2	MER	Plainsburg Road Complete Street Upgrade	X		1,688	1,671	76	200	0	1,395	1,351	44	76	200	0	Combination	X		81.00
5-Monterey County Resource Management Agency DPW-2	MON	Las Lomas Drive Bicycle Lane & Pedestrian Project	X		3,168	2,894	0	368	0	2,526	2,431	0	98	270	95	Infrastructure			81.00
3-Sacramento County-1	SAC	Folsom Boulevard Complete Street Improvements, Phase 1	X		5,001	4,180	532	176	3,472	0	3,472	0	0	532	176	Infrastructure			81.00
8-Big Bear Lake-1	SBD	Alpine Pedal Path Rathbun Creek Extension - Big Bear Lake	X	X	986	788	0	788	0	0	788	0	0	0	0	Infrastructure	X		81.00
8-Ontario-1	SBD	Sultana Elementary and De Anza Middle School Pedestrian Improvements	X		1,506	1,278	178	0	1,100	0	1,100	0	0	136	42	Infrastructure	X		81.00
6-Tulare County-1	TUL	Allensworth Elementary Sidewalk Improvements	X	X	313	260	0	260	0	0	260	0	0	0	0	Combination	X		81.00
7-Norwalk-1	LA	Alondra Active Transportation Improvement	X		973	963	12	138	0	813	813	0	12	138	0	Infrastructure			80.50
10-Sonora-1	TUO	Red Church Pedestrian and Circulation Improvement	X	X	815	722	76	646	0	0	646	0	0	67	9	Infrastructure	X		80.50
7-Baldwin Park-3	LA	Walnut Creek-San Gabriel River East Bank Greenway & Neighborhood Connections	X		2,193	1,355	0	0	1,355	0	573	782	0	0	0	Combination			80.00
10-Merced County PW-1	MER	Delhi Community Pedestrian and Bike Connectivity Project	X		1,531	1,531	266	0	1,265	0	1,221	44	88	178	0	Combination	X		80.00

2017 Active Transportation Program Augmentation - Statewide Component
Staff Recommendations
($1,000's)

Application ID	Co	Project Title	DAC	SOF	Total Project Cost	Recommended ATP Funding	17-18	18-19	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SRTS	REC TR	Final Score
8-Temecula-1	RIV	Santa Gertrudis Creek Pedestrian and Bicycle Trail Extension and Interconnect	X	X	4,761	3,759	189	3,570	0	0	3,570	0	189	0	0	Combination			80.00
8-Apple Valley-2	SBD	Bear Valley Road Class 1 Bike Path Connector	X	X	999	792	792	0	0	0	792	0	0	0	0	Infrastructure			80.00
8-Apple Valley-1	SBD	Apple Valley South - Safe Routes to School	X	X	4,294	3,470	333	3,137	0	0	3,137	0	0	333	0	Infrastructure	X		80.00
11-Chula Vista-1	SD	Class 2 Bike Lanes on Broadway in Chula Vista, CA	X	X	1,466	851	104	747	0	0	747	0	0	104	0	Infrastructure			80.00
11-El Cajon-2	SD	Cajon Valley Union School District SRTS Plan (Phase 2)	X	X	500	500	500	0	0	0	0	500	0	0	0	Plan			80.00
11-Encinitas-1	SD	Santa Fe Drive Corridor Bike and Pedestrian Improvements			1,142	996	41	0	173	782	742	40	41	148	25	Combination	X		80.00
11-National City-1	SD	National City Safe Routes to School Pedestrian Enhancements	X		2,028	1,678	0	0	1,678	0	1,678	0	0	0	0	Infrastructure	X		80.00
2-Redding-3	SHA	West Street Area School Safety Improvements	X		3,196	2,538	400	0	2,138	0	2,138	0	400	0	0	Infrastructure	X		80.00
8-Riverside County DPH-4	RIV	Riverside County SRTS Program, Lake Elsinore	X	X	625	500	0	500	0	0	0	500	0	0	0	Non-Infrastructure	X		80.00
4-Berkeley-3	ALA	Sacramento Street Complete Streets Improvements	X		1,814	1,542	0	185	1,357	0	1,357	0	0	185	0	Infrastructure			79.00
1-Humboldt County PW-2	HUM	McKinleyville Safe Routes to School Program	X		612	612	25	52	535	0	490	45	25	40	12	Combination	X		79.00
6-Arvin-1	KER	Franklin Street Pedestrian and Bicycle Infrastructure Improvements	X		350	350	0	0	50	300	300	0	5	45	0	Infrastructure	X		79.00
7-Los Angeles Co Dept. of PW-5	LA	Puente Creek Bikeway	X		3,700	2,960	0	400	0	2,560	2,360	200	0	400	0	Combination	X		79.00
9-Mono County-1	MONO	Mono County Complete Streets: Bridgeport Main Street Revitalization	X	X	434	434	23	43	368	0	368	0	23	43	0	Infrastructure	X		79.00
12-Buena Park-1	ORA	Buena Park School District Safe Routes to School (SRTS) Improvements	X		1,654	1,644	50	166	1,428	0	1,428	91	50	75	0	Combination	X		79.00
8-Riverside-1	RIV	La Sierra Neighborhood Sidewalk Improvements	X	X	1,215	999	0	0	0	999	999	0	0	0	0	Infrastructure			79.00
3-Sacramento-5	SAC	Two Rivers Trail (Phase II)	X	X	6,361	3,333	0	3,333	0	0	3,333	0	0	0	0	Infrastructure		X	79.00
8-Fontana-1	SBD	Fontana Safe Routes to Schools Pedestrian Improvements	X		1,918	1,918	10	157	191	1,560	1,556	4	10	157	191	Combination	X		79.00
		Totals New Projects			**135,172**	**98,851**	**12,739**	**36,436**	**30,702**	**18,974**	**85,686**	**3,081**	**1,644**	**6,579**	**1,861**				

CON: Construction Phase
DAC: Benefit to Disadvantaged Communities
PA&ED: Environmental Phase
Plan: Active Transportation Plan
PS&E: Plans, Specifications & Estimate Phase
REC TR: Recreational Trails Eligible
ROW: Right-of-Way Phase
SRTS: Safe Routes to School

2017 Active Transportation Program Augmentation - Small Urban Rural Component
Staff Recommendations
($1,000's)

Application ID	Co	Project Title	DAC	SOF	Total Project Cost	Recommended ATP Funding	17-18	18-19	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SRTS	REC TR	Final Score
2017 ATP Funded Projects Requesting Advances																			
5-Santa Barbara County Association of Governments-1	SB	Rincon Multi-use Trail	X		7,828	6,833	802	0	6,031	0	6,031	0	0	322	480	Infrastructure			87.00
1-Humboldt County PW-1	HUM	Fortuna & McKinleyville Active Transportation Education Program	X	X	595	595	595	0	0	0	0	595	0	0	0	Non-Infrastructure			86.00
1-Lakeport-1	LAK	Hartley Street Safe Route to School Project	X	X	1,874	1,852	30	1,822	0	0	1,667	0	30	155	0	Infrastructure	X		85.00
5-Monterey County-1	MON	Via Salinas Valley: An Active Transportation Education Program	X	X	1,158	964	0	964	0	0	0	964	0	0	0	Non-Infrastructure			85.00
2-Redding-1*	SHA	Bechelli Lane & Loma Vista Active Transportation Corridor Improvements	X		8,421	6,740	0	0	0	6,740	6,740	0	0	0	0	Infrastructure	X		83.00
		Total Funded Projects Requesting Advances			**19,876**	**16,984**	**1,427**	**2,786**	**6,031**	**6,740**	**14,438**	**1,559**	**30**	**477**	**480**				

* Applicant received $786,000 less than requested in the 2017 ATP. This $786,000 was restored from 2017 ATP Augmentation Funds

New Projects Recommended for Funding																			
1-Blue Lake-1	HUM	Blue Lake Annie & Mary Trail, Phase 1	X	X	983	976	120	856	0	0	777	6	120	63	10	Combination			78.00
5-San Luis Obispo County-4	SLO	Oceano Elementary Safe Routes to School	X		621	422	0	89	333	0	333	0	11	70	8	Infrastructure	X		77.00
5-Santa Cruz-1	SCR	San Lorenzo Riverwalk Lighting	X		952	952	0	0	95	857	857	0	20	75	0	Infrastructure			75.00
5-San Luis Obispo County-7	SLO	Templeton - Atascadero Pathway	X		5,848	3,288	0	0	120	3,168	3,168	0	0	0	120	Infrastructure	X		75.00
5-Monterey County Resource Management Agency DPW-1	MON	Moss Landing Segment Bicycle/Pedestrian Path & Bridge	X	X	13,427	7,587	7,587	0	0	0	7,587	0	0	0	0	Infrastructure		X	74.00
5-Watsonville-2	SCR	Lincoln Street Safety Improvements	X		661	633	133	62	438	0	438	100	33	62	0	Combination			74.00
5-San Luis Obispo-1	SLO	SLO Regional Rideshare Safe Routes to School Learn-By-Doing	X		379	319	0	0	319	0	0	319	0	0	0	Non-Infrastructure			74.00
5-Santa Barbara-1	SB	Las Positas and Modoc Roads Class I Construction		X	17,106	500	500	0	0	0	0	0	0	500	0	Infrastructure	X		74.00
3-Paradise-1	BUT	ATP Gap Closure Complex	X	X	4,995	3,787	3,787	0	0	0	3,787	0	0	0	0	Infrastructure			73.00
		Totals New Projects			**44,972**	**18,464**	**12,127**	**1,007**	**1,305**	**4,025**	**16,947**	**425**	**184**	**770**	**138**				

CON: Construction Phase
DAC: Benefit to Disadvantaged Communities
PA&ED: Environmental Phase
Plan: Active Transportation Plan
PS&E: Plans, Specifications & Estimate Phase
REC TR: Recreational Trails Eligible
ROW: Right-of-Way Phase
SRTS: Safe Routes to School

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 4.10
Action

Published Date: October 6, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Laurie Waters
Associate Deputy Director

Subject: **ADOPTION OF THE 2017 ACTIVE TRANSPORTATION PROGRAM AUGMENTATION - STATEWIDE AND SMALL URBAN & RURAL COMPONENTS (RESOLUTION G-17-29)**

ISSUE:

Should the California Transportation Commission (Commission) adopt the Senate Bill (SB) 1 (Beall, Statutes of 2017) funded 2017 Active Transportation Program (ATP) Augmentation - Statewide and Small Urban & Rural components as recommended by staff?

RECOMMENDATION:

Commission staff recommends that the Commission adopt the 2017 ATP Augmentation, Statewide and Small Urban & Rural components, in accordance with the attached resolution and the staff recommendations, noting any specific changes, corrections, or exceptions to staff recommendations. In summary, the recommendations include:

Statewide Augmentation Component

- 17 previously awarded projects valued at $79,936,000, advancing some or all of the project phases into fiscal years 2017-18 and 2018-19.
- 54 new projects valued at $135,172,000 requesting $98,851,000 of ATP funds, including:
  - $54,480,000 (55%) for 31 Safe-Routes-to-School projects.
  - $97,455,000 (99%) for 52 projects that provide benefits to disadvantaged communities.

Small Urban & Rural Augmentation Component

- 5 previously awarded projects valued at $19,876,000, advancing some or all of the project phases into fiscal years 2017-18 and 2018-19
- 9 new projects valued at $44,972,000 requesting $18,464,000 of ATP funds, including:
  - $4,210,000 (23%) for 3 Safe-Routes-to-School projects.
  - $17,964,000 (97%) for 8 projects that provide benefits to disadvantaged communities.

The cut-off score for funding in the 2017 ATP Statewide Component was 79. Therefore, based on programming capacity, Commission staff recommends the Commission program all nine projects that received a score of 79 in the 2017 ATP Statewide Component.

The cut-off score for funding in the 2017 ATP Small Urban & Rural Component was 74. There are insufficient funds in the 2017 Augmentation to fully fund all four projects that scored a 74 in the 2017 ATP. Therefore, Commission staff used the secondary ranking system set forth in the Commission's adopted 2017 ATP guidelines to recommend projects for programming. The secondary ranking system prioritizes infrastructure projects first and then prioritizes projects that demonstrate the greatest potential for increased walking and biking. Based on this secondary ranking system, the first two highest scoring projects are recommended for programming, leaving a remaining balance of $4,500,000. The project that ranked third, the Los Positas and Modoc Roads Class I Construction project in the City of Santa Barbara, requested ATP funds of $15,556,000 to fund design ($500,000), and construction ($15,056,000). Since there is insufficient remaining programming capacity to fully fund all phases of this project, Commission staff consulted with the City. Based on this consultation, Commission staff recommends programming $500,000 to the Los Positas and Modoc Roads Class I Project for the design phase only and programming the remaining capacity to fully fund the next two highest ranking projects.

The Commission's adoption of the 2017 ATP Augmentation – Statewide and Small Urban & Rural Components is not authorization to begin work on a project. Contracts may not be awarded nor work begin until an allocation is approved by the Commission for a project in the adopted program.

BACKGROUND:

Enabling Legislation

Legislation creating the ATP was signed by the Governor on September 26, 2013. SB 1, signed by the Governor on April 28, 2017, directs $100 million annually from the Road Maintenance and Rehabilitation Account to the ATP beginning in the 2017-18 fiscal year.

ATP Augmentation

The 2017 ATP Augmentation is funded from the approximately $200 million in state funds authorized by SB 1 that are allocated from the Road Maintenance and Rehabilitation Account to the ATP in fiscal years 2017-18 and 2018-19. While the initial programming capacity for the 2017 ATP Augmentation is in fiscal years 2017-18 and 2018-19, fiscal years 2019-20 and 2020-21 programming capacity became available as previously programmed projects requested advancement into fiscal years 2017-18 and 2018-19.

Funding for the 2017 ATP Augmentation was made available only to:

- Projects programmed in the adopted 2017 ATP that can be delivered earlier than currently programmed.
- Projects that applied for funding in the 2017 ATP but were not selected for funding.

Under state law, the Commission adopts the Active Transportation Program. The Commission adopted the 2017 ATP program guidelines in March, the program fund estimate in May and a revised program fund estimate in October. For the 2017 ATP Augmentation the Commission adopted guidelines and the fund estimate on June 28, 2017. Project applications were due on or before June 15, 2016. Applications were received for 232 projects, requesting over $500 million of ATP funds.

The 2017 ATP Augmentation covers fiscal years 2017-18 and 2018-19 with $192 million in funding capacity for the following program components:

- Statewide (50% or $96 million)
- Small Urban & Rural (10% or $19.2 million)
- Large Metropolitan Planning Organization (MPO) (40% or $76.8 million)

The staff recommendations are based primarily on:

- Funding levels identified in the 2017 ATP Augmentation Fund Estimate;
- Evaluation team project scores;
- Deliverability
- Statutory requirements; and
- Commission policies as expressed in the ATP guidelines.

Evaluation Process
The Commission staff reviewed each submittal to ensure eligibility for the 2017 ATP Augmentation. A log of submittals received was posted on the Commission's ATP webpage. Commission staff requested that Caltrans Local Assistance review all of the submittals that received a score of 70 or above for deliverability. Caltrans noted if each project would likely be delivered as submitted, would likely need a time extension, or if the deliverability was at risk. Per the 2017 ATP Augmentation guidelines, selection criteria consisted of score, deliverability, and programming capacity.

Large MPO Component
Recommendations for programming projects in the ATP Large MPO component will be brought forward for consideration at the December 2017 Commission meeting consistent with the adopted 2017 ATP Augmentation guidelines.

ATTACHMENTS

1. Project Lists

The tables on the following pages include projects recommended for the Statewide and Small Urban & Rural components.

- **Statewide Component, Staff Recommendation**. Includes the proposed new programming for the Statewide Augmentation component in consensus score order.

- **Small Urban & Rural Component, Staff Recommendation**. Includes the proposed new programming for the Small Urban & Rural Augmentation component in consensus score order.

2. **Correspondence**

2017 Active Transportation Program Augmentation - Statewide Component
Staff Recommendations
($1,000's)

Application ID	Co	Project Title	DAC	SOF	Total Project Cost	Recommended ATP Funding	17-18	18-19	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SRTS	REC TR	Final Score
2017 ATP Funded Projects Requesting Advances																			
7-Paramount-1	LA	West Santa Ana Branch Bikeway Phase 2	X	X	4,550	3,423	345	3,078	0	0	3,078	0	0	345	0	Infrastructure			99.00
4-Oakland-4	ALA	14th Street: Safe Routes in the City	X		13,939	10,578	0	1,235	9,343	0	9,343	0	0	1,235	0	Infrastructure			95.00
9-Kern County Road Department-6	KER	Boron/Desert Lake Pedestrian Path	X	X	2,319	1,971	461	1,510	0	0	1,510	0	0	268	193	Infrastructure	X		95.00
7-Los Angeles DPW (Bureau of Engineering)-4	LA	Jefferson Boulevard Complete Street	X	X	6,336	5,986	925	5,061	0	0	5,061	0	600	325	0	Infrastructure	X		95.00
8-Moreno Valley-1	RIV	Juan Bautista De Anza Trail Gap Closure	X	X	3,149	2,849	275	2,574	0	0	2,574	0	90	160	25	Infrastructure	X		94.00
6-Kern County Road Department-1	KER	Rexland Acres Community Sidewalk	X	X	6,376	5,640	375	5,265	0	0	4,519	0	25	746	350	Infrastructure	X		93.00
3-Yuba County-2	YUB	Eleventh Avenue Pedestrian and Bicyclist Route Improvements	X	X	1,701	1,505	227	1,278	0	0	1,253	25	57	170	0	Combination	X		92.00
7-SCAG-4	LA	Southern California Disadvantaged Communities Planning Initiative	X	X	1,350	1,150	1,150	0	0	0	0	1,150	0	0	0	Plan			91.00
4-Oakland-1	ALA	Fruitvale Alive Gap Closure	X	X	8,241	5,850	850	5,000	0	0	5,000	0	0	800	50	Infrastructure			90.00
7-Lancaster-2	LA	2020 Safe Route To School Pedestrian Improvements	X	X	7,443	5,272	0	5,272	0	0	5,272	0	0	0	0	Infrastructure	X		90.00
8-La Quinta-1	RIV	La Quinta Village Complete Streets - A Road Diet	X	X	9,533	7,313	0	7,313	0	0	7,313	0	0	0	0	Infrastructure	X		90.00
5-Santa Barbara-2	SB	Eastside Green Lanes & Bike Boulevard Gap Closure	X		2,763	2,736	73	207	18	2,438	2,438	0	73	207	18	Infrastructure	X		90.00
8-Desert Hot Springs-1	RIV	Palm Drive Bicycle and Pedestrian Improvement	X	X	965	772	0	772	0	0	772	0	0	0	0	Infrastructure	X		89.50
4-Sonoma-Marin Area Rail Transit District (SMART)-1	SON	SMART Pathway - Petaluma (Payran to Southpoint)	X	X	3,272	1,461	1,461	0	0	0	1,461	0	0	0	0	Infrastructure	X		89.00
7-Compton-1	LA	Compton-Carson Regional Safe Bicycling and Wayfinding	X	X	1,868	1,617	0	1,617	0	0	1,617	0	0	0	0	Infrastructure			88.00
3-Yuba County-1	YUB	McGowan Parkway Bicycle Lane and Pedestrian Route Improvements	X		1,559	1,246	216	0	1,030	0	1,000	30	54	162	0	Combination	X		88.00
12-Santa Ana-2*	ORA	City of Santa Ana - First Street Pedestrian Improvements	X		4,572	4,572	0	540	4,032	0	4,032	0	10	530	0	Infrastructure	X		88.00
		Totals Funded Projects Requesting Advances			**79,936**	**63,941**	**6,358**	**40,722**	**14,423**	**2,438**	**56,243**	**1,205**	**909**	**4,948**	**636**				
* Applicant received $19,000 less than requested in the 2017 ATP. This $19,000 was restored from 2017 ATP Augmentation Funds																			
New Projects Recommended for Funding																			
11-Imperial Beach-1	SD	Imperial Beach Boulevard Improvement and Safe Routes to Schools	X	X	5,175	2,570	312	2,258	0	0	2,193	65	0	303	9	Combination	X		88.00
4-San Francisco Municipal Transportation Agency-5	SF	Geneva Ave Pedestrian and Bicycle Safety Improvement	X	X	9,987	2,350	2,350	0	0	0	2,350	0	0	0	0	Infrastructure			88.00
3-Davis-1	YOL	Providing Safe Passage: Connecting Montgomery Elementary and Olive Drive	X		4,425	3,540	412	0	3,128	0	3,128	0	0	380	32	Infrastructure	X		86.50
4-Sunnyvale-1	SCL	Sunnyvale Safe Routes to School Improvements	X		2,362	1,889	0	380	1,509	0	1,509	6	56	318	0	Combination	X		86.00
10-Stockton-4	SJ	Miner Avenue Complete Streets	X	X	5,347	3,816	0	3,816	0	0	3,816	0	0	0	0	Infrastructure			85.00
3-Roseville-2	PLA	Washington Boulevard Bikeway and Pedestrian Pathways	X		3,982	2,212	0	0	2,212	0	2,030	182	0	0	0	Combination	X		85.00
8-Riverside County Transportation Department-3	RIV	Cabazon Safe Routes to School Sidewalk Safety Improvements	X		1,120	1,070	282	788	0	0	788	0	0	122	160	Infrastructure	X		85.00

2017 Active Transportation Program Augmentation - Statewide Component
Staff Recommendations
($1,000's)

Application ID	Co	Project Title	DAC	SOF	Total Project Cost	Recommended ATP Funding	17-18	18-19	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SRTS	REC TR	Final Score
3-Citrus Heights-1	SAC	Citrus Heights Electric Greenway (Class 1 Multi-Use Trail)	X		7,015	5,866	0	311	5,555	0	5,525	30	0	246	65	Combination	X	X	84.00
3-El Dorado County-1	ED	El Dorado Trail - Missouri Flat Road to El Dorado	X	X	4,394	3,419	3,419	0	0	0	3,374	45	0	0	0	Combination		X	84.00
8-Riverside County Transportation Department-4	RIV	Clark Street SR2S Sidewalk and Intersection Safety Improvements	X	X	2,945	684	0	684	0	0	684	0	0	0	0	Infrastructure	X		84.00
10-Patterson-1	STA	Ninth Street Improvements	X	X	907	907	75	832	0	0	764	0	75	68	0	Infrastructure	X		84.00
6-Tulare County-8	TUL	County of Tulare: Earlimart Sidewalk Improvements	X	X	1,973	1,868	180	1,688	0	0	1,688	0	0	180	0	Combination	X		84.00
4-East Bay Regional Park District-2	ALA	Doolittle Drive Bay Trail, Martin Luther King Jr. Shoreline, Oakland	X	X	7,950	4,000	500	3,500	0	0	3,500	0	0	250	250	Infrastructure			83.00
3-Placerville-1	ED	Upper Broadway Pedestrian Connection	X	X	2,206	1,886	500	1,386	0	0	1,386	0	0	173	327	Infrastructure			83.00
8-Indio-1	RIV	Herbert Hoover Elementary Pedestrian Improvements	X		2,983	2,983	100	240	0	2,643	2,638	5	100	240	0	Combination	X		83.00
8-Hemet-1	RIV	Hemet Valley Bikeway Connect	X		2,288	2,288	0	200	2,088	0	1,990	98	0	200	0	Combination	X		83.00
8-Perris-1	RIV	Perris Valley Storm Drain Channel Trail - Phase 2	X		3,204	3,004	237	524	0	2,243	2,243	0	237	287	237	Infrastructure			83.00
5-Guadalupe-1	SB	Guadalupe Street (Hwy 1) Pedestrian Improvements	X	X	458	401	0	401	0	0	401	0	0	0	0	Infrastructure			83.00
4-Pittsburg-2	CC	Pittsburg Active Transportation and Safe Routes Plan (WalkBikePittsburg2035)	X	X	312	312	312	0	0	0	312	0	0	0	0	Plan			82.00
6-Fresno-4	FRE	Downtown Fresno Courthouse Park Interconnectivity Project	X	X	915	809	28	781	0	0	715	0	28	66	0	Infrastructure			82.00
7-Glendale-1	LA	Glendale Transportation Center 1st/Last Mile Regional Improvements Phase II	X	X	1,301	1,101	172	929	0	0	929	0	43	129	0	Infrastructure			82.00
7-Palmdale-1	LA	City of Palmdale - Civic Center Complete Streets	X		2,564	1,700	66	212	0	1,422	1,422	0	66	212	0	Infrastructure			82.00
7-Rosemead-1	LA	SR2S Sidewalk Gap Closure on Delta Avenue	X		1,175	1,100	0	0	1,100	0	1,100	0	0	0	0	Infrastructure	X		82.00
7-Santa Monica-2	LA	Active Aging - Safe Routes for Seniors		X	500	400	0	400	0	0	0	400	0	0	0	Non-Infrastructure			82.00
10-Angels Camp-1	CAL	Route 49 Sidewalk Infill and Bike Lanes, Angels Camp	X	X	1,985	1,985	165	1,820	0	0	1,820	0	0	0	165	Infrastructure	X		81.00
6-Kern County Road Department-2	KER	Virginia Street Pedestrian Path Project	X		2,456	2,173	22	420	0	1,731	1,731	0	22	354	66	Infrastructure	X		81.00
10-Merced County PW-2	MER	Plainsburg Road Complete Street Upgrade	X		1,688	1,671	76	200	0	1,395	1,351	44	76	200	0	Combination	X		81.00
5-Monterey County Resource Management Agency DPW-2	MON	Las Lomas Drive Bicycle Lane & Pedestrian Project	X		3,168	2,894	0	368	0	2,526	2,431	0	98	270	95	Infrastructure			81.00
3-Sacramento County-1	SAC	Folsom Boulevard Complete Street Improvements, Phase 1	X		5,001	4,180	532	176	3,472	0	3,472	0	0	532	176	Infrastructure			81.00
8-Big Bear Lake-1	SBD	Alpine Pedal Path Rathbun Creek Extension - Big Bear Lake	X	X	986	788	0	788	0	0	788	0	0	0	0	Infrastructure	X		81.00
8-Ontario-1	SBD	Sultana Elementary and De Anza Middle School Pedestrian Improvements	X		1,506	1,278	178	0	1,100	0	1,100	0	0	136	42	Infrastructure	X		81.00
6-Tulare County-1	TUL	Allensworth Elementary Sidewalk Improvements	X	X	313	260	0	260	0	0	260	0	0	0	0	Combination	X		81.00
7-Norwalk-1	LA	Alondra Active Transportation Improvement	X		973	963	12	138	0	813	813	0	12	138	0	Infrastructure			80.50
10-Sonora-1	TUO	Red Church Pedestrian and Circulation Improvement	X	X	815	722	76	646	0	0	646	0	0	67	9	Infrastructure	X		80.50
7-Baldwin Park-3	LA	Walnut Creek-San Gabriel River East Bank Greenway & Neighborhood Connections	X		2,193	1,355	0	0	1,355	0	573	782	0	0	0	Combination			80.00
10-Merced County PW-1	MER	Delhi Community Pedestrian and Bike Connectivity Project	X		1,531	1,531	266	0	1,265	0	1,221	44	88	178	0	Combination	X		80.00

2017 Active Transportation Program Augmentation - Statewide Component
Staff Recommendations
($1,000's)

Application ID	Co	Project Title	DAC	SOF	Total Project Cost	Recommended ATP Funding	17-18	18-19	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SRTS	REC TR	Final Score
8-Temecula-1	RIV	Santa Gertrudis Creek Pedestrian and Bicycle Trail Extension and Interconnect	X	X	4,761	3,759	189	3,570	0	0	3,570	0	189	0	0	Combination			80.00
8-Apple Valley-2	SBD	Bear Valley Road Class 1 Bike Path Connector	X	X	999	792	792	0	0	0	792	0	0	0	0	Infrastructure			80.00
8-Apple Valley-1	SBD	Apple Valley South - Safe Routes to School	X	X	4,294	3,470	333	3,137	0	0	3,137	0	0	333	0	Infrastructure	X		80.00
11-Chula Vista-1	SD	Class 2 Bike Lanes on Broadway in Chula Vista, CA	X	X	1,466	851	104	747	0	0	747	0	0	104	0	Infrastructure			80.00
11-El Cajon-2	SD	Cajon Valley Union School District SRTS Plan (Phase 2)	X	X	500	500	500	0	0	0	0	500	0	0	0	Plan			80.00
11-Encinitas-1	SD	Santa Fe Drive Corridor Bike and Pedestrian Improvements			1,142	996	41	0	173	782	742	40	41	148	25	Combination	X		80.00
11-National City-1	SD	National City Safe Routes to School Pedestrian Enhancements	X		2,028	1,678	0	0	1,678	0	1,678	0	0	0	0	Infrastructure	X		80.00
2-Redding-3	SHA	West Street Area School Safety Improvements	X		3,196	2,538	400	0	2,138	0	2,138	0	400	0	0	Infrastructure	X		80.00
8-Riverside County DPH-4	RIV	Riverside County SRTS Program, Lake Elsinore	X	X	625	500	0	500	0	0	0	500	0	0	0	Non-Infrastructure	X		80.00
4-Berkeley-3	ALA	Sacramento Street Complete Streets Improvements	X		1,814	1,542	0	185	1,357	0	1,357	0	0	185	0	Infrastructure			79.00
1-Humboldt County PW-2	HUM	McKinleyville Safe Routes to School Program	X		612	612	25	52	535	0	490	45	25	40	12	Combination	X		79.00
6-Arvin-1	KER	Franklin Street Pedestrian and Bicycle Infrastructure Improvements	X		350	350	0	0	50	300	300	0	5	45	0	Infrastructure	X		79.00
7-Los Angeles Co Dept. of PW-5	LA	Puente Creek Bikeway	X		3,700	2,960	0	400	0	2,560	2,360	200	0	400	0	Combination	X		79.00
9-Mono County-1	MONO	Mono County Complete Streets: Bridgeport Main Street Revitalization	X	X	434	434	23	43	368	0	368	0	23	43	0	Infrastructure	X		79.00
12-Buena Park-1	ORA	Buena Park School District Safe Routes to School (SRTS) Improvements	X		1,654	1,644	50	166	1,428	0	1,428	91	50	75	0	Combination	X		79.00
8-Riverside-1	RIV	La Sierra Neighborhood Sidewalk Improvements	X	X	1,215	999	0	0	0	999	999	0	0	0	0	Infrastructure			79.00
3-Sacramento-5	SAC	Two Rivers Trail (Phase II)	X	X	6,361	3,333	0	3,333	0	0	3,333	0	0	0	0	Infrastructure		X	79.00
8-Fontana-1	SBD	Fontana Safe Routes to Schools Pedestrian Improvements	X		1,918	1,918	10	157	191	1,560	1,556	4	10	157	191	Combination	X		79.00
		Totals New Projects			**135,172**	**98,851**	**12,739**	**36,436**	**30,702**	**18,974**	**85,686**	**3,081**	**1,644**	**6,579**	**1,861**				

CON: Construction Phase
DAC: Benefit to Disadvantaged Communities
PA&ED: Environmental Phase
Plan: Active Transportation Plan
PS&E: Plans, Specifications & Estimate Phase
REC TR: Recreational Trails Eligible
ROW: Right-of-Way Phase
SRTS: Safe Routes to School

2017 Active Transportation Program Augmentation - Small Urban Rural Component
Staff Recommendations
($1,000's)

Application ID	Co	Project Title	DAC	SOF	Total Project Cost	Recommended ATP Funding	17-18	18-19	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SRTS	REC TR	Final Score
2017 ATP Funded Projects Requesting Advances																			
5-Santa Barbara County Association of Governments-1	SB	Rincon Multi-use Trail	X		7,828	6,833	802	0	6,031	0	6,031	0	0	322	480	Infrastructure			87.00
1-Humboldt County PW-1	HUM	Fortuna & McKinleyville Active Transportation Education Program	X	X	595	595	595	0	0	0	0	595	0	0	0	Non-Infrastructure			86.00
1-Lakeport-1	LAK	Hartley Street Safe Route to School Project	X	X	1,874	1,852	30	1,822	0	0	1,667	0	30	155	0	Infrastructure	X		85.00
5-Monterey County-1	MON	Via Salinas Valley: An Active Transportation Education Program	X	X	1,158	964	0	964	0	0	0	964	0	0	0	Non-Infrastructure			85.00
2-Redding-1*	SHA	Bechelli Lane & Loma Vista Active Transportation Corridor Improvements	X		8,421	6,740	0	0	0	6,740	6,740	0	0	0	0	Infrastructure	X		83.00
		Total Funded Projects Requesting Advances			**19,876**	**16,984**	**1,427**	**2,786**	**6,031**	**6,740**	**14,438**	**1,559**	**30**	**477**	**480**				

* Applicant received $786,000 less than requested in the 2017 ATP. This $786,000 was restored from 2017 ATP Augmentation Funds

New Projects Recommended for Funding																			
1-Blue Lake-1	HUM	Blue Lake Annie & Mary Trail, Phase 1	X	X	983	976	120	856	0	0	777	6	120	63	10	Combination			78.00
5-San Luis Obispo County-4	SLO	Oceano Elementary Safe Routes to School	X		621	422	0	89	333	0	333	0	11	70	8	Infrastructure	X		77.00
5-Santa Cruz-1	SCR	San Lorenzo Riverwalk Lighting	X		952	952	0	0	95	857	857	0	20	75	0	Infrastructure			75.00
5-San Luis Obispo County-7	SLO	Templeton - Atascadero Pathway	X		5,848	3,288	0	0	120	3,168	3,168	0	0	0	120	Infrastructure	X		75.00
5-Monterey County Resource Management Agency DPW-1	MON	Moss Landing Segment Bicycle/Pedestrian Path & Bridge	X	X	13,427	7,587	7,587	0	0	0	7,587	0	0	0	0	Infrastructure		X	74.00
5-Watsonville-2	SCR	Lincoln Street Safety Improvements	X		661	633	133	62	438	0	438	100	33	62	0	Combination			74.00
5-San Luis Obispo-1	SLO	SLO Regional Rideshare Safe Routes to School Learn-By-Doing	X		379	319	0	0	319	0	0	319	0	0	0	Non-Infrastructure			74.00
5-Santa Barbara-1	SB	Las Positas and Modoc Roads Class I Construction		X	17,106	500	500	0	0	0	0	0	0	500	0	Infrastructure	X		74.00
3-Paradise-1	BUT	ATP Gap Closure Complex	X	X	4,995	3,787	3,787	0	0	0	3,787	0	0	0	0	Infrastructure			73.00
		Totals New Projects			**44,972**	**18,464**	**12,127**	**1,007**	**1,305**	**4,025**	**16,947**	**425**	**184**	**770**	**138**				

CON: Construction Phase
DAC: Benefit to Disadvantaged Communities
PA&ED: Environmental Phase
Plan: Active Transportation Plan
PS&E: Plans, Specifications & Estimate Phase
REC TR: Recreational Trails Eligible
ROW: Right-of-Way Phase
SRTS: Safe Routes to School

CITY MANAGER'S OFFICE
23 Russell Boulevard – Davis, California 95616
TDD: 530/757-5666
City Clerk: 530/757-5648 – FAX: 530/753-4345
Human Resources: 530/757-5644 – FAX: 530/753-1224

Davis
California

September 8, 2017

RECD BY CTC
SEP 18 2017

Laurie Waters
Associate Deputy Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Ms. Waters,

The City of Davis expresses our gratitude for the California Transportation Commission's recommendation for funding $3.5 million for our project titled, "Providing Safe Passage: Connecting Montgomery Elementary and Olive Drive." The City is excited to be included in the group of worthy projects recommended for funding in the 2017 Active Transportation Program Augmentation.

We are confident our project will substantially improve connectivity for the disadvantaged community on Olive Drive, reducing the designated Safe Route to School travel distance from over 2.5 miles which requires crossing the City's busiest street, to 1.5 miles the majority of which is via off-street multi-use paths. The project will also provide this isolated neighborhood bike/ped access to previously unreachable destinations for everyday necessities such as groceries, medicine, the post office, the Department of Motor Vehicles, and more.

Davis is well-known for its commitment to bicycling, resulting in our Platinum-level certification by the League of American Bicyclists. However, continuing to demonstrate leadership in bicycling infrastructure has proven a challenge as the many projects we aspire to construct are beyond the City's financial means. Thus, the importance of funding programs such as the Active Transportation Program cannot be overstated as it enables Davis to develop inclusive, innovative active transportation solutions that other communities can emulate.

Once again, the City of Davis extends our appreciation to the California Transportation Commission for recommending our project for funding. We look forward to beginning this project in the near future!

Sincerely,

Dirk Brazil
City Manager

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 4.11
Action

Published Date: October 6, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Laurie Waters
Associate Deputy Director

Subject: **ADOPTION OF THE 2017 ACTIVE TRANSPORTATION PROGRAM AUGMENTATION REGIONAL GUIDELINES – TAHOE METROPOLITAN PLANNING ORGANIZATION (RESOLUTION G-17-34)**

ISSUE:

Senate Bill 99 (Chapter 359, Statutes of 2013) allows the Commission to adopt separate guidelines for administering the metropolitan planning organization (MPO) competitive component of the Active Transportation Program (ATP). The Tahoe Metropolitan Planning Organization (TMPO), requests that the Commission adopt regional guidelines for use in administering their MPO competitive selection process for the 2017 ATP Augmentation.

RECOMMENDATION:

Staff recommends that the Commission adopt the 2017 ATP Augmentation Regional Guidelines proposed by TMPO as set forth in Resolution G-17-34 and the attached TMPO guidelines.

BACKGROUND:

The Commission adopted statewide guidelines for administering the 2017 Active Transportation Program Augmentation on June 28, 2017. While the statewide guidelines may be used for administering the MPO competitive component of the Active Transportation Program, the MPOs charged with programming funds in the MPO competitive component were provided discretion in Senate Bill 99 to develop regional guidelines with regard to project selection. Guidelines prepared by the MPOs and adopted by the Commission may differ from the Commission's adopted statewide guidelines in the following areas:

- Supplemental call for projects
- Definition of disadvantaged community
- Match requirement
- Selection criteria and weighting
- Minimum project size
- Target funding amounts for certain project types

Since the ATP's inception, the MPO competitive component has consisted of the state's nine MPOs in urban areas with populations greater than 200,000. However, the Fixing America's Surface Transportation (FAST) Act, signed by President Obama on December 4, 2015, designated the Lake Tahoe Bi-State MPO as an MPO with an urban area greater than 200,000. This designation means that the Tahoe Metropolitan Planning Organization (TMPO) now receives a share of the MPO competitive component.

To administer their regional 2017 ATP Augmentation programs, the original nine large MPOs are selecting projects from the applications that were submitted in the 2017 ATP and/or conducting a supplemental call for projects based on their regional 2017 ATP guidelines. Because TMPO was not included as a large MPO during the 2017 ATP they do not have adopted regional guidelines or a group of project applications to select from. Therefore, TMPO is requesting that the Commission adopt the attached TMPO 2017 Augmentation ATP Guidelines. TMPO also has notified Commission staff of their intention to conduct a supplemental call for projects.

Staff reviewed TMPO's proposed guidelines with respect to the areas for which the Commission provided flexibilities and found those areas consistent with the statewide ATP guidelines. TMPO's guidelines differ from the 2017 ATP Guidelines in the following areas:

- Supplemental call for projects
- Minimum project size of $40,750
- Project selection criteria involves the following weighted scoring
    - Work-plan and Timeline
    - Demonstrated Need
    - Project Performance Assessment
    - Potential for Project Success
    - Matching Funds

None of the other large MPOs are proposing changes to the 2017 ATP Augmentation guidelines or their 2017 ATP regional guidelines.

Attachments:

Attachment A: Resolution G-17-34
Attachment B: Tahoe Metropolitan Planning Organization 2017 Augmentation Active Transportation Program Guidelines

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2017 Active Transportation Program Augmentation Regional Guidelines – Tahoe Metropolitan Planning Organization
October 18-19, 2017

RESOLUTION G-17-34

1.1 **WHEREAS,** the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking, and

1.2 **WHEREAS,** Senate Bill 1, signed by the Governor on April 28, 2017, directs $100 million annually from the Road Maintenance and Rehabilitation Account for the ATP beginning in the 2017-18 fiscal year; and

1.3 **WHEREAS,** the Commission adopted 2017 ATP Augmentation Guidelines on June 29, 2017 with applicability to the policies and procedures for the use of 2017-18 and 2018-19 fiscal year funding from the Road Maintenance and Rehabilitation Account for the ATP; and

1.4 **WHEREAS,** Streets and Highways Code Section 2382(k) allows the Commission to adopt separate guidelines for the metropolitan planning organizations charged with allocating funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection, and

1.5 **WHEREAS,** the Active Transportation Program Guidelines (Resolution G-16-07) requires the Commission to adopt a metropolitan planning organization's use of different project selection criteria or weighting, minimum project size, match requirement, definition of disadvantaged communities, or target funding amount for certain project types, and

1.6 **WHEREAS,** metropolitan planning organization guidelines were submitted by the Tahoe Metropolitan Planning Organization on September 27, 2017.

1.7 **WHEREAS,** the Commission considered the guidelines submitted by the Tahoe Metropolitan Planning Organization at their October 18-19, 2017 meeting and found the guidelines consistent with the Commission's statewide ATP guidelines, and for those areas that differ from the Commission's guidelines, they are consistent with SB 99, and

2.1 **NOW THEREFORE BE IT RESOLVED** that the Commission adopts the regional guidelines proposed by the Tahoe Metropolitan Planning Organization for administering their 2017 ATP Augmentation metropolitan planning organization competitive program, as presented by Commission Staff on October 18-19, 2017, and

2.2 **BE IT FURTHER RESOLVED** that these guidelines do not preclude any project nomination or any project selection that is consistent with the implementing legislation.

Tahoe Metropolitan Planning Organization
2017 Augmentation Active Transportation Program Guidelines

INTRODUCTION

The Tahoe Metropolitan Planning Organization's (TMPO's) 2017 Active Transportation Program (ATP) Augmentation guidelines are consistent with and support the California Transportation Commission's 2017 ATP guidelines. TMPO's process, specifically its application, evaluation criteria, and evaluation committee do differ slightly from the CTC's process. These processes are described herein, and outlined below. For more general information on the Linking Tahoe: Regional Grant Program, application materials, and submittal instructions, please see the Linking Tahoe Regional Grant Program Guidelines.

1. Applicants can jointly submit their applications as a request for ATP funds as well as Surface Transportation Block Grant (STBG) funds if eligible for both types of funding. These guidelines are part of the Linking Tahoe Regional Grant Program, which currently includes two funding sources – ATP and STBG. Projects will only be funded through the ATP program if they are eligible under the CTC's eligibly requirements.

2. The application is reformatted to meet TMPO's Regional Grant Program needs, fined tuned to be applicable to TMPO's regional transportation plan's goals, and incorporate federal, state, and regional performance measures. The application still meets the CTC requirement of qualifying as a PSR or PSR equivalent (including cost estimate and plans).

3. The application evaluation criteria reflect the goals and performances measures of the TMPO regional transportation plan, which also support the goals and mission of the CTC and Caltrans's Active Transportation program.

4. The Evaluation Committee includes TMPO staff, with oversight from the TMPO governing board. A final recommendation for project awardee(s) will be submitted to the CTC for final approval.

5. As noted in the CTC's 2017 ATP guidelines, MPO's "may use a different minimum funding size." The TMPO has elected to decrease the minimum project size from $250,000 to $40,750, which is 25% of the annual funds competitively distributed by the TMPO.

BACKGROUND

The ATP was created by Senate Bill 99 (Chapter 359, Statues 2013) and Assembly Bill 101(Chapter 354, Statues 2013), to encourage increased use of active modes of transportation, such as walking and biking. The ATP consolidates various transportation programs - including the federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School

programs - into a single program. The program funding is segregated into three components and is distributed as follows:

- 50% to the state for a statewide competitive program;
- 10% to small urban and rural regions with populations of 200,000 or less for the small urban and rural area competitive program, and;
- 40% to Metropolitan Planning Organizations in urban areas with populations greater than 200,000 for the large urbanized area competitive program.

The MPO apportionment is funded through various federal and state funds appropriated in the annual Budget Act. Funds must be awarded and programmed based on a competitive process in accordance with the MPO guidelines. The funds being distributed through the 2017 ATP Augmentation are from the Road Maintenance and Rehabilitation Program created through SB 1.

PROGRAM GOALS

TMPO's goal of the ATP is to support the CTC and Caltrans' active transportation program goals and the implementation of the 2017 Linking Tahoe: Regional Transportation Plan (RTP) by increasing active modes of transportation to provide mobility, social, and environmental improvements. The program targets active transportation projects, including but not limited to bike, pedestrian, and safe routes to schools.

PROGRAM SCHEDULE AND FUNDING

The funding is allocated by the state of California through the CTC and must be awarded to projects located entirely within the California portion of the Tahoe Region. Programming capacity for this cycle is estimated at $163,000 for fiscal years 2017/2018 and 2018/2019. Additionally, the TMPO guidelines will be updated and reapproved by the CTC before the future year call for projects. This cycle of funds must be programmed no later than Spring 2018. There is no local match required on ATP funds, however, applicants that are able to demonstrate a match will have an opportunity to score higher on the application.

ELIGIBILITY OVERVIEW

1. Projects must be listed in the 2017 RTP constrained project list.
2. If a project is recommended for award of ATP funds, the project applicant must fill out a project programming request form before recommendations are sent for approval to the California Transportation Commission. Template located here: http://www.catc.ca.gov/programs/stip.htm. TMPO will work with recommended awardee to fill out this form and can supply the form directly to the applicant when necessary
3. Allocation of funds must follow the 2017 CTC ATP Guidelines and the CTC 2017 ATP Augmentation Guidelines, http://www.catc.ca.gov/programs/ATP/2017/Final_Adopted_2017_ATP_Guidelines.pdf.
4. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual: http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm Additional time should be included in project time line if there is not an existing Master agreement in place to illustrate funds will be obligated and expended in the appropriate fiscal year.
5. All phases of work are eligible: Environmental, Preliminary Engineering, Right of Way, Construction.

ELIGIBLE PROJECTS AND ACTIVITIES

Funds are available for a variety of projects including but not limited to:

1. New bicycle and pedestrian facilities
2. Improvements to existing bikeways and walkways
3. Safe routes to school projects
4. Connectivity of bike paths
5. Education programs to increase active transportation
6. Establishment or expansion of bike share program
7. Installation of traffic control devices to improve safety of pedestrian and bicyclists

INITIAL PROJECT EVALUATION ELIGIBILITY SCREENING

TMPO staff will conduct an initial project screening to determine if a submitted project will proceed to the evaluation process. TMPO staff will use the following screening criterion:

1. The project must be listed in the constrained project list of the 2017 Regional Transportation Plan (RTP). Projects may be contained in a "grouped project" or broader category listing in the RTP. Please contact TMPO staff as necessary to confirm.
2. The project must be ready for programming in the Federal Transportation Improvement Program; ATP Augmentation funds are all state funds, so this wouldn't be necessary unless the project has another federal nexus.
3. The project sponsor must demonstrate technical capacity and reliability for delivering similar projects (scale and complexity).
4. Projects requesting construction funding must have environmental, engineering and right-of-way completed by the time funds are requested.

PROJECT EVALUATION CRITERIA

Team evaluators will review and score applications using the following selection criteria and relative weighting (maximum of 70 points):

Work plan and Timeline. Project application should clearly illustrate the current stage of the project, the delivery work plan, and a detailed project timeline with key milestones demonstrating the capacity to deliver in timely manner.	**15 points**
Demonstrated Need. The applicant should clearly identify the purpose and need of the project and whether the project is located within a disadvantaged community. A disadvantaged community for the Tahoe Region is defined as an area that is below the statewide median household income or is within a 2-mile radius of a school with at least 40% of students eligible for free or reduced priced lunch.	**10 points**
Project Performance Assessment. The applicant will show how the project meets TMPO's goals and performance measures. Please see the attached Transportation Assessment Metrics and complete the questions within each category and all supplemental questions.	**25 points**
Potential for project success. Applicant's ability to carry out project based on: ▪ Readiness of Project ▪ Reasonable work-plan ▪ Coordination with public ▪ Project leadership and council/board endorsement ▪ Available funding to complete and maintain the project	**15 points**
Matching funds. If matching funding are provided, applicant must identify non-federal matching funds. Match is not required for ATP funds. However, project applications that can show match for ATP will be the most competitive.	**5 points**
TOTAL POINTS	**70 points**

IMPLEMENTATION AND OVERSIGHT REQUIREMENTS

Beyond the implementation and oversight requirements set forth in the Linking Tahoe: Regional Grant Program Goals and Criteria, all ATP funded projects must also follow and be aware of the below requirements:

1. Reporting requirements: Implementing agencies receiving ATP funds through the RMRA must follow the project reporting requirements detailed in Section 24 of the 2017 CTC ATP Guidelines. In addition, implementing agencies must include project information signage stating that the project was made possible by SB 1 – The Road Repair and Accountability Act of 2017. Follow the reporting requirements at: http://www.dot.ca.gov/hq/LocalPrograms/atp/documents/2017/Final_Adopted_2017_ATP_Guidelines.pdf

2. Applicants must work with Caltrans District Local Assistance to prepare the Allocation request for the CTC and the Request for Authorization (E76) process for obligation of the funds. Follow the processes in the Caltrans Local Assistance Procedures Manual: http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm

3. To ensure timely use of funds, TMPO shall retain the right to redirect program funding to other agencies and projects so as not to lose funding to the Tahoe Region. For ATP funded projects, TMPO will maintain a project contingency list. If an awarded project is not able to meet funding programming and allocation guidelines and milestones, funding may be moved to a project on the contingency list, with approval from the CTC.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 4.20
Action

Published Date: October 6, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Mitchell Weiss
Deputy Director

Subject: **ADOPTION OF THE 2018 LOCAL PARTNERSHIP PROGRAM GUIDELINES (RESOLUTION G-17-33)**

ISSUE:

Should the California Transportation Commission (Commission) adopt the 2018 Local Partnership Program Guidelines for the program created by the Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), and amended by Assembly Bill (AB) 115 (Ting, Chapter 20, Statutes of 2017) and AB 135 (Committee on Budget, Chapter 255, Statutes of 2017)?

RECOMMENDATION:

Staff recommends the Commission adopt the 2018 Local Partnership Program Guidelines and permit staff to make technical, non-substantive changes to the proposed guidelines. The Draft Local Partnership Program Guidelines are provided as Attachment A. Modifications to the draft guidelines presented at the August 16, 2017 Commission meeting are highlighted in yellow. Modifications to the draft guidelines released for discussion at the September 25, 2017 workgroup meeting are in bold.

BACKGROUND:

On April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), creating the Local Partnership Program to provide funding to jurisdictions that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely to transportation improvements. SB 1 requires the Commission to adopt guidelines for the Local Partnership Program by January 1, 2018.

AB 115, chaptered on June 27, 2017, provided clarification on the jurisdictions eligible for Local Partnership Program funds and expanded project eligibility to "other transportation improvement projects." AB 135, chaptered on September 16, 2017, allows the guidelines for the Local Partnership Program to include provisions for jurisdictions to seek Commission approval of a letter of no prejudice, allowing for the expenditures of local funds prior to a Commission allocation.

Following adoption of the Commission's implementation plan for SB 1 on May 17, 2017, Commission staff began the guidelines development process for the new and existing programs authorized by SB 1. On June 8th the Commission held an Implementation Kickoff Forum and on June 9th the Commission held its first guidelines development workshop. Since the initial kick-off meeting and workshop, Commission staff has engaged stakeholders, local and regional transportation agencies and government partners to discuss and develop the framework for the Local Partnership Program Guidelines.

Early communication feedback repeatedly emphasized the desire by stakeholders for the Commission to implement the Local Partnership Program consistent with the Proposition 1B (2006) State-Local Partnership Program. Therefore, the Proposition 1B State-Local Partnership Program Guidelines were consulted during development of the Draft Local Partnership Program Guidelines.

Six workshops have been held in multiple locations throughout the state and guideline drafts were released on August 11, 2017 and September 25, 2017. Staff has also received and considered comments received via email, telephone, and written correspondence throughout the workshop phases. Comment letters are included with this memorandum as Attachment C.

While general consensus has been reached on most issues, staff was unable to obtain consensus regarding the distribution of formulaic funds to jurisdictions with voter imposed sales taxes dedicated to transportation. Pursuant to AB 268 (Chapter 756, Statutes of 2008), the Proposition 1B State-Local Partnership Program used revenue to determine a north/south funding distribution, and revenue to distribute shares based on voter approved tolls and parcel taxes, but used population to distribute shares to counties and cities with voter-approved sales taxes. However, unlike during the time period in which Proposition 1B was enacted, now there are several counties with multiple voter-approved sales taxes.

At one of the first workshops, it was suggested that a distribution based on revenue would more fairly reward jurisdictions in which voters have approved multiple sales taxes. In general, counties with multiple sales tax initiatives prefer the distribution to be based on revenues, while counties with a single sales tax initiative or that generate relatively less revenue prefer a population based approach. Staff proposed a formula based half on population and half on revenue, however, there was minimal support for this middle-of-the-road alternative. Given this impasse, staff is recommending a distribution based on population.

The following are key similarities between the proposed guidelines for the Local Partnership Program and the guidelines for the Proposition 1B State-Local Partnership Program:

- Formulaic program limited to voter-approved transportation taxes, tolls and fees.
- Formulaic North/South split based on revenue.
- Formulaic distribution to self-help counties and cities based on population.

Key differences between the proposed guidelines for the Local Partnership Program and the guidelines for the Proposition 1B State-Local Partnership Program are outlined in the table below:

Local Partnership Program **SB 1 ▪ AB 115 ▪ AB 135**	***State-Local Partnership Program*** ***Proposition 1B (2006)*** **▪ AB 268 (2008)**
Formulaic Program – 50% • Minimum of $100,000 • Formula share to each countywide taxing authority	*Formulaic Program – 95%* • *No minimum* • *Single countywide funding share*
Competitive Program – 50% • Funding available for areas without formula funding shares based on relative revenue of applicants with a minimum of $5 million available	*Competitive Program – 5%* • *Higher priority to projects nominated by agencies that are located in areas without formula funding shares*
Match: • One-to-one except jurisdictions with a voter approved tax or fee which generates less than $100,000 annually need only provide a match equal to 50% of the requested Local Partnership Program funds • Match may be from any funds that are not allocated by the Commission on a project specific basis except the STIP	*Match:* • *One-to-one* • *Match must be from voter-approved transportation taxes and tolls, and imposed fees*
Components funded: • Formulaic program – All • Competitive program – Construction only	*Components funded:* • *Formulaic program - Construction only* • *Competitive program - Construction only*

Eligible Projects:
• In addition to the eligibilities specified in the Proposition 1B State-Local Partnership Program:
  o Soundwalls
  o Road maintenance and rehabilitation
  o Other transportation improvements
	Eligible Projects:
	• *Statutory list of projects with a useful life of at least 15 years*

Local Partnership Program **SB 1 ▪ AB 115 ▪ AB 135**	***State-Local Partnership Program*** ***Proposition 1B (2006)*** **▪ AB 268 (2008)**

Incentive Program
• New or Renewed Sales Tax Initiatives
  o ≥ 1/4 Cent
  o Minimum of 10 years
  o Amount based on estimated revenue
  o Minimum: $100,000
  o Maximum: $5,000,000
  o Not to exceed $20,000,000 per year
	Incentive Program
	• *None*

Competitive Program Project Selection • Consideration to geographic balance over multiple programming cycles • Minimum funding amounts based on jurisdiction size • Compare projects based on the population of the jurisdiction across which the tax or fee is applied	*Competitive Program Project Selection* • *Consideration to geographic balance* • *Maximum funds request $1 million.*
Supplanting funds on programmed projects • Formulaic Program: Allowed so long as at least one-to-one match is maintained and funds are not yet expended • Competitive Program - Not allowed	*Supplanting funds on programmed projects* • *Allowed so long as at least one-to-one match is maintained and funds are not yet expended*

Attachments:

Attachment A: 2018 Local Partnership Program Guidelines
Attachment B: Resolution G-17-33
Attachment C: Correspondence

Reference No.: 4.2
October 18-19, 2017
Attachment B

CALIFORNIA TRANSPORTATION COMMISSION

Adoption of the 2018 Local Partnership Program

Resolution G-17- 33

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, creating the Local Partnership Program to provide funding to jurisdictions that have sought and received voter approved taxes and imposed fees for road maintenance and rehabilitation and other transportation improvement projects; and

1.2 **WHEREAS,** On June 27, 2017, the Governor signed Assembly Bill (AB) 115 (Ting, Chapter 20, Statutes of 2017) which clarified language in SB 1 regarding local and regional transportation agency eligibility and expanded the types of projects eligible for program funding; and

1.3 **WHEREAS,** SB 1 requires the Commission, in cooperation with the Department of Transportation (Department), transportation planning agencies, county transportation commissions, and other local agencies, to develop the guidelines by January 1, 2018 that are a complete and full statement of the policy, standards, and criteria that the Commission intends to use to determine how Local Partnership Program funds will be allocated; and

1.4 **WHEREAS,** the Commission held six workshops in multiple locations throughout the state and worked collaboratively with the Department, transportation planning agencies, county transportation commissions, other local agencies, and other stakeholders to develop the 2018 Local Partnership Program Guidelines.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission adopts the attached 2018 Local Partnership Program Guidelines; and

2.2 **BE IT FURTHER RESOLVED,** that the purpose of these guidelines is to identify the Commission's policy and expectations for the Local Partnership Program and to provide a complete and full statement of the policy, standards, and criteria that the Commission intends to use to determine how Local Partnership Program funds will be allocated; and

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

2.4 **BE IT FURTHER RESOLVED,** that these guidelines do not preclude any project nomination or any project selection that is consistent with the implementing legislation; and

2.5 **BE IT FURTHER RESOLVED,** that the Commission directs staff to post these guidelines to the Commission's website.

2018
LOCAL PARTNERSHIP PROGRAM

GUIDELINES

DRAFT

October 6, 2017

California Transportation Commission

CALIFORNIA TRANSPORTATION COMMISSION
2018
LOCAL PARTNERSHIP PROGRAM GUIDELINES

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Introduction

1. Background

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. The Local Partnership Program was subsequently amended by Assembly Bill (AB) 115 (Chapter 20, Statutes of 2017) **and AB 135 (Committee on Budget, Chapter 255, Statutes of 2017)**.

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 for the development, adoption and management of the 2018 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 and conducting at least one public hearing. 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.

2. Program Objectives

The objective of the Local Partnership Program is to reward ~~**"self-help"**~~ counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements **or that have enacted fees solely dedicated to transportation** [**based on** Government Code Section 8879.66(b)(1)]. Consistent with the intent behind SB 1, the Commission intends this program to balance the need to direct increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding [SB 1 section 1(l)].

3. Program Schedule

The following schedule lists the major milestones for the development and adoption of the 2018 Local Partnership Program:

Draft Guidelines Presented to the Commission	August 16, 2017
Commission Adoption of Guidelines	October 18-19, 2017
Call for Project Applications	October 20, 2017

Formulaic Program:

Agencies Submit Voter Approval Information	October 27, 2017
Publish Proposed Distribution of Shares	November 13, 2017
Commission Adopts Formulaic Distribution of Shares	December 6-7, 2017
Projects Applications Due	December 15, 2017
Release Staff Recommendations	January 10, 2018 ~~March 1, 2018~~
Commission Adopts Program	January 31, 2018 ~~March 21-22, 2018~~

Competitive Program:

Applications Due	January 30, 2018
Release Staff Recommendations	April 25, 2018 ~~June 4, 2018~~
Commission Adopts Program	May 16, 2018 ~~June 27-28, 2018~~

Future cycles of the formulaic program will **~~be adopted~~ ~~each October~~ include adoption of formulaic shares each August and program adoption each December.** Future competitive programs will be adopted biennially.

Funding

4. Source

The Local Partnership Program will receive two hundred million dollars ($200,000,000) annually from the Road Maintenance and Rehabilitation Account.

5. Programming Cycle

For the Formulaic Program, the initial cycle will cover 2017-18 and 2018-19, and will be programmed annually after the first cycle is complete.

For the Competitive Program, the initial program cycle will cover 2017-18 through 2019-20. Future cycles will be programmed every two-years.

6. Distribution

In the initial programming cycle, 2017-18 through 2019-20, program funds will be distributed 50% via formula and 50% via a competitive program. The methodologies for distribution of funds will be revisited in the subsequent programming cycle.

Formulaic Program:
Jurisdictions with voter approved taxes, tolls, and fees will be eligible for a formulaic distribution of funds if the taxes, tolls, or fees are dedicated solely to transportation. The initial cycle of the formulaic program will cover 2017-18 and 2018-19, with annual programming cycles thereafter.

At the beginning of each programming cycle, the Commission will adopt the funding share for each eligible taxing authority, rounded to the nearest whole thousand dollars, as follows:

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, voter-approved parcel or property taxes, and voter-approved tolls 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.

B. Program funds made available to the southern share will be distributed **as follows:**

- **Program funds generated by voter-approved tolls, voter-approved parcel or property taxes, and other voter approved taxes, excluding sales taxes, dedicated to transportation improvements shall be distributed to the taxing authority 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~~ taxing authority ~~**based one half on the**~~ **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~~ **and based one half on the proportional share of revenues generated by the tax of that entity in comparison to the total revenues generated by voter-approved sales taxes dedicated to transportation improvements in southern California**~~.

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**, and other voter approved taxes, excluding sales taxes,** dedicated to transportation improvements shall be distributed to the ~~entity responsible for programming and allocating revenues from the toll or tax~~ taxing authority 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~~ taxing authority ~~**based one half on the**~~ **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~~ **and based one half on the proportional share of revenues generated by the tax of that entity in comparison to the total revenues generated by voter-approved sales taxes dedicated to transportation improvements in northern California**~~.

All jurisdictions eligible for a formulaic funding share will receive a minimum annual share of $100,000. The Commission may adjust this minimum funding share in subsequent programming cycles.

In establishing funding shares, the Commission will use the most current data available as follows:

- 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 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 toll and other revenues, the sum of revenues for the most recent fiscal year, as reported in the agency's most recent audited financial statements.
- 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.

To verify eligibility, an agency must submit the following information by October 27, 2017:

- Ballot information.
- A copy of the ordinance or resolution seeking voter approval of the tax, toll, or fee.
- Election results (Official Statement of Votes Cast).
- **For tolls, fees, and taxes other than sales taxes,** a copy of the relevant section of the jurisdiction's most recent audited financial statements indicating the revenue generated by the tax, toll, or fee, including posting location on the internet and information about how the revenues are reported to the state.

The Commission will determine a funding share for each eligible taxing authority 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 and the city's sales tax revenue. Where a city has a voter-approved local sales tax and is located within a county with a voter-approved local sales tax, the Commission will adopt a single countywide funding share based on the population for the county and both the city and county's sales tax revenue.

Where there are multiple eligible taxing authorities with a voter-approved local sales tax within a county with a countywide sales tax, the Commission will adopt ~~a single countywide~~ funding shares for each taxing authority based on the ~~population for the county~~ relative tax rates of each voter-approved sales tax.

If the program of projects adopted by the Commission does not program the full amount of a taxing authority's formulaic funding share, the balance will remain available for later program amendments supported by eligible project nominations. A balance not programmed in one programming cycle will carry over and be available in the following programming cycle. Funds that remain unprogrammed for two programming cycles will be redistributed (as described in this section) in the subsequent programming cycle.

Competitive Grant Program:
Jurisdictions with voter approved taxes, tolls, and fees, or with imposed fees, will be eligible for the competitive grant program if the taxes, tolls, or fees are dedicated solely to transportation. The initial programming cycle will cover 2017-18 through 2019-20. The Competitive Grant Program will revert to a two-year program after the first cycle is complete.

The Competitive Grant Program will be divided in two parts: one for jurisdictions with voter-approved taxes, tolls, or fees; and the second for jurisdictions with only imposed fees. The Competitive Grant Program will be divided into these two groups based on the relative tax, toll, and fee revenue of the taxing authorities. **In no case will the portion for jurisdictions with only imposed fees be less than $5,000,000.**

To verify eligibility, an agency **that is not eligible for formulaic funds or that does not apply for formulaic funds** must submit the following information with their project application:

- A copy of the ordinance or resolution seeking to impose the fee.
- A copy of the relevant section of the jurisdiction's most recent audited financial statements indicating the revenue generated by the imposed fee, including posting location on the internet and information about how the revenues are reported to the state.

7. Incentive for New and Renewed Sales Tax Measures

To recognize new or renewed voter approved self-help efforts and to incentivize jurisdictions to pursue future sales tax measures, a one-time incentive grant will be provided to jurisdictions that seek and receive voter approval of new or renewed sales tax measures if those taxes are equal to or greater than one quarter cent, have a minimum period of ten-years, and are solely dedicated to transportation.

The total amount of incentive grants awarded will not exceed $20,000,000 annually. The incentive grant amount will be based upon the projected annual revenue of the voter approved tax initiative (based on the voter approved tax rate and the sum of gross revenues for the most recent four quarters as reported by the Board of Equalization). If the projected revenue is less than $100,000, the incentive grant amount will be $100,000. For jurisdictions that generate tax revenues above $100,000, the incentive grant amount will not exceed $5,000,000. **Should the sum of the incentive amounts (based on the above) exceed $20,000,000 in any year, each incentive amount will be reduced proportionally while still maintaining the $100,000 minimum grant amount. If this occurs, in the following year, the Commission may elect to provide grants equal to the reductions if incentive grant funding is available (that is, if the incentive grants in that following year do not exceed $20,000,000).**

Amounts for the incentive grants will be ~~**adopted in October**~~ **included in the formulaic shares adopted in August** of each year. Funding for the incentive grants will be deducted from the subsequent round of Competitive Grant Program funding.

8. Matching Requirements

Projects funded from the Local Partnership Program will require at least a one-to-one match of private, local, federal, or state funds **except jurisdictions with a voter approved tax or fee which generates less than $100,000 annually need only provide a match equal to 50% of the requested Local Partnership Program funds.**

For the purpose of calculating the required match, the Commission will**, except for State Transportation Improvement Program funding,** only consider funds that are not allocated by the Commission on a project specific basis.

The matching funds must be expended concurrently and proportionally to the Local Partnership Program funds. Costs incurred prior to allocation will not be counted towards match.

The implementing agency must provide a project funding plan through construction that demonstrates the supplemental funding in the plan (local, federal, state, private sources) is reasonably expected to be available and sufficient to complete the project.

9. Funding Restrictions

Competitive Grant Program funds and funds in the initial cycle of the Formulaic Program shall not supplant other committed funds and are not available to fund cost increases except as noted below.

In the Formulaic Program, a project nomination may be for supplemental funding of a project that was allocated ~~Local Partnership~~ Formulaic Program funding in a prior year, provided that the supplemental ~~Local Partnership~~ Formulaic 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~~ Formulaic Program funding may be to replace local funding already committed to the project, subject to the required one-to-one match.

These guidelines do not preclude the transfer of formulaic funding shares between agencies.

10. Reimbursement

The Local Partnership Program is a reimbursement program for eligible costs incurred. Costs incurred prior to Commission allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed) are not eligible for reimbursement.

Eligibility

11. Eligible Applicants

Eligible applicants are the taxing authorities that have sought and received voter approval of taxes, tolls, or fees, or that have imposed fees, including uniform developer fees as defined by subdivision (b) of Section 8879.67 of the Government Code, which taxes or fees are dedicated solely to transportation improvements. Taxing Authorities that have imposed fees and have not received voter approval of taxes, tolls, or fees are only eligible for the competitive grant program.

A nomination may identify an entity other than the applicant to be the project implementing agency. The implementing agency assumes responsibility and accountability for the use and expenditure of program funds.

Applicants and implementing agencies must comply with all relevant federal and state laws, regulations, policies, and procedures.

12. Eligible Projects

The Local Partnership Program eligible projects will be consistent with Government Code Section 8879.70 [A through F below] and Streets and Highways Code Section 2032(a) [G through I below]. 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.

C. 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.

D. 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; and
- Safety or operational improvements that are intended to reduce accidents and fatalities or improve traffic flow on that segment.

E. Improvements to bicycle or pedestrian safety or mobility with ~~**a useful life of at least 15 years**~~ **an extended useful life**.

F. 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.

G. 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, wetlands or habitat restoration or creation, replacement plantings, and drainage facilities.

H. 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.

I. Road maintenance and rehabilitation.

J. Other transportation improvement projects.

13. Eligible Components

The Commission will only program the construction component of a project in the Competitive Grant Program, except for those projects expected to be delivered using the design-build method, where a portion of the funds may be in design.

For the Formulaic Program, funds may be used for any component of a project, however, projects must commence right-of-way acquisition or construction within 10 years of receiving pre-construction funding through the Local Partnership Program, or the implementing agency may be ~~required to~~ must repay the Local Partnership Program funds. Repaid funds will be made available for redistribution (see Section 5 above) in the subsequent programming cycle.

Project Selection Process

14. Screening Criteria

Nominations will receive an initial screening by the Commission for completeness and eligibility, before moving to the evaluation process. Incomplete or ineligible applications may not be evaluated. An agency submitting multiple project applications must clearly prioritize its projects. All projects must be included in an adopted regional transportation plan and, if applicable, consistent with an approved Sustainable Communities Strategy.

Formulaic Program
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 Commission guidelines, and that the project has a commitment of the required match.

15. Project Rating Process

Competitive Grant Program:
To ensure a more equitable competition, the Commission will compare projects based on the population of jurisdiction(s) 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:

- 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

To maximize the effectiveness of program funds, the minimum request for Competitive Grant Program funds that will be considered is indicated below based on the aforementioned population totals:

- 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.

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.

In approving grants for inclusion in the program of projects, the Commission will give consideration to geographic balance over multiple programming cycles.

16. Competitive Program Evaluation Criteria

The Commission will give higher priority to the following:

- Projects that are more cost-effective.
- Projects that can commence construction or implementation earlier.
- Projects that leverage more committed funds per program dollar.
- Projects that can demonstrate quantifiable air quality improvements, including a significant reduction in vehicle-miles traveled.
- Projects that can demonstrate regional and community project support.
- Within a Metropolitan Planning Organization, 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.**~~

17. Project Nominations

Project nominations and supporting documentation must be submitted to the Commission by the deadlines in Section 3. Nominations will be treated in accordance with California Public Records Act requirements and information, subject to those requirements, may be publicly disclosed.

The Commission will post basic project application information on its website prior to adopting the final program of projects. After projects are selected for programming, the Commission will post the status of all project applications to its website.

Applicants should submit two hard copies of the application package and one electronic copy. All application materials should be bound, addressed, and delivered to:

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873

Sacramento, CA 95814

Caltrans is working to develop an online application for this program. This online application may not be completed in time for use in the initial application cycle. The Commission will notify potential applicants through its website and through the RTPA Group when the online application is available.

Each project application should be limited to ~~10~~ **25** pages (excluding the Project Programming Request form) and must include:

A. A cover letter, with signature of the Chief Executive Officer or other officer authorized by the taxing authority's governing board, authorizing and approving the application. Where the project is to be implemented by an agency other than the taxing authority, documentation of the agreement between the taxing authority and the implementing agency must be submitted with the application and include the signature of the Chief Executive Officer or other authorized officer of the implementing agency.

B. A confirmation that any capacity-increasing project or a major street or highway lane realignment project was considered for reversible lanes pursuant to Streets and Highways Code Section 100.15.

C. An explanation of the project and its proposed benefits, including the following:

   i. 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.

   ii. The amount of Local Partnership Program funds requested.

   iii. The amount and source of matching 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~~.

   iv. Project background and a purpose and need statement.

   v. A concise description of the project scope and anticipated benefits (outcomes and outputs) proposed for funding.

   vi. A description of the project's current status, including the current phase of delivery, and the schedule for the completion of the project.

   vii. A project cost estimate which includes the amount and source of all funds committed to the project and the basis for concluding that the funding is expected to be available. If uncommitted funding is identified, the requirements as outlined in Section 16 must be included. Cost estimates should be escalated to the year of proposed implementation and be approved by the Chief Executive Officer or other authorized officer of the implementing agency.

   viii. Each taxing authority should provide documentation that the expected benefits of the proposed project justify its costs, recognizing that some costs and benefits can be difficult to quantify. Each application should include analysis

utilizing **the appropriate module or modules of** Caltrans' Life-Cycle Benefit-Cost Analysis Model 6.0. This model can be found at: http://www.dot.ca.gov/hq/tpp/offices/eab/LCBC_Analysis_Model.html. If another model is more applicable the application should describe why and also provide the analysis based on the alternate model.

ix. A description of how the project is consistent with transportation, land use and housing planning goals within the region. For projects within a region with a currently adopted California Air Resources Board approved Sustainable Communities Strategy (SCS), the eligible taxing authority will discuss how their project is consistent with the SCS. This will include a quantitative and/or qualitative assessment of how the project will facilitate implementation of the SCS and support achieving the region's greenhouse gas emission reduction targets.

x. 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. This should include a quantification of the effects of the project on diesel particulate (PM 10 and PM 2.5), nitrogen oxides, greenhouse gases and other pollutant emissions using the Caltrans' Life-Cycle Benefit-Cost Analysis Model 6.0. (Cal B/C), the SB 1 Intermodal Tool, or the SB 1 Other Projects Tool. Report emissions saved in both tons and dollars. The SB 1 Intermodal Tool and the SB 1 Other Projects Tool are currently under development. These tools will be provided by December 15th by Caltrans at: http://www.dot.ca.gov/hq/tpp/offices/eab/LCBC_Analysis_Model.html.

D. Each application must include a Project Programming Request Form. Each Project Programming Request Form must list federal, state, local, and private funding categories by project component and fiscal year. An excel template of this form may be found at http://www.dot.ca.gov/hq/transprog/ocip.htm. **Caltrans is working to develop a web-based Project Programming Request Form and expects to make this available by November 1, 2017. The Commission will notify potential applicants through its website and through the RTPA Group when the web-based form is available.**

E. Each project nomination for the Competitive Grant Program shall also include:

i. A description and quantification of the benefits the project will provide for disadvantaged communities and low-income area(s). Include a map to identify whether or not the project is located in a disadvantaged community or low-income community using the Disadvantage and Low-income Community Maps found at: https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm. An applicant may also use a region specific definition of a disadvantaged community.

ii. A description of the community and regional support for the project.

iii. For uncommitted funds, the taxing authority 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.

iv. A description that demonstrates the taxing authority's ability to absorb any cost overruns and deliver the proposed project with no additional funding from ~~**this program**~~ **the Competitive Grant Program**.

v. A description of the project delivery plan, including a description of the known risks that could impact the successful implementation of the project and the response plan of the known risks. The risks considered should include, but not be limited to, risks associated with deliverability and engineering issues, community involvement, and funding commitments.

vi. The project priority (if agency is submitting multiple applications).

Programming

The program of projects for each fiscal year will include, for each project, the amount to be funded from the Local Partnership Program, and the estimated total cost of the project. Project costs in the Local Partnership Program will include costs for each of the following components: (1) permits and environmental studies; (2) plans, specifications, and estimates; (3) right-of-way; and (4) construction. The cost of each project component will be listed in the program no earlier than in the fiscal year in which the particular project component can be implemented. For Caltrans implemented projects, the cost of right-of-way support and construction support will be separated out and programmed separately from the right-of-way capital and construction capital cost.

Formulaic Program
The Commission's program of projects shall not include projects that exceed a taxing authority's formula funding share.

18. Committed/Uncommitted Funds

The Commission will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of Local Partnership Program funds and other committed funds and, for the Competitive Grant Program, uncommitted funds as described below. In the Formulaic Program, the Commission will program and allocate funding to a project only if it is fully funded from a combination of Local Partnership Program and other committed funding.

Uncommitted funds may only be from the following competitive programs: Active Transportation Program, Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, or the Transit and Intercity Rail Capital Program. The taxing authority 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. Projects programmed by the Commission in the Local Partnership Program will not be given priority in other programs under the Commission's purview.

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

discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

Project Amendments

19. Amendment Requests

Competitive Grant Program:

Project amendments will be considered for the Competitive Grant Program as follows:

- Scope Changes – The Commission will not consider changes to the scope of the project unless the change is minor and has no impact to the project benefits or the scope change increases the benefits of the project.
- Cost Changes – The Competitive Grant Program will not participate in any cost increases to the project. Any cost increases should be funded from other fund sources. If there is a change in the cost estimate, the Commission should be notified in writing as soon as possible. The written notification should explain the change and the plan to cover the increase.
- Schedule Changes – Schedule changes to a project will not be considered unless a time extension was approved as specified in Section 19. For projects programmed in the last year of the Local Partnership Program, the implementing agency may request to reprogram the project only once with justification.

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.

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 amendments. This notification must include an explanation of the proposed change, the reason for the proposed change, the impact the proposed change would have to the project, and an estimate of the impact the proposed 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 benefits) and an explanation of the methodology used to develop the aforementioned estimate. A revised Project Programming Request Form must be included in the notification.

Caltrans will review the proposed amendment change and forward the proposed amendment change with Caltrans' written analysis and recommendation to the Commission for the Commission's approval.

Commission staff will present recommended 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 **all other amendment** changes to the Commission as project amendments.

Formulaic Program:
In the initial programming cycle, the Formulaic Program may not be used to fund cost increases of ongoing projects.

Allocations

20. Allocation Requests

When an agency is ready to implement a project or project component, the agency will submit an allocation request to Caltrans. The typical time required from receipt of the request to Commission allocation is 60 days.

Caltrans will review the request and determine whether or not to recommend the request to the Commission for action. The Commission will consider the allocation of funds for a project when it receives an allocation with a recommendation from Caltrans. The recommendation will include a determination of project readiness, the availability of appropriated funding, and the availability of all identified and committed supplementary funding. When Caltrans develops its construction allocation recommendation, the Commission expects Caltrans to certify that a project's plans, specifications and estimate are complete, environmental and right-of-way clearances are secured, and all necessary permits and agreements (including railroad construction and maintenance) are executed.

In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds 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 (NEPA). Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of NEPA review.

The Commission will approve the allocation if the funds are available and the allocation is necessary to implement the project as included in the adopted Local Partnership Program. If there are insufficient program funds to approve an allocation, the Commission may delay the allocation of funds to a project.

Allocations must be requested in the fiscal year of project programming. Agencies should not request Commission allocations unless prepared to award contracts related to the allocation within six months. Whenever programmed funds are not allocated within the fiscal year programmed or within the time allowed by an approved allocation extension, the project will be deleted from the Local Partnership Program and the funds will be made available for redistribution (see Section 5 above) in the subsequent programming cycle.

Where the project is to be implemented by an agency other than the taxing authority, the allocation request must include a copy of the Memorandum of Understanding or Interagency Agreement between the taxing authority and implementing agency.

When Caltrans is the implementing agency, right-of-way support and construction support costs must be allocated separately from right-of-way capital and construction capital costs.

Project Delivery

21. Letter of No Prejudice

The Commission will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the Local Partnership Program. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines were adopted in October 2017 and are on the Commission's website.

22. Timely Use of Funds

Local Partnership Program allocations must be requested in the fiscal year of project programming. Construction allocations are valid for award for six months from the date of allocation unless the Commission approves an extension. Any funds for which a contract has not been awarded within six months or prior to the expiration of an extension to the period of allocation, will be deallocated and be made available for redistribution (see Section 5 above) in the subsequent programming cycle.

The Commission may extend a deadline only once for allocation 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 twelve months.

Funds allocated for 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 implementing agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

The Commission may extend a deadline only once for contract award 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 twelve months.

After award of the contract, the implementing agency 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.

The Commission may extend the deadlines for expenditures for project development or right-of-way, 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 cannot exceed more than 20 months for project completion and 12 months for expenditure.

~~**The Commission may extend a deadline only once for either allocation or award of a construction contract, 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 six 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 this section.

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.

For the Formulaic Program, funds may be used for any component of a project, however, projects must commence right-of-way acquisition or construction within 10 years of receiving pre-construction funding through the Local Partnership Program, or the implementing agency may be ~~required to~~ must repay the Local Partnership Program funds. Repaid funds will be made available for redistribution (see Section 5 above) in the subsequent programming cycle.

23. Delivery Deadline Extensions

The Commission may extend a delivery deadline, as described in Section 19, upon the request of the implementing agency. No deadline may be extended more than once. However, there are separate deadlines for allocations, contact award, expenditures, and project completion. Each project component has its own deadlines. The Commission may consider the extension for each of the deadlines separately.

All requests for project delivery deadline extensions shall be submitted directly to Caltrans for processing. The extension request should describe the specific circumstance that justifies the extension and identify the delay directly attributable to the circumstance. Caltrans will review and prepare a written analysis of the proposed extension requests and forward the written analysis and recommendation to the Commission for action.

24. Project Inactivity

Once funds for a project are encumbered, project applicants are expected to invoice on a regular basis (for federal funds, see 23 CFR 630.106 and the Caltrans' Inactive Obligation Policy). Failure to do so will result in the project being deemed "inactive" and subject to de-obligation and deallocation if proper justification is not provided.

25. Project Cost Savings

Savings at contract award may be used to expand the scope of the project only if the expanded scope provides additional quantifiable benefits. The expanded scope must be approved by the Commission's Executive Director prior to contract award. Savings at contract award of 10% or less may remain committed to the project to fund future cost increases (in proportion to other funds). All other contract award savings will be returned proportionally and made available for redistribution in subsequent programming cycles.

Savings at project completion must be returned proportionally except when an agency has, subsequent to project programming, committed additional funds to the project to fund a cost increase. In such instances, savings at project completion may be returned to other fund types first, until the proportions match those at programming. Any additional savings must be returned proportionally and made available for redistribution in subsequent programming cycles.

26. Project Reporting

SB 1 places responsibility on the Commission to track the performance and report to the public how well funding recipients are delivering projects receiving Local Partnership Program funds. Additional reporting requirements will be outlined in the Commission's upcoming Accountability and Transparency Guidelines.

Caltrans, in cooperation with the implementing agencies, will report to the Commission on a semi-annual basis. The reports will include information on the activities and progress made toward implementation of the project, including those project activities taking place prior to an allocation and the commitment status of supplemental funding identified at the time of programming. The reports will at a minimum include:

- A summary describing the overall progress of the project since the initial programming action.
- Expenditures to date for all project phase costs, segregated by fund.
- A summary of milestones achieved during the prior year and milestones expected to be reached in the coming year.
- ~~An assessment of how the project is meeting the quantitative and qualitative **performance** measures **and expected project benefits** identified in the project application.~~
- Identify any changes to the scope, cost, schedule, and benefits of the project.

Within one year of the project becoming operable, a final delivery report must be submitted. The implementing agency must provide the following information to Caltrans for inclusion in the final delivery report to the Commission:

- The scope of the completed project as compared to the programmed project.
- Before and after photos documenting the project.
- The final costs, by component and fund type, as compared to the approved project budget at allocation **and baseline agreement if applicable.**
- Project duration as compared to the project schedule in the project application.
- Performance deliverables (outputs and outcomes) derived from the project as compared to those described when the decision was made to fund the project. This should include an explanation of the methodology used to quantify **and qualify** the benefits.
- For the purpose of this section, a project becomes operable when the construction contract is accepted or acquired equipment is received.

The purpose of the reports is to ensure that the project achieves the objectives of the program, is executed in a timely fashion, is within the scope and budget identified when the decision was made to fund the project and is on track to deliver the expected benefits.

27. Project Tracking Database

Caltrans is responsible for developing, upgrading and maintaining an electronic database record of the adopted Local Partnership Program and Commission actions. The database will include project specific information, including project description, location, cost, scope, schedule,

expected benefits, and progress of the project and a map. The project information from the database will be accessible through Caltrans' website.

28. Project Auditing

Caltrans must audit, in accordance with Generally Accepted Government Auditing Standards, a representative sample of the Local Partnership Program projects. The scope of these audits will be performed to determine whether:

- Project costs incurred and reimbursed are in compliance with the Commission's Local Partnership Program Guidelines, the Commission's Accountability Guidelines, contract provisions, and state and federal laws and regulations.
- Project deliverables (outputs) and outcomes are consistent with the project scope, schedule, and benefits described in the project nomination used to program the project.

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.

29. Workforce Development Requirements and Project Signage

Pursuant to Streets and Highways Code Section 2038, by July 1, 2023, agencies receiving Road Maintenance and Rehabilitation Account 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 opportunities. Therefore, this information should be included in the semi-annual reports submitted to Caltrans.

Additionally, 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.

NAPA VALLEY TRANSPORTATION AUTHORITY

October 5, 2017

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Supplementary Comments on the SB 1 Local Partnership Program Draft Guidelines

Dear Ms. Bransen: Susan

Thank you for this opportunity to comment on the Local Partnership Program (LPP) Draft Guidelines. Napa Valley Transportation Authority (NVTA) serves as the Congestion Management Agency for the Cities , Town, and County of Napa. In that capacity, NVTA is also the Measure T transportation sales tax authority. The agency also serves as the County's public transit provider.

This is NVTA's second comment letter on the SB 1 LPP. We appreciate you and your staff's acknowledgement and actions associated with the comments that were made in NVTA's first letter. One of those comments recommended not designating a specific matching fund source to ensure greater flexibility and to acknowledge that the proposed project categories already sufficiently constrain program eligibility. The current proposal in the draft guidelines, however, restricts the match to funds *not allocated by the California Transportation Commission (CTC).* This proposal prohibits eligible applicants from using State Transportation Improvement Program (STIP) funds. This proposal is particularly problematic for small counties that do not generate sufficient revenue in their sales taxes or developer fees. This proposal greatly curtails NVTA and Napa Valley jurisdictions to fund major projects because they are partially or mostly funded by County STIP shares. It further has the unintended effect of slowing down the delivery of SB 1-funded projects.

Once again, NVTA appreciates this opportunity to comment on the draft guidelines. Please contact my staff member, Danielle Schmitz (dschmitz@nvta.ca.gov or 707-259-5968) or me should you have any questions or require additional information.

Sincerely,

Kate Miller
Executive Director

Santa Clara Valley Transportation Authority

October 5, 2017

Mr. Jose Oseguera
Assistant Deputy Director
California Transportation Commission
1120 N. St., Sacramento, CA

Dear Mr. Oseguera:

Thank-you for the opportunity to provide input to the discussion draft guidelines for the Commission's SB1-funded Local Partnership Program (LPP). I am impressed by the thoughtfulness and professionalism that you and all of the Commission staff have demonstrated throughout the program development process so far. VTA staff have a few items to contribute for the next round of discussion.

- While VTA would strongly prefer a purely revenue based formula distribution, we recognize sense of injury other counties would feel over that great of a departure from the 2006 Proposition 1B formula. Commission staff's 50% population/ 50% revenue formula is a reasonable compromise that VTA staff can support.

- Prior statement notwithstanding, there are practical challenges with small formula shares that barely exceed the cost of the application and associated reporting requirements. Commission Staff's $100,000 minimum share, coupled with the ability to bank funds, is an appropriate solution.

- In the interest of maximizing the program's incentive value, the CTC should consider making the use of the formula share as flexible as possible. One means to do that would be significantly reducing match requirements from the 50% proposal, and/or allowing the use of RTIP funding as LPP match.

- California's project delivery environment is extremely complex, and the CTC's award and allocation policies needs to reflect that, without the side effect of making the CTC extension process the path of least resistance when a project sponsor runs into trouble. The allocation process and the award process are independent of each other. Each requires a separate opportunity for one CTC-approved extension.

  - Allocation risks come from complications in completing each of the many actions required to justify an allocation request. Almost all major capital projects require reviews, permits, and approvals from independent agencies who have no stake in timely performance, and suffer no consequences from delays.

  - Award risks come primarily from the bidding process, which cannot be initiated before the Commission's allocation vote. Public sector bidding processes are lengthy. Under ideal circumstances, VTA's takes five months from initial solicitation to Board approval. Challenges come near the end of the process, when competitors protest the selection, or the agency finds itself in a re-bid situation due to excessively high bids, non-responsive proposals, or simple lack thereof. Many award extension requests could be prevented by using a slightly longer award deadline in the first place – such as 9 to 12 months. The Commission should consider this, as well as allowing for a single extension independent of allocation circumstances.

Santa Clara Valley Transportation Authority

Many thanks for the opportunity to comment on the draft guidelines. I look forward to working with the CTC to implement this program.

Sincerely,

Marcella Rensi
Deputy Director, Programming & Congestion Management

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Administration 408-321-5555
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October 3, 2017

Mr. Bob Alvarado, Chairman
California Transportation Commission
1120 N Street, Room 221, MS-52
Sacramento, CA 95814

RE: Local Partnership Program Guidelines and Funding Allocations

Dear Chair Alvarado:

We would like to thank the California Transportation Commission (CTC) for being a key partner in helping us improve and maintain California's transportation network. The central California self-help counties are submitting this correspondence to provide input regarding the Local Partnership Program, a key component of Senate Bill 1, the Road Repair and Accountability Act of 2017.

The Local Partnership Program was intended to reward existing and aspiring self-help counties, and agencies that have passed developer fee programs, with much needed transportation dollars for various capital improvements. While Senate Bill 1 encouraged the CTC to develop policies and guidelines for this program, the bill contained relatively little guidance on the implementation of this program. In a June 8, 2017, letter addressed to the CTC, Senator Jim Beall and Assembly Member Jim Frazier (co-authors of SB 1) stated that the legislative intent for the Local Partnership Program was for it to be implemented much like the State-Local Partnership Program (SLPP), created pursuant to Proposition 1B of 2006.

The funding distribution for the SLPP for northern (and central) California counties was implemented on a population basis, "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." (Government Code section 8879.72(a))

The central California transportation authorities and metropolitan planning organizations, collectively in this letter, support a population based allocation for the formula distribution of the Local Partnership Program, like the statue governing the previous State-Local Partnership Program. In the recent Draft 2018 Local Partnership Program Guidelines released on September 25, 2017, language was added and it now states that in northern California, "Program funds generated from voter-approved sales taxes dedicated

to transportation improvements shall be distributed...based on one half on the proportion to the population of the county....and based one half on the proportional share of revenues...". We do not support this added language, and are supportive of a population based allocation.

Attempts to change the funding distribution in northern (including central) California from population, to a population and revenue based approach, would be detrimental to many counties in central California, particularly rural counties with high concentrations of disadvantaged communities. These communities cannot generate their pro-rata share of tax revenues, and are essentially punished under a revenue based system, despite having a high number of road miles to maintain.

Further, changing the formula after the passage of SB 1 would undermine the backing given by elected officials and agencies that supported the bill under the premise that Self-Help Counties would benefit from the Local Partnership Program as it would be consistent with the formula applied under the SLPP. This could impact voters' trust and success of future transportation sales tax measures.

Again, we urge you to continue to use the population-based method for the distribution of funding in the formula based portion of the Local Partnership Program for the central California region. We look forward to continuing to partner with the CTC to use this funding on critical transportation projects in our counties.

Sincerely,

Mike Leonardo, Executive Director
Fresno County Transportation Authority

Andrew Chesley, Executive Director
San Joaquin Council of Governments

Patricia Taylor, Executive Director
Madera County Transportation Authority

Rosa Park, Executive Director
Stanislaus Council of Governments

Patrick Pittenger, Executive Director
Merced County Association of Governments

Debbie Hale, Executive Director
Transportation Agency for Monterey County

Metro

Los Angeles County
Metropolitan Transportation Authority

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metro.net

September 26, 2017

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Support for SB-1 Local Partnership Program Formula Program Distribution

Dear Ms. Bransen:

Thank you for the extraordinary efforts and leadership that you and your staff are making to implement the Local Partnership Program (LPP) under the Road Repair & Accountability Act (SB-1). The Los Angeles County Metropolitan Transportation Authority (Metro) has appreciated the opportunities to participate in the guidelines development process to date, and is especially appreciative of the attention that the California Transportation Commission has given to the distribution of funds in the formula program of the LPP.

Metro strongly supports the distribution of the formula program funds included in the September 25, 2017 Draft Guidelines wherein funds for counties with voter-approved sales taxes are distributed to counties based one half on the proportional population of the county, and one half on the proportional revenue generated by the county. As the Draft Guidelines state, the objective of the LPP is to reward self-help counties. In taking into account sales tax revenue generation, the proposed formula distribution appropriately recognizes and rewards self-help counties for the significant level of leveraging funds and partnership that they provide.

Metro views the proposed formula program distribution as a major step towards fulfilling the intent of the LPP to reward self-help counties. We look forward to partnering with you to deliver a transformative program of transportation improvements to meet State and regional goals. Should you have any questions, please contact Wil Ridder, Executive Officer of State Policy and Programming at ridderw@metro.net or (213) 922-2887.

Sincerely,

Phillip A. Washington
Chief Executive Officer

Copies:

Mr. Brian Kelly, Secretary California State Transportation Agency
Ms. Fran Inman, Commissioner
Ms. Yvonne Burke, Commissioner
Mr. Mitchell Weiss, Deputy Director
Mr. Jose Oseguera, Assistant Deputy Director

STATE OF CALIFORNIA -BUSINESS, CONSUMER SERVICES AND HOUSING AGENCY EDMUND G. BROWN JR., Governor

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
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September 20, 2017

Assistant Deputy Director Jose Oseguera
California Transportation Commission
1120 N Street, Room 2222
Sacramento, CA 95814

Dear Assistant Deputy Director Oseguera,

We want to thank you for allowing us the opportunity to submit comments on the Local Partnership Program (LPP) on behalf of HCD. As part of the ongoing work of the SB 1039 Housing and Transportation Coordination Workgroup, California State Transportation Agency (CalSTA) and Business, Consumer Services and Housing Agency (BCSH) Secretaries have directed their staff to review both existing and proposed transportation programs to continue to improve housing and transportation planning coordination across programs.

In reviewing the guidelines, we are pleased to see that the LPP requests that applicants describe, "...how the project would support transportation, land use and housing planning goals within the region." To support the LPP team in evaluating these descriptions, we offer HCD's technical assistance in reviewing applications and identifying examples of meeting and exceeding housing planning goals.

In addition, we understand that LPP applicants will be taxing authorities, which could include cities, counties, local and regional transportation agencies, or other entities. When LPP applicants are cities, counties, or closely connected with local jurisdictions, it would be valuable to incentivize or require housing element compliance as evidence of meeting housing planning goals. A jurisdiction's housing element of their general plan is one of the most critical housing planning documents at the local level. The housing element represents the most fundamental housing planning, which informs better transportation planning and provides good evidence that a jurisdiction has met the goal described in the LPP guidelines.

As an example of this approach, the Caltrans SB1 Sustainable Planning Grant program will award points to city and county applicants that have an adopted and compliant housing element, and submit related annual progress reports (APRs). We include an excerpt of the Sustainable Planning Grant guidelines at the end of this letter, in case the language proves useful when revising the LPP guidelines.

Incentivizing or requiring housing element compliance would be one approach to achieving more specific housing planning goals, but HCD welcomes the opportunity to discuss of a variety of approaches to encouraging housing and transportation

coordination for this funding cycle, as well as for future rounds, and again, we offer our technical assistance in reviewing applications.

Thank you for your inclusion of housing planning in your guidelines, and consideration of our comments. HCD would be happy to meet with CTC staff to discuss any of our comments further. If there are any questions about our comments, please do not hesitate to contact us by phone or email.

Sincerely,

Megan Kirkeby, Research Specialist, HCD
Sasha Wisotsky, Policy Specialist, HCD

Enclosure

Caltrans Sustainable Transportation Planning Grant Program: Grant Application Guide*
Planning for Housing, pages 9-10

Please note that words in [brackets] below are modifications to the final text of the Caltrans grant guide, adapted to fit the Local Partnership Program.

Development patterns directly impact GHG emissions, including those from transportation between jobs and housing. Improved coordination between housing and transportation can reduce commute times, increase transit ridership, lower vehicle miles traveled, lower pollution and GHG, provide greater economic opportunity, and other positive outcomes. Adding coordination with housing planning as part of the [Local Partnership Program] furthers the State's planning goals, including the goals of SB 375, which supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Competitive grant applications should demonstrate how their project furthers this coordinated and integrated approach to planning.

To support planning for housing California's growing population, the State's Department of Housing and Community Development (HCD) reviews local housing elements of general plans, which identifies capacity for projected housing needs and addresses governmental constraints on housing supply and cost. Local governments are further required to annually submit progress reports on the implementation the housing element and provide a detail of production toward their projected housing needs.

City and county [program] applicants should have a housing element that has been adopted by the jurisdiction's governing body and subsequently determined to be in substantial compliance with State housing element law pursuant to Government Code Section 65585. The jurisdiction's adopted housing element will be deemed to have met this requirement if the adopted element is received by HCD by the [program] application deadline; and, HCD subsequently determines the adopted housing element to be in substantial compliance pursuant to Government Code Section 65585 without further amendment by the date of the award recommendation. A jurisdiction's current housing element compliance status can be obtained at http://www.hcd.ca.gov/community-development/housing-element/docs/status.pdf.

In order to avoid a deduction in points during the [application] evaluation process, [a] city or county [program] applicant must submit to HCD the Annual Progress Report (APR) required by Government Code Section 65400 for calendar years 2013, 2014, 2015, and 2016. For the purposes of the Program, required APRs must be submitted by the date of award recommendation. Please note that charter cities are not exempt from this specific program requirement and must submit an Annual Progress Report for the calendar years mentioned above. More detail on APRs is at http://www.hcd.ca.gov/community-development/housing-element/index.shtml under Housing Elements - Annual Progress Reports.

In order for applicants that are not cities and counties (e.g. MPOs, RTPAs, transit agencies, or tribal governments) to avoid a deduction in points, the applicant must demonstrate how they integrate housing planning into their policies, programs and project, or commit to coordinate housing and transportation in future policies and programs.

In future [program] cycles, [Local Partnership Program] applicants will be required to have a compliant housing element and submit APRs in order to be eligible for [Local Partnership Program] awards.

September 15, 2017

Mr. Bob Alvarado, Chairman
California Transportation Commission
1120 N Street, Room 2221, MS-52
Sacramento, CA 95814

RE: **Local Partnership Program Guidelines and Fund Distribution**

Dear Chair Alvarado:

We would like to thank the California Transportation Commission (CTC) and CTC staff for the opportunity to comment on the development of the guidelines for the Local Partnership Program (LPP). The LPP is a key component of Senate Bill 1 (Chapter 5, Statutes of 2017), the Road Repair and Accountability Act of 2017, which acts as an incentive for new self-help measures and allows existing self-help agencies to leverage funding from existing measures to build much needed transportation projects that have been approved by our local voters.

In a June 8, 2017, letter addressed to the CTC, Senator Jim Beall and Assembly Member Jim Frazier (co-authors of SB 1) stated that the legislative intent was for the LPP to "be implemented much like the State-Local Partnership Program (SLPP) created pursuant to Proposition 1B of 2006." We therefore request that the LPP Guidelines follow as closely as practicable with the LPP's predecessor program, the SLPP.

Specifically, we support the southern California annual funding share distribution formula proposed in the August 11, 2017, Draft LPP Guidelines, which is consistent with the SLPP and provides that "program funds made available to the southern share will be distributed...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."

This funding distribution reflects the formula developed by the Legislature for the SLPP (Government Code section 8879.72(a)):

2) 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.

(3) Program funds made available to the southern share, based on the determination in paragraph (2), 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 southern California counties with voter-approved sales taxes dedicated to transportation improvements. For the purpose of calculating population, the commission shall use the most recent information available from the Department of Finance.

Attempts to change the funding distribution in southern California from population to revenue would be detrimental to many counties in southern California. Further, changing the formula after the passage of SB 1 would undermine the backing given by elected officials and agencies that

supported the bill under the premise that Self Help Counties would benefit from the LPP as it would be consistent with the formula applied under the SLPP. This could impact voters' trust and the success of future transportation sales tax measures.

A population-based distribution would allow for the greatest amount of partnering with existing self-help counties in southern California and provide the best incentive for new counties to enact self-help measures.

Again, we urge you to continue the use of the population-based method for the distribution of funding in the formulaic portion of the LPP for the southern California region. Thank you for your efforts in holding workshops and the continued outreach the CTC has conducted in the development of the LPP Guidelines. We look forward to continuing to partner with the CTC to use the LPP funding on much-needed transportation projects in our respective regions.

Mark Baza
Executive Director
Imperial County Transportation Commission

Ronald De Carli
Executive Director
San Luis Obispo Council of Governments

Ahrun Hakimi
Executive Director
Kern Council of Governments

Darrell Johnson
Chief Executive Officer
Orange County Transportation Authority

Kim Kawada
Chief Deputy Executive Director
San Diego Association of Governments

Darren Kettle
Executive Director
Ventura County Transportation Authority

Marjie Kirn
Executive Director
Santa Barbara Co. Assoc. of Governments

Anne Mayer
Executive Director
Riverside Co. Transportation Commission

Theodore Smalley
Executive Director
Tulare County Association of Governments

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August 30, 2017

Jose L. Oseguera
Assistant Deputy Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Local Partnership Program 2018 Draft Guidelines

On behalf of the San Francisco County Transportation Authority, I would like to express our appreciation to the California Transportation Commission (CTC) for the opportunity to comment on the Local Partnership Program (LPP) 2018 Draft Guidelines and for CTC staff's responsiveness to comments proffered at the SB 1 workshops and through other venues.

Our primary comments on the draft guidelines are as follows:

- We applaud CTC's openness to "uncommitted funds" at the time of programming to support leveraging across SB 1 programs.
- We are appreciative of the recommendation to allow funding of preconstruction phases in the formulaic program and support the same flexibility in the competitive program for future cycles of the LPP. This approach takes advantage of the stability of a permanent fund source to enable the development of a strong and steady pipeline of projects.
- We request that the CTC considering reducing the proposed useful life for bicycle improvements included in Section 2, D or make other revisions to enable funding of a wider range of bicycle improvements than the recommended 15 years would allow. For instance, the Bay Area Air Quality Management District lists the useful life of bike facilities for its grant programs at 7 years.
- We encourage the CTC to include a Metropolitan Transportation Organization's Regional Transportation Plan definition of disadvantaged communities, as approved to meet the region's Title VI obligations, to satisfy the "impacted communities" information required for the project nomination as specified on page 12. This is an eligible definition for other programs such as the Active Transportation Program.

Additional detailed comments on the draft guidelines are attached. Please feel free to contact me if you have any questions. I can be reached at 415.522.4802 or via email at maria.lombardo@sfcta.org. Thank you for your consideration of our comments. We look forward to the first cycle of programming and to working in partnership with the CTC to consider refinements to the guidelines, as needed, for subsequent funding cycles.

Sincerely,

Maria Lombardo
Chief Deputy Director

cc: TC, PPD

Plan, Fund, Deliver

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Tilly Chang
EXECUTIVE DIRECTOR

Additional Detailed Comments on Draft Guidelines

- Page 6, Section 2, Program of Projects: The fifth bullet states that the match must be in the Construction component, the same component as Local Partnership Program funds…." We would request the following revision so it applies to both the formulaic program, which can fund pre-construction funds, and the competitive program: "the match must be in ~~the Construction component,~~ the same component as Local Partnership Program funds…"

- Page 6, Section 2, Fully Funded: Since pre-construction phases can be funded in the formulaic program, we would suggest revising the guidelines (page 6, penultimate paragraph) as follows: "In the formulaic program, the Commission will program and allocate funding to a project only if ~~it is~~ the phase or phases proposed to be funded with Local Partnership Program funds is/are fully funded from a combination of Local Partnership Program and other committed funding." This recognizes that funds for subsequent phases may not be fully committed at the time of LPP programming. The guidelines already contain language ensuring that if the project isn't constructed in a timely fashion, the sponsor must repay the LPP funds.

- Page 7, Section 2, Uncommitted Funds: In the first full paragraph, consider deleting the fourth sentence about allowable sources of uncommitted funds which appears to repeat the second sentence in the same paragraph. In the same paragraph, consider revising the penultimate sentence as follows: "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~~ allocation." This provides more flexibility to use non-SB 1 revenues that may be programmed in the same fiscal year as the LPP funds, but that can't be committed prior to July 1.

- Page 11, Section 6, Minimum Project Size: - Please clarify if the minimum project size is the total cost of the requested phase as opposed to the minimum LPP grant request for the relevant phase. For San Francisco, this would be the difference between a minimum LLP grant request of $1.5 million (preferred) versus $3 million. We appreciate the desire to limit the number of applications and wish to balance that with a minimum grant size that allows funding of a wide variety of projects. From our perspective, a minimum $1.5 million LPP grant, plus the 1 for 1 matching funds would meet both objectives.

NAPA VALLEY TRANSPORTATION AUTHORITY

August 31, 2017

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Subject: Comments of the SB 1 LLP Draft Guidelines

Dear Ms. Bransen,

Thank you for the opportunity to comment on the Local Partnership Program Draft Guidelines. Napa Valley Transportation Authority (NVTA) serves as the Congestion Management Agency for the Cities, Town and County of Napa. In that capacity, NVTA is also the Measure T transportation sales tax authority. The agency also serves as the County's public transit provider.

In general, NVTA is supportive of many of the proposed guidelines but has the following additional comments for your consideration:

- Page 5, paragraph D – NVTA recommends that the guidelines do not specify a minimum useful life for bicycle and pedestrian projects. Measure T is primarily a local streets and roads rehabilitation program and LPP funds may very well be used to maintain bicycle and pedestrian facilities. A critical component of extending the useful life of asphalt-based bike/pedestrian facilities is the application of preventive maintenance treatments. The application of such treatments is generally more frequent than 15 years, particularly in flood areas or locations with extreme temperatures.
- Page 6, Paragraph I – NVTA supports using the LPP funds for preconstruction for formula funding and the competitive program.
- Page 6, Paragraph I – NVTA supports greater flexibility of eligible matching funds and therefore recommends removing the dollar-for-dollar match to the qualifying fund source requirement. This proposal would restrict NVTA's use of its LPP funds to projects only funded in its measure which may be fully funded without LPP funds. The LPP project eligibility should be defined by the categories enumerated beginning on Page 5, Paragraph A through I regardless of local measure eligibility.
- Page 12, Paragraph 7 – NVTA does not support using the CalEPA definition of disadvantaged communities. Napa has a number of low income populations living well below the 200% federal poverty line but does not meet the CalEPA standards. NVTA supports using a regionally defined definition instead.
- Page 14, Paragraph 9 – the amount of revenues that NVTA generates under the formula program is expected to be roughly $200,000 annually. NVTA recognizes the critical need to deliver capital projects quickly and therefore rather than extending the period of time to use the revenues, NVTA recommends that the Commission develop an exchange program that would allow an agency to "bank" its funds by lending it to another project sponsor with payback at a

future date. This could be achieved through agreements between local agencies by resolution with little oversight by the Commission. It not only supports accelerating larger shovel ready projects, but eases annual capital project budgeting for agencies that generate nominal amounts of LPP funds annually.

Once again, NVTA appreciates this opportunity to comment on the draft guidelines. Please contact my staff member, Danielle Schmitz dschmitz@nvta.ca.gov (707) 259-5968 or me should you have any questions or require additional information.

Sincerely,

Kate Miller
Executive Director
Napa Valley Transportation Authority

Cc: Kenny Kao, Metropolitan Transportation Commission
Jose Oseguera, Assistant Deputy Director CTC
NVTA Technical Advisory Committee

August 30, 2017

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Solutions for Congested Corridors Program (SCCP) Recommendations

Dear Ms. Bransen:

Our organizations represent a broad mobilization of transportation stakeholders and we appreciate that the goal of the Solutions for Congested Corridors Program (SCCP) as outlined in SB 1 is to, "reduce congestion in highly traveled corridors *by providing more transportation choices* for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects." This goal is supported by restricting program funds from being used for general purpose lane highway expansion and by strong scoring criteria that focus on improving accessibility while reducing vehicle-miles traveled (VMT). SCCP provides a new opportunity for regions to improve travel in their most congested corridors by incentivizing projects that benefit and improve communities long overburdened by large, dangerous, unhealthy, and congested freeways.

In this letter, we offer A.) scoring criteria recommendations that align with our 10 principles for SB 1 implementation [submitted June 16, 2017], and B.) overarching recommendations for the SCCP Guidelines.

Scoring Criteria Recommendations

Scoring criteria for the program should be weighted consistent with current state policies and standards related to social equity, climate, health, economy and natural and working lands conservation. We recommend defining and weighting the criteria proposed by CTC staff in the Aug 7 workshop presentation to reflect our 10 guiding principles mentioned above, and have listed them in the Table 1 below.

1. **Accessibility**

We recommend accessibility receive the greatest weight in scoring, since it reflect the SCCP's main objective of how much travel is improved in a congested corridor by the project.

Measuring accessibility should include all key destinations in a corridor including but not limited to jobs, and should apply to all travelers in the corridor including disadvantaged populations. According to the standard established in AB 1550, project sponsors should make a distinction between low-income households and disadvantaged communities in evaluating accessibility. Access to jobs only represents 20 percent of all trips and 30 percent of VMT.[1] Work trips are an important component of travel, but services, shopping, school, recreation, and other activities are also major generators of travel, especially for youth, retired persons, and others that are more likely to walk-, bike-, or be dependent on transit. All key destinations along a corridor should be included in scoring accessibility, by using a tool such as the Accessibility Score developed by the State Smart Transportation Initiative[2] or similar.

Greater weight in scoring this criteria should be given to individuals and households with greater barriers to access--low-income households, youth, retired persons, and people with disabilities, and others that are walk-, bike-, and transit-dependent.

2. **Safety**

Improving safety for vulnerable road users (pedestrians and bicyclists) should be a higher priority than for drivers or passengers of motor vehicles due to their vastly increased risk of serious injury and fatality. In addition, attempts at improving safety for vehicle passengers often are focused on widening and straightening roads, which increases vehicle speed and reduces safety for pedestrians and bicyclists. Higher vehicle speeds increase both the likelihood and

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[1] State Smart Transportation Initiative (2017). Accessibility and Smart Scale: Using Access Scores to Prioritize Projects Webinar. http://www.ssti.us/Events/accessibility-and-smart-scale-using-access-scores-to-prioritize-projects/

[2] See State Smart Transportation Initiative, *supra* note 2.

severity of collisions;[3] therefore, projects that reduce speed and designate or separate off road space for other modes will increase safety for all users, if implemented correctly. Wider auto travel lanes are associated with 33% higher impact speeds and higher crash rates.[4] The trade off of improving vehicle passenger safety by increasing risk to pedestrians and cyclists is incompatible with Vision Zero strategies which aim to ensure safety for all road users by reducing vehicle speeds through traffic calming roadway improvements.

Research also shows that higher total VMT creates higher crash exposure, therefore reducing VMT reduces collision exposure and improves safety.[5] Reducing VMT will also ultimately lead to more compact and infill development that will increase the number of people walking and bicycling, leading to greater visibility of and driver attention on pedestrians and bicyclists--the "safety in numbers" effect. Compact development will result in narrowing the field of view of drivers, which tends to lead to less aggressive driving and greater ability to slow or stop a vehicle to avoid collision.[6]

3. Air quality and GHG reduction

Project applications should demonstrate quantifiable criteria and toxic air pollutant as well as greenhouse gas (GHG) emission reduction benefits that will be achieved in the corridor. This must include diesel particulates, NOx, and other harmful air pollutants in addition to carbon dioxide emissions. Air quality and climate improvements should be prioritized for communities adjacent or within corridors that are currently the most burdened by these impacts, measured at a census-tract level. In addition, research is clear that reducing congestion alone does not reduce air and climate pollution necessarily because of induced demand,[7] whereas reducing vehicle miles traveled is strongly correlated with achieving verifiable emissions reductions.

4. Efficient land use

Efficient land use should be defined as "compact neighborhoods with a fine-grained mix of land uses that allow people to walk or bike for local trips, while making public transit more feasible for longer trips".[8] Therefore, efficient land use should account for dense and diverse development as well as a high intersection density that incorporates several modes and affirmatively reduces VMT. Workplaces and broader economic activity should be mixed with residential land uses with land around and within compact neighborhoods being preserved as open space. Investment in congested corridors that impact or consume natural resources and working lands should be

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[3] Elvik, R. (2009). The Institute of Transport Economics. "The Power Model of the Relationship Between Speed and Road Safety: Update and New Analyses." https://www.toi.no/getfile.php?mmfileid=13206
[4] Karim, D. M. (2015). Conference: Canadian Institute of Transportation Engineers. "Narrower Lanes, Safer Streets." https://www.researchgate.net/publication/277590178_Narrower_Lanes_Safer_Streets
[5] Dumbaugh, E. & Bae, R. (2009). Journal of the American Planning Association. "Safe Urban Form: Revisiting the Relationship Between Community Design and Traffic Safety". http://www.tandfonline.com/action/showCitFormats?doi=10.1080%2F01944360902950349
[6] See Karim, *supra* note 5.
[7] See http://cityobservatory.org/urban-myth-busting_idling_carbon/
[8] Project for Public Spaces, Inc. (2008). "Great Corridors, Great Communities". https://www.pps.org/pdf/bookstore/Great_Corridors_Great_Communities.pdf

discouraged. Simultaneously, efficient land use development should reduce negative community impacts that fall disproportionately on low-income households. Incompatible land uses may increase environmental, social, and economic burdens and must be avoided. This criteria should also account for the displacement potential of affordable housing within the corridor and require applicants to include a Displacement Avoidance Plan.[9] Affirmative planning for affordable housing and support other strategic land use objectives for all low-income groups such as urban greening components, parks, and the mitigation or restriction of pollution from stationary sources, mobile and indirect sources such as freight/automobile corridors, or toxic sites.

5. Congestion

The congestion criteria must account for *induced* vehicle travel, including long-term effects from development patterns that result from new infrastructure, when evaluating all projects. Induced vehicle traffic tends to counteract long-term congestion reduction benefits, and increase external costs including downstream congestion, accident risk, loss of natural resources and pollution emissions.

6. Economic development

The importance of VMT as a component of the economy has been declining since the early 1990s, and is expected to continue to decline through 2030, according to the U.S. Chamber of Commerce.[10] As VMT increases along with fuel and other vehicle costs, the hit to the household budget expands, so that today transportation and housing together take about half of every dollar earned. Other studies found that at the state-level there is a negative relationship between vehicle travel and productivity; that is, many states with higher VMT per capita performed worse economically than those with lower rates of driving.[11] This suggests that VMT reduction must be a priority for all projects and that any regional and local economic development plan or policy that suggests the economic benefits of VMT should be dismissed.

The economic development criteria should prioritize investment that benefits infill in existing communities with proactive anti-displacement protections for low-income households, and that does not subsidize new sprawl developments. Infill development in existing communities is not only good for regional social equity, but also reduces infrastructure costs. Sacramento calculated the infrastructure price tag of their Blueprint Smart Growth scenario to be $9 billion

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[9] For detail see the Draft Guidelines for the Transformative Climate Communities (TCC) Program released by the Strategic Growth Council. http://sgc.ca.gov/Grant-Programs/TCCResources/TCCFourthDraftGuidelines-07262017.pdf

[10] U.S. Chamber of Commerce, Index of U.S. Energy Security Risk: Metrics and Data Tables, 2010 edition, p. 35. http://www.energyxxi.org/ reports/Datatables.pdf

[11] Kooshian, C. & Winkelman, S. (2011). Center for Clean Air Policy. "Growing Wealthier: Smart Growth, Climate Change and Prosperity". http://www.growingwealthier.info/index.aspx

less than conventional development.[12] In one study based on Los Angeles, "time lost to commuter traffic delays is more than offset by the greater opportunities to reach destinations over shorter distances to which high development densities gives rise."[13] This suggests that efficient land use and smart growth development that increases "accessibility" to economic opportunities are more important for local economies than increasing "mobility", or the ability to travel more quickly along roads.[14]

Also, economic development should prioritize projects that meaningfully engage low-income residents and existing communities of color in the corridor and ensure those residents directly benefit from economic development in the corridor. This is particularly important for communities experiencing high levels of poverty and unemployment. Projects should also be prioritized for affordability and should account for consumer savings, especially to low-income individuals, by reducing vehicle ownership, maintenance, and parking costs, transit service cost, costs of long commute times, etc. Projects must be assessed and scored for their affordability offered to users - pricing and/or tolls, existing or proposed modes of transport, and any associated developments should demonstrate accessibility for all income groups. The assurance of affordability in perpetuity should be a priority of all projects.

This criteria should not be based on consistency with regional and local economic development plans and policies, if they conflict with the research above. Instead, corridors should be developed to be corridors of opportunity for *all* users, particularly for those living within the corridor.

Table 1 - Proposed Criteria, Metrics, and Weighting

Criteria Category	Proposed Metrics	Recommendation	Suggested Weight
	Number of fatal and injury crashes – *Fatal and injury crashes expected to be avoided due to project implementation*	Consider barriers to safety such as speed, land use patterns, and vulnerability of non-motorists. We also recommend that injury crashes be narrowed to severe injury crashes to maximize the safety benefit of these investments. The number and rate of fatal and severe injury crashes should	

[12] Shabazian, D. (2005). "The Cost of Growth: Blueprint Infrastructure Cost Analysis". Presentation as Item #05-5-3 at meeting of the Sacramento Area Council of Governments Housing and Land Use Committee.

[13] Mondschein, A., Osmn, T., Taylor, B., and Thomas, T. (2015). Institute of Transportation Studies UCLA Luskin School of Public Affairs. "Congested Development A Study of Traffic Delays, Access, and Economic Activity in Metropolitan Los Angeles". http://www.its.ucla.edu/wp-content/uploads/sites/6/2015/11/Haynes_Congested-Development_1-Oct-2015_final.pdf

[14] See Karim, *supra* note 13.

Safety		separate out bicycle and pedestrian modes and weight those safety criteria for vulnerable users more heavily. Also, sub-criteria for reduced VMT, since reducing VMT will reduce collision exposure.	20%
	Rate of fatal and injury crashes – *Fatal and injury crashes per 100 million vehicle miles traveled expected to be avoided due to project implementation*	Same as above	
	Other safety considerations – *Public safety (including perceived safety), crime prevention, lighting for transit, bicycle, and pedestrian projects*	Should be high priority due to vastly increased risk of bicycle and pedestrian uses.	
Congestion	**Person throughput** – *Increase in corridor total (multi-modal) person throughput attributed to the project*	Agree. But needs to be a more balanced focus on multiple modes and must include VMT reduction.	10%
	Person hours of delay – *Decrease in the number of person hours of delay in the corridor*	Metric as is will prioritize personal vehicle traffic given the dominant existing mode. Criteria must include VMT reduction. Additional weight should be applied on the decrease in delay of transit riders, bicyclists, and pedestrians in the corridor. Finally, the projected decrease in delay must take into account long-term induced demand effects and be based on a minimum 20 year time horizon.	
	Travel time reliability-Reduction of non-recurrent congestion due to traffic collision	We recommend removing this as it just reiterates vehicle safety metrics.	
Accessibility	**Access to multi-modal choices** – *Assessment of the project support for connections*	Simply assessing on connections to a variety modes is insufficient. Must include all key destinations in	20%

	between modes and promotion of multiple transportation choices	the corridor, and prioritize access for low-income individuals and non-drivers.	
	Project support for economic development – *Project consistency with regional and local economic development plans; project supports long term economic sustainability for the community; short-term job creation*	Existing economic development plans may be inconsistent with sustainable land use planning. Economic development uses existing travel and development patterns as its baseline. Projects must be prioritized for affordability and new mixed-use land use development that fosters productivity. Also, as we suggest above, a metric on demonstrating community engagement and support for the project should be included. Finally, we suggest that short-term and long-term job creation, job quality and workforce training targeted to individuals facing significant barriers to employment should be included. This further aligns with SB 1 statutory language on increasing access to workforce development for targeted groups.	
Economic Development & Job Creation and Retention			5%
	Access to jobs – *Change in cumulative jobs accessibility within 45 minutes (60 minutes for transit projects)*	Agree. But should be assessed in Accessibility criterion, along with additional metrics such as access to all other services and activities	
	Access to jobs for disadvantaged populations – *Change in cumulative jobs accessibility for disadvantaged populations within 45 minutes (60 minutes for transit projects)*	Agree, but should be assessed in Accessibility criterion, along with additional metrics such as access to all other services and activities. Also, "low-income households" should be separate from "disadvantaged communities" based on the definition established in AB 1550, and give weight to both categories in scoring this criteria.	
	Improvement of freight throughput *(if applicable)*	We suggest removing this metric as increasing freight throughput is	

		counter to the air quality and GHG goals. Only on the condition that a mitigation metric be included should increased throughput be included.	
Air Quality & Greenhouse Gas Emissions	**Reduction of criteria pollutants** – *Potential for the project to improve air quality by reducing airborne particulates, ground-level ozone, and other pollutants*	Agree. But must demonstrate localized benefits for those most impacted by the corridor.	20%
	Reduction of greenhouse gas emissions – *Potential of the project to reduce the emission of greenhouse gases, such as carbon dioxide and methane*	Agree. But must demonstrate localized benefits for those most impacted by the corridor.	
Efficient Land Use	**Project support for mixed-use development with multi-modal choices, infill development, and corridor access management policies** *Consideration for projects that serve transit priority areas, major transit stations, rail stations, future high-speed rail stations, and otherwise demonstrate connectivity between land use and transit*	Agree, but suggest separating out each of these as specific sub-metrics, so that they are each asked as separate questions: 1. project support for mixed-use development, 2. support for transit-oriented multi-modal choices, 3. infill and compact development, 4. anti-displacement policies, 5. increased access to affordable housing, 6. no loss of or impact on natural resources, working lands and open space. The larger goal is to affirmatively reduce VMT and displacement potential and increase affordable housing.	10%
Matching Funds	**Can be from federal, state (non-SB1 funds), regional, local, or private sources** *(The investment of private funds must be tied to public benefits)*	Agree.	5%
	Minimum amount	May preclude small but important projects, including projects with direct benefits to Disadvantaged and low-income communities.	

Project Deliverability	Construction only	Agree	5%
	Early delivery	Agree	
	Reasonableness of schedule	Agree	
	Committed vs. uncommitted funds	Reinforces the issue with matching funds criteria above.	
Collaboration	SB 1 requires preference to be given to projects developed in collaboration between Caltrans and a regional agency	These should just be one metric.	5%
	Joint project nomination is evidence of collaboration	See above	

Overarching Recommendations

1. **Define a "corridor" as including adjacent land uses and connecting transit and street network.**

We generally agree with the definition of multi-modal travel corridors in the 2016 STIP Guidelines: "largely linear geographic band defined by existing and forecasted travel patterns involving both people and goods . . . includes various modes that provides similar or complementary transportation functions, including cross-mode connections".

However, the definition should be strengthened to *define a corridor as including all modes of transportation, adjacent land uses, major natural features, as well as the connecting street and transit network.* Corridor plans should include 'sustainable land uses', for example, a range of affordable housing choices, offices, accessible open space, retail stores, and other key destinations that are valued by local residents and that serve the local community's goals. Moreover, corridor planning must respect and enhance our natural environments.

2. **Evaluate projects on how they improve travel in congested corridors by improving people's overall ability to reach desired services and activities (accessibility) and not just by increasing travel speed (mobility or congestion intensity).**

Improving accessibility along a corridor is achieved with better walking and bicycling conditions, public transit service, and local roadway connectivity, and by reducing the distances between

destinations through supportive infill development in existing communities. Accessibility characterizes time needed to arrive at destinations, rather than just the speed of travel. The distinction is critical, as recent research shows that focusing on speed improvements can actually harm accessibility. Old and outdated methods of evaluating congestion reduction looked only at the peak period speed relative to the average speed or speed limit, also known as the time delay of vehicles stuck traveling along a corridor. If project sponsors account only for the increase in peak period vehicle speed (i.e. intensity of congestion) when evaluating congestion strategies, they will fail to account for the amount residents will increase VMT during peak periods, and will undervalue strategies that improve other travel options or reduce trip distances.

As such, we recommend that criteria reflect this by prohibiting projects that justify the congestion benefit of a project based on reducing vehicle delay or throughput only. At a minimum, any delay or throughput measures used should account for delay or throughput of all travelers in a corridor, such as proposed by CTC staff in the Aug 7 workshop presentation using 'multimodal person-throughput'. We support staff's proposed multimodal person-throughput criteria. This includes the greater value of time delay for many passengers on a bus stuck in traffic, and the delay of people walking and bicycling caused by wider roads and increased vehicle traffic (called the *barrier effect*).

3. **Require project sponsors to account for broader social equity impacts when assessing traffic congestion and highway expansion.**

Low-income individuals that are more likely to face less transportation options and be walk-, bike-, or transit-dependent and are also more likely to live in neighborhoods adjacent to congested freeways bear a greater burden of the negative impacts of congestion. These impacts should be taken into account when evaluating project benefits. Highway expansion as a congestion reduction strategy favors automobile travel over more affordable modes (walking, cycling and public transit) and induces lower-income households to purchase vehicles and to spend more of their household income on transportation. Reduced safety and accessibility for people walking and bicycling caused by wider roads, increased traffic speeds, reduced roadway connectivity and sprawled development. Higher-occupant vehicles (bus, van and carpool) are delayed in congestion by low- or single-occupant vehicles but demand 10 to 100 times less road space per person.

We recommend project applications require a narrative discussion of project benefits that will be targeted to low-income individuals and non-drivers. The narrative discussion in the application should be supported by Title VI and environmental justice analyses in the regional RTP/SCS that includes these projects.

4. **Prioritize investments to multimodal projects that improve walking, biking, and transit options.**

As the goal of the SCCP is to provide more transportation choices in a corridor, projects should be required to be multi-modal, and not just invest in corridor improvements for vehicle travel.

Furthermore, projects that improve walking, biking, and transit service in a corridor should be prioritized for funding ahead of projects that increase speed or capacity for private vehicle travel. Multi-modal corridor road improvements should be designed as complete streets that provide seamless low-traffic-stress walking and bicycling connections to destinations along the corridor. Walking and bicycling improvements must be paired with building and operating successful transit service in the corridor to facilitate longer trips and attract high transit ridership. Investing in walking, bicycling, and transit connections first in a corridor will support efficient and sustainable land uses in a more transit-oriented pattern.

5. **Avoid investment in highway capacity for personal vehicles as it will not reduce congestion in the corridor over the long term.**

Given the extensive research on induced demand resulting from highway capacity projects which further increase greenhouse gas emissions and congestion in the corridor, the SCCP should explicitly recommend that any highway capacity expansion for managed and priced lanes , will only be funded as a last option. If the state begins to allow conversion of existing general purpose lanes to managed lanes, these conversions should be prioritized over highway widening projects to add managed lanes. The exclusion on highway general purpose lane capacity projects should also apply to interchanges. Highway capacity projects not only increase VMT in the short term but over the long-term induce auto-oriented development that will generate additional vehicle demand and contribute to worsening congestion in the future.

Any managed or priced lanes funded through the program should also be required to reinvest the revenue generated back into transit, walk, and bike improvements in the corridor to provide non-driving travel options, similar to the investment model established by LA Metro in the I-10/I-110 corridor.

To clarify the research basis for deprioritizing any highway capacity projects, we recommend referencing in the SCCP Guidelines the findings from the National Center for Sustainable Transportation brief[15] as follows:

> *"Numerous studies ... consistently show that adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT). Increased roadway capacity induces additional VMT in the short run and even more VMT in the long run."*

6. **Require applicants to demonstrate that the impacted community was meaningfully engaged in project development.**

Intensive and ongoing input from the community should guide the growth of successful corridors. In order to meet the program goal of 'improv(ing) transportation choices while

[15] 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

preserving the character of the local community', projects sponsors must have a clear understanding of what travel options the community would embrace, and what aspects of the local community's character are important to preserve. The community's vision should be incorporated into the project design through robust outreach and engagement of residents, including low income people and people of color, and community-based organizations that work with these residents in the development of a project, and stakeholders should be consulted throughout project implementation to address issues and concerns that arise.

We recommend engagement take place on a project-by-project basis. Guidelines should require applicants to demonstrate public engagement on the particular project submitted for funding, and not just in a general corridor planning or regional planning process. A fulfillment of long-term public engagement mandates in RTPs/SCSs are not sufficient to identify and address community concerns on the specific proposed project. The public is more likely to be engaged once a specific project is in development that will directly impact their neighborhoods.

7. **Evaluate and prioritize project benefits, as identified by residents impacted by the project, especially for disadvantaged and low-income residents in adjacent communities.**

Applicants must assess localized impacts in disadvantaged communities, evaluating benefits or costs specifically to low-income residents through strong public participation. A funding priority should be placed on projects that target community-identified accessibility and safety benefits to disadvantaged communities. Negative local impacts such as emissions of diesel particulates, greenhouse gases, and other pollutants should be evaluated. Projects that leverage other state and local funds for community development in existing disadvantaged communities should be prioritized.

Thank you for your consideration of these recommendations. 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

Tony Dang, Executive Director
California Walks

Liz O'Donoghue, Director of Infrastructure and Land Use
The Nature Conservancy

Ana Lugo, President
North Bay Organizing Project

John Shaban, President
Gamaliel

Dave Campbell, Advocacy Director
Bike East Bay

Matthew Baker, Policy Director
Planning and Conservation League

Joshua Stark, State Policy Director
TransForm

Jonathan Matz, California Senior Policy Manager
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Coalition for Clean Air

Bryn Lindblad, Associate Director
Climate Resolve

Wes Reutimann, Executive Director
Bike San Gabriel Valley

Marven Norman, Policy Director
Inland Empire Biking Alliance

Kula Koenig, Government Relations Director
American Heart Association & American Stroke Association

Monique Lopez, Deputy Executive Director of Advocacy
Los Angeles County Bicycle Coalition

Jessica Meaney, Executive Director
Investing in Place

Eve Sanford, Planning and Policy Coordinator
Santa Barbara Bicycle Coalition

Carey Knecht, Director
ClimatePlan

Cc: Mitchell Weiss, Deputy Director, California Transportation Commission

Garth Hopkins, Deputy Director, California Transportation Commission
Eric Thronson, Deputy Director, California Transportation Commission
Teresa Favila, Assistant Deputy Director, California Transportation Commission

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August 17, 2017

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: SB-1 Local Partnership Program – Formula Program Distribution

Dear Ms. Bransen:

Thank you for the extraordinary efforts that you and your staff are making to implement several of the major transportation funding programs under the Road Repair & Accountability Act (SB-1). The Los Angeles County Metropolitan Transportation Authority (Metro) was a strong supporter of this legislation, and we look forward to partnering with you to deliver a transformative program of transportation improvements to meet State and regional goals.

I am writing to you to express Metro's strong concerns regarding the California Transportation Commission's (CTC's) approach to one of the SB-1 programs, the Local Partnership Program (LPP). Specifically, the concern lies with the distribution of revenues in the formula portion of LPP. The draft guidelines dated August 11, 2017 include a distribution proportioned on population among all northern and southern California cities and counties with voter-approved sales taxes. The explanation provided was that the LPP should be administered consistently with the State and Local Partnership Program (SLPP) under the Highway and Port Safety and Air Quality Bond Act (Prop 1B) of 2006. Our observations are as follows:

- In our view, SB-1 replaces the Prop 1B SLPP with the new LPP. SB-1 made neither reference to Prop 1B language, nor did it bring forward any of the language from it. CTC staff has taken advantage of this fact to create a dramatically different program by designating half the program as competitive, though Prop 1B provided for only a 5% competitive program, and 95% formula. This design underscores the fact that the rules for the LPP are foundationally different from the SLPP. Any contention that a shift in regard to the distribution formula is "inconsistent with Proposition 1B" has no relevance given the State position on discretionary distribution.

- The distribution of the proposed 50% formula share should be proportioned on sales tax revenue generation. This distribution recognizes that the primary purpose of the program is to reward local and regional agencies for the highly significant level of effort, risk, partnership, and leveraging funds that they provide by opting to pursue sales tax measures.

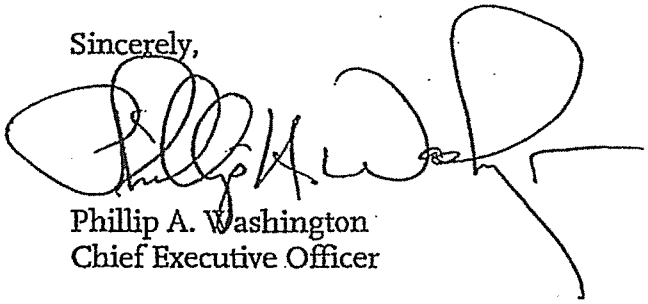
- Our estimate is that distributing formula program funds based on population underestimates the sales tax contribution of Los Angeles County residents by approximately 40%. Population is not an appropriate proxy for an incentive to raise local revenues.

- With these four evergreen ½-cent sales taxes, Metro has acted as a particularly strong partner, and should not be one of the few counties in the entire state that does not receive its proportional share of revenues or more than its proportional shares, as most of the other counties would under the current proposal.

- Undoubtedly, a further State goal is to leverage local transportation revenues. Without a strong incentive of state funding through the LPP to encourage the development and passage of local sales tax measures, the state foregoes a vital opportunity to leverage state funding with more local transportation funding and create a true local partnership with the state. Furthermore, a revenue-based formula should incentivize jurisdictions to seek not only extensions to sunsetting sales tax measures, but to increase their total sales tax rates as has been done in regions such as Los Angeles, Alameda, and Santa Clara Counties. We would like to work with CTC staff to develop an innovative way to reward local jurisdictions for these actions with additional state funding.

Thank you for your attention to this important matter. Should you have any questions, please contact Wil Ridder, Executive Officer of State Policy and Programming at ridderw@metro.net or (213) 922-2887.

Sincerely,



Phillip A. Washington
Chief Executive Officer

Copies:

Mr. Brian Kelly, Secretary California State Transportation Agency
Mr. Mitchell Weiss, Deputy Director
Mr. Jose Oseguera, Assistant Deputy Director

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 Ikhrata@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

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California Legislature

June 8, 2017

Mr. Bob Alvarado, Chairman
California Transportation Commission
1120 N Street, Room 2221, MS-52
Sacramento, CA 95814

RE: **Intent of the Local Partnership Program through Senate Bill 1, the Road Repair and Accountability Act of 2017**

Dear Chair Alvarado:

We would like to thank the California Transportation Commission (CTC) for being a key partner in supporting the passage of SB 1 (Beall), Chapter 5, Statutes of 2017, the Road Repair and Accountability Act of 2017. This support was extremely helpful in making this bill a reality. Over the next few months, the CTC is charged with developing guidelines for a host of the programs enacted under SB 1 in order to ensure the funding generated from SB 1 can immediately begin to flow to needed transportation investments. We look forward to working closely with you on this guideline development.

It has come to our attention that there were questions raised at the May CTC meeting held in San Diego regarding the legislative intent of the Local Partnership Program. We are writing this letter in order to help bring clarity to this question. SB1 included the Local Partnership Program funding in order to reward existing self-help counties and agencies that have passed developer fee programs on their own, and encourage aspiring agencies to achieve the voter thresholds required to impose local sales tax and developer fees for transportation. Imposing a local tax is not an easy feat and these local dollars provide significant benefit to the State's transportation system.

Although not specifically prescribed in SB 1, it was our intent, as co-authors of the measure and drafters of the original language, that the Local Partnership Program be implemented much like the State-Local Partnership Program (SLPP) created pursuant to Proposition 1B of 2006.

The original SLPP funding was provided at a time when there was a severe recession, which decreased available state transportation funding. Despite this challenge California's self-help counties were able to use the $700 million in SLPP funding and

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deliver over $10 billion in projects. In addition, simultaneously there was a large infusion of federal American Reinvestment and Recovery Act funds, which SLPP helped leverage. This success demonstrates the ability for self-help counties to effectively use this type of incentive funding to deliver high priority transportation projects in a timely manner and leverage outside funding opportunities.

Counties seeking to enact local sales tax measures and developer fees are able to present the opportunity to the voters to leverage state funds based on the success of SLPP. The local partnership program is meant to encourage voters that if they agree to tax themselves, the state will provide additional incentive to ensure that local priorities are met. By redirecting these funds back into a state competitive program, there is no guarantee for any voter that the funds would return to their district.

We understand that recently the CTC negotiated a compromise with the Self-Help Counties Coalition (SHCC) that would distribute 50% of the funding through a formula and 50% of the funding through a competitive process. It is also our understanding that the SHCC has requested the ability to revisit this agreement in two years to reconsider a higher proportion of funding be distributed through a formula program. We would encourage this future re-evaluation, as we do with all programs, to ensure the program objectives are being met.

Please let us know if you have any additional questions regarding this position.

Sincerely,

Assemblymember Jim Frazier, Chair
Assembly Transportation Committee

Senator Jim Beall, Chair
Senate Transportation & Housing Committee

cc: CTC Commissioners
Susan Bransen, Executive Director, CTC
Keith Dunn, Executive Director, Self Help Counties Coalition

METROPOLITAN
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Tab 22

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Deputy Executive Director, Operations

October 6, 2017

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N St., MS-52
Sacramento, CA 95814

RE: SB 1 Guidelines for Consideration at the October 2017 CTC Meeting

Dear Ms. Bransen:

Thank you for the opportunity to comment on Senate Bill 1 (SB 1) Guidelines planned for adoption at the October 2017 California Transportation Commission (CTC) meeting. Over the course of the past few months, you and your staff have solicited input from a variety of stakeholders statewide, and the Bay Area region appreciates your consideration of our comments.

The Metropolitan Transportation Commission (MTC) offers the following comments related to two programs: the Local Partnership Program (LPP) and the Trade Corridor Enhancement Program (TCEP).

Local Partnership Program (LPP)

LPP: Section 6 – Incentive for New and Renewed Sales Tax Measures

MTC applauds CTC for the inclusion of an incentive amount for jurisdictions to pass new voter-approved measures. The effort to create additional funding through a ballot measure is not an easy undertaking, and an immediate share of funds from the LPP serves as a strong incentive. MTC encourages the CTC to include voter-approved tolls and fees in addition to sales taxes as being eligible for the incentive program. Not only does this make the incentive consistent with the LPP formula program, but it also encourages jurisdictions to examine other transportation revenue-generating sources.

LPP: Section 5 – Distribution (Formula)

While Proposition 1B used population as the main distribution factor for formula funds, population does not account for the additional revenue generated by jurisdictions that have asked voters to approve multiple transportation taxes. MTC supports the proposed 50/50 weighting split between revenue and population as a reasonable and fair distribution that recognizes the effort to pass multiple voter-approved taxes while also moderating the swing from past programs. As a region, the Bay Area stands to gain additional formula funds due to the 50/50 split (compared to a population-only formula), which acknowledges the amount of revenue Bay Area residents generate for transportation purposes.

LPP: Section 7 – Matching Requirements
CTC staff proposes that the one-to-one match come from sources not allocated by CTC. However, this does not consider smaller jurisdictions that may have already committed local and federal sources to other priorities, or to pre-construction phases of a project. In these situations, county shares from the State Transportation Improvement Program (STIP) are an important source to match LPP formula funds. To recognize the diverse methods of fully funding transportation projects, and to be able to make the fullest advantage of SB 1 funding, MTC suggests the following changes:

- Expand the fund sources that may be used as match to include STIP funds and legislatively-approved fund sources pending voter approval; and
- Recognize previously-expended funds used for the pre-construction phases in the definition for matching or leveraging of funds.

LPP: Section 8 – Funding Restrictions
The current guidelines propose to return cost savings at contract award and project completion to the program proportionally, and re-distribute using the formula specified in Section 5. Since the formula funds are already distributed based on established factors, MTC recommends that any savings from the formula program be returned to that jurisdiction's share, and not re-distributed to the program. This will ensure that jurisdictions are not penalized if costs are lower than expected, and meets the intent of the formula program to serve as an incentive for seeking voter approval for transportation taxes, tolls, and fees, and incentivize value engineering and cost reduction opportunities.

Trade Corridor Enhancement Program (TCEP)
TCEP: Section 5- Distribution
The proposed guidelines state that any project savings will be returned proportionally to the program. MTC suggests adding language to specify that cost savings generated by a project in the regional corridor program will be returned to that regional corridor for future projects. This is consistent with the successful model of the corridors established under the Proposition 1B Trade Corridor Improvement Fund (TCIF) program, and will ensure the corridor is not penalized if costs are lower than expected.

TCEP: Section 7 – Matching Requirements
Similar to the LPP, CTC staff proposes the match come from sources not allocated by the CTC. However, this does not consider smaller jurisdictions that may not have other sources of funding to use as match besides State Transportation Improvement Program (STIP) funds, or that have proceeded with pre-construction phases with their own discretionary funds. To recognize the diverse methods of fully funding transportation projects, and to be able to make the fullest advantage of SB 1 funding, MTC suggests the following changes:

- Expand the fund sources that may be used as match to include STIP funds and legislatively-approved fund sources pending voter approval;
- Reduce the match *requirement* from 30% to 10%, and assign an evaluation metric to over-match and/or leveraging of funds; and
- Recognize previously-expended funds used for the pre-construction phases in the definition for matching or leveraging of funds.

TCEP: Section 10 – Eligible Projects
The region appreciates the need to select capital projects that have cost, scope, and schedule well defined. However, MTC encourages the CTC to vary this requirement based on the level of environmental document required. For instance, a project requiring a CEQA Categorical Exemption (CE) or Mitigated Negative Declaration (MND) should be able to program capital funding if they are in the process of completing the document. However, a more involved document, like an Environmental Impact Report (EIR) may need full adoption before programming capital funding.

LPP and TCEP
Extension Limitations
The guidelines for both LPP and TCEP allow for only one extension for allocation and award, limited to six months directly attributable to unforeseen delays. Given the large number of potential unforeseen delays, including high bids and bid challenges, MTC suggests adding language to state the CTC's expectation of extensions not to exceed six months, but that extensions longer than six months will be considered on a case-by-case basis.

Thank you for your consideration of MTC's comments in the SB 1 Guidelines being considered at this month's CTC meeting. The region is committed to working with the State and our regional partners to deliver transportation benefits from SB 1 to the public as expeditiously as possible. If you have any questions on our comments, please contact Anne Richman, Director of Programming and Allocations, at (415) 778-5722.

Best regards,

Steve Heminger
Executive Director

cc: Bijan Sartipi, Caltrans District 4 Director
Bay Area Congestion Management Agency Directors

SH:kk

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San Francisco County Transportation Authority

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October 12, 2017

Jose L. Oseguera
Assistant Deputy Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Local Partnership Program 2018 Draft Guidelines

On behalf of the San Francisco County Transportation Authority, I would like to express our appreciation to the California Transportation Commission (CTC) for the opportunity to comment on the Local Partnership Program (LPP) 2018 Draft Guidelines and for CTC staff's responsiveness to comments sent by us in August and throughout the SB 1 guidelines-development process.

Our main comments to the latest draft guidelines are:

- Section 8. Matching Requirements: We appreciate the flexibility of allowing State Transportation Improvement Program funds to be considered as part of the local match requirement. To recognize the role of local funds in advancing pre-construction phases of projects, we request that the CTC also consider recognizing funds used for pre-construction phases in the definition for matching or leveraging funds for construction projects.

- Section 25. Project Cost Savings: We request that CTC consider allowing any cost savings from the formulaic program to return to that jurisdiction's share and be made available for programming in the following cycle. Instead of redistributing these funds among all recipients of the Formulaic Program right away, CTC will ensure that jurisdictions are not penalized if costs end up being lower than expected, and create an incentive for pursuing cost-saving opportunities.

Thank you for your consideration of our comments. We look forward to the first cycle of programming and to working in partnership with the CTC to consider refinements to the guidelines, as needed, for subsequent funding cycles. Please feel free to contact me if you have any questions. I can be reached at 415.522.4802 or via email at maria.lombardo@sfcta.org.

Sincerely,

Maria Lombardo
Chief Deputy Director

cc: TC, PPD

Plan, Fund, Deliver

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Tilly Chang
EXECUTIVE DIRECTOR

Memorandum

To:	CHAIR AND COMMISSIONERS	**CTC Meeting:**	October 18-19, 2017
		Reference No.:	4.19 Action
		Published Date:	October 6, 2017
From:	SUSAN BRANSEN Executive Director	**Prepared By:**	KC Handren, Acting Associate Deputy Director

Subject: **AMENDMENT TO THE 2017 LOCAL STREETS AND ROADS FUNDING - ANNUAL REPORTING GUIDELINES (RESOLUTION G-17-27, AMENDING RESOLUTION G-17-23)**

ISSUE:

Should the California Transportation Commission (Commission) approve the proposed Amended 2017 Local Streets and Roads Funding Annual Reporting Guidelines to integrate amendments made to Streets and Highways Code Section 2034 pursuant to Assembly Bill (AB) 135 (Committee on Budget, Chapter 255, Statutes of 2017)?

RECOMMENDATION:

Staff recommends that the Commission adopt the proposed Amended 2017 Local Streets and Roads Funding Annual Reporting Guidelines as provided in Attachment A.

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.

At its August 2017 meeting, the Commission adopted the 2017 Local Streets and Roads Funding Annual Reporting Guidelines under Resolution G-17-23.

On September 16, 2017, the Governor signed AB 135. This budget trailer bill includes several statutory amendments to assist in the delivery of projects funded by SB 1 and to improve transparency and accountability on the reporting of those funds. Specifically, AB 135 amends Streets and Highways Code Section 2034 which 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, as well as the responsibility of the Commission to report eligible jurisdictions to the State Controller's Office (Controller).

The amendments to Streets and Highways Code Section 2034 are as follows:

- Allows cities and counties to adopt a project list by resolution at a public meeting instead of requiring them to amend the project list into their budget.
- Requires the Controller to retain a city's or county's Road Maintenance and Rehabilitation Account apportionment for 90 days if they are not eligible for funding in the initial report submitted to the Controller by the Commission.
- Requires the Controller to reapportion any Road Maintenance and Rehabilitation Account funds held to all other eligible cities and counties after 90 days.
- Permits cities and counties to expend other funds on eligible projects and reimburse the original source of funds expended when a Road Maintenance and Rehabilitation Account apportionment is received.

To fulfill the Commission's role in the Local Streets and Roads Program to prepare and update programmatic guidelines pursuant to Streets and Highways Code Section 2034, Commission staff has amended the attached Local Streets and Roads Funding Annual Reporting Guidelines which incorporate the amendments made to Streets and Highways Code Section 2034 pursuant to AB 135. All changes are underlined and in bold.

Attachments:

- Attachment A: Amended 2017 Local Streets and Roads Funding Reporting Guidelines
- Attachment B: Resolution G-17-27, Amending Resolution G-17-23

THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

2017 LOCAL STREETS AND ROADS FUNDING

AMENDED ANNUAL REPORTING GUIDELINES

October 2017

California Transportation Commission

2017 LOCAL STREETS AND ROADS FUNDING AMENDED ANNUAL REPORTING GUIDELINES

Adopted by the California Transportation Commission on
_____, 2017

Pursuant to California Streets and Highways Code Section 2034

Commissioners

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
Paul Van Konynenburg

Senator Jim Beall – Ex Officio
Assembly Member Jim Frazier– Ex Officio

Susan Bransen – Executive Director

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 **resolution 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 **submit an initial** report to the Controller **that indicates** 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~~ **an initial** report from the Commission, shall apportion RMRA funds to eligible cities and counties pursuant to SHC 2032(h) [SHC 2034(a)(~~2~~**3**)].
- **The Controller will retain the monthly share of RMRA funds for cities and counties not included in the Commission's initial report that would otherwise be apportioned and distributed to those cities and counties [SHC 2034(a)(4)(A)]. Pursuant to SHC 2034(a)(4)(B), the monthly share of RMRA funds for each of these cities and counties will be retained by the Controller for 90 days.**
- **Upon receipt of a list of projects from a city or county after the Commission has submitted its initial report to the Controller, the Commission will submit a subsequent report to the Controller that specifies all newly eligible cities and counties [SHC 2034(a)(2)].**
- **After 90 days, the Controller will apportion to all newly eligible cities and counties the RMRA funds that were retained but not previously apportioned and distributed pursuant to SHC 2304(a)(4)(B).**
- **Any RMRA funds held by the Controller for a city or county that still remains ineligible after 90 days will be reapportioned to all other eligible cities and counties [SHC 2034(a)(4)(C)].**
- For each fiscal year in which RMRA funds are received and expended, cities and counties must submit documentation to the Commission that **details the expenditure of all RMRA funds, including** 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.
- **Eligible cities and counties may expend other funds on eligible projects prior to receiving an apportionment of RMRA funds from the Controller and may**

reimburse the original source of funds expended when a RMRA apportionment is received from the Controller [SHC 2034(c)].

- 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
90 day Grace Period to Receive RMRA Apportionment Expires	**March 6, 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~~ **resolution by the city council or county board of supervisors at a regular public meeting**.

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~~ Resolution

All proposed projects must be ~~included in a city or county budget that is~~ adopted by **resolution 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~~ **Resolution**

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 **resolution by the applicable city council or county board of supervisors at a regular public meeting.** ~~city or county operating budget~~. ~~Examples of~~ **aAn** acceptable public record **shall** include an excerpt from the city/county's adopted resolution including the relevant list of projects and meeting minutes documenting approval at a regular public meeting.

~~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 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~~ **and** minutes) is ~~encouraged~~ **required**. 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~~ **adopted resolution** should, at a minimum, include the elements mandated by statute: description, location, schedule for completion and useful life. 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~~ **adopted resolution** 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~~ **has been** develop~~ment~~**ed** and is further explained in Appendix A. **The form can be accessed on the Commission website at www.catc.ca.gov.**

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: LSR@dot.ca.gov. In the event a jurisdiction wishes to submit a hard copy please contact the Commission main line at (916) 654-4245.

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**s** 2034(a)(2) and **2034(a)(4)(B)** 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~~**3**) 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~~ **detailing** the expenditure of those funds and 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 LSR@dot.ca.gov. In the event a jurisdiction wishes to submit a hard copy please contact the Commission's main line at (916) 654-4245.

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 for cities and counties to use in submitting the proposed list of projects to the Commission. This is 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. The form can be accessed on the Commission's website at www.catc.ca.gov.

Please note that project lists included in a city or county ~~budget~~ **adopted resolution** 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 2030). 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)

[1,2] 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~~ **and** 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).

[1,2] 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
90 day Grace Period to Receive RMRA Apportionment Expires	**March 6, 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.

ATTACHMENT B

CALIFORNIA TRANSPORTATION COMMISSION

Adoption of the Amended 2017 Local Streets and Roads Funding Annual Reporting Guidelines

Resolution G-17-27, Amending 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 **resolution by the applicable** city **council** or county **board of supervisors at a regular public meeting** ~~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~~ **an initial** report, shall apportion funds to eligible cities and counties; and

1.5 **WHEREAS, Streets and Highways Code Section 2034(a)(4)(A) requires the Controller to retain the monthly share of RMRA funds for cities and counties not included in the Commission's initial report that would otherwise be apportioned and distributed to those cities and counties. Pursuant to SHC 2034(a)(4)(B), the monthly share of RMRA funds for each of these cities and counties will be retained by the Controller for 90 days; and**

1.6 **WHERAS, Streets and Highways Code Section 2034(a)(2) requires the Commission to submit a subsequent report to the Controller that specifies newly eligible cities and counties that submitted an eligible project list after the Commission submitted its initial report to the Controller; and**

1.7 **WHEREAS, Streets and Highway Code Section 2034(a)(4)(c) requires the Controller to reapportion to all eligible cities and counties the RMRA funds that were retained but not previously apportioned and distributed after 90 days; and**

1.8 **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 **details the expenditure of all RMRA funds,** includ~~es~~**ing** 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

1.9 **WHEREAS, Streets and Highways Code Section 2034(c) permits an eligible city or county to expend other funds on eligible projects prior to receiving an apportionment of RMRA funds from the Controller and may reimburse the original source of funds expended when it receives its apportionment of RMRA funds from the Controller; and**

1.10 **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

1.11 **WHEREAS,** the Commission, in consultation 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

1.12 **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

1.13 **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 **Amended** 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.

Memorandum

Tab 24

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 4.5
Action

Published Date: October 6, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Dawn Cheser
Assistant Deputy Director

Subject: **ADOPTION OF THE 2018 TRADE CORRIDOR ENHANCEMENT PROGRAM GUIDELINES RESOLUTION G-17-32**

ISSUE:

Should the California Transportation Commission (Commission) approve the proposed 2018 Trade Corridor Enhancement Program Guidelines for the program created by the Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017) and SB 103 (Committee on Budget and Fiscal Review, Chapter 95, Statutes of 2017)?

RECOMMENDATION:

Staff recommends the Commission adopt the proposed 2018 Trade Corridor Enhancement Program Guidelines and permit staff to make technical, non-substantive changes to the proposed guidelines. The Trade Corridor Enhancement Program Guidelines are provided as Attachment A in track changes for readability.

Staff further recommends the Commission request the California Department of Transportation (Caltrans) to:

- Update and prioritize the Freight Project List in the California Freight Mobility Plan prior to the next programming cycle.
- Update the Life-Cycle Benefit Cost Analysis Tool and develop the SB 1 Intermodal Tool and SB 1 Other Projects Tool no later than December 15, 2017.

BACKGROUND:

On April 28, 2017, the Governor signed SB 1 which established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 on July 21, 2017 which directed the Commission to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement.

The National Highway Freight Program was established with the approval of the Fixing America's Surface Transportation (FAST) Act, on December 4, 2015.

Assembly Bill 133 (Committee on Budget, Chapter 2, Statutes of 2016) provided a Traffic Congestion Relief Fund loan repayment of $11 million to be used for trade corridor improvements.

The Trade Corridor Enhancement Program Guidelines build upon the effort that went into the development of the California Freight Investment Program Guidelines. Commission staff have held eleven workshops in multiple locations throughout the state, presented at the California Freight Advisory Committee Meeting and consulted with other state agencies as required. Commission staff have also engaged with stakeholders representing regional agencies, local governments, private industry, and other advocates since starting the guideline development process in October 2016.

The draft guidelines were released on September 22, 2017 which were then discussed at the September 25, 2017 workshop. Overall, the stakeholders were supportive of the draft Trade Corridor Enhancement Program guidelines, therefore Commission staff is proposing to accelerate the adoption of these guidelines by two months.

Attachments:

- Attachment A: 2018 Trade Corridor Enhancement Program Guidelines
- Attachment B: Resolution G-17-32
- Attachment C: Comment Letters

Reference No.: 4.5
October 18-19, 2017
Attachment A

2018
TRADE CORRIDOR ENHANCEMENT PROGRAM

FINAL GUIDELINES

October 6, 2017

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California Transportation Commission

CALIFORNIA TRANSPORTATION COMMISSION
2018
TRADE CORRIDOR ENHANCEMENT PROGRAM GUIDELINES

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Introduction

1. Background

The Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017), signed into law on April 28, 2017, established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 (Chapter 95, Statutes of 2017) on July 21, 2017 which directs the California Transportation Commission (Commission) to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement.

The National Highway Freight Program was established with the approval of Fixing America's Surface Transportation (FAST) Act, on December 4, 2015.

Additionally, Assembly Bill 133 (Chapter 2, Statues of 2016) provided a Traffic Congestion Relief Fund loan repayment to be used for trade corridor improvements.

The Commission is responsible for programming and allocating these state and federal funds and will be administered through the Trade Corridor Enhancement Program.

The Trade Corridor Enhancement Program guidelines build from the 2007 Proposition 1B Trade Corridors Improvement Fund guidelines, which provided a onetime infusion of state funds for freight-related infrastructure improvements along corridors with a high volume of freight movement.

Freight planning and policy has changed since the Proposition 1B Trade Corridors Improvement Fund guidelines were developed in 2007, with the approval of the 2014 California Freight Mobility Plan and the 2015 California Sustainable Freight Action Plan, which have helped define California's approach to freight planning and policy over the last decade.

These guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the Trade Corridor Enhancement Program. The guidelines were developed in consultation with stakeholders representing state, regional, and local government entities, advocacy groups and private industry.

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.

2. Program Objectives

The objective of the Trade Corridor Enhancement Program is to fund infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the Commission. The Trade Corridor Enhancement Program will also support the goals of the National Highway Freight Program, the

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California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. Appendix A provides a list of the various goals and guiding principles.

3. Program Schedule

The following schedule lists the major milestones for the development and adoption of the 2018 Trade Corridor Enhancement Program:

~~Draft Guidelines Presented to Commission~~	~~October 18-19, 2017~~
Commission Adoption of Guidelines	October 18-19, 2017 ~~December 6-7, 2017~~
Call for Project Applications	October 20, 2017 ~~December 8, 2017~~
Project Applications due to Commission (postmark date)	January 30, 2018 ~~February 23 , 2018~~
Release Staff Recommendations	April ~~30~~ 25, 2018
Commission Adopts Program	May 16, 2018

Funding

4. Source

The Trade Corridor Enhancement Program will receive $794 million from the Trade Corridor Enhancement Account, $535 million will be received from the federal National Highway Freight Program and a one-time appropriation of $11 million will be received from the Budget Act of 2015 as amended by Assembly Bill 133 (Chapter 2, Statutes of 2016, item 2660-013-0001, provision1[b]). A three year Fund Estimate is provided in Appendix B.

5. Programming Cycle

The initial program will include five years (2015-16 thru 2019-20) of funding from the National Highway Freight Program funding along with three years (2017-18 thru 2019-20) of funding from the Trade Corridor Enhancement Program funding and a one-time appropriation of $11 million from the Budget Act of 2015. A subsequent program will be adopted by July 1, 2020 to align with the required update of the California Freight Mobility Plan, pursuant to Assembly Bill 14 (Chapter 223, Statutes of 2013). The duration of the subsequent program cycle will be determined through the guideline update process.

6. Distribution

The Commission supports a corridor-based programming approach to the Trade Corridor Enhancement Program, which recognizes and complements the goods movement planning work

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already done within the major trade corridors. The Commission also recognizes and supports the key role that the state and regions have in project identification.

After consulting the California Freight Mobility Plan and conducting a number of stakeholder workshops, the Commission has determined that the following corridors are eligible for funding under this program:

- Bay Area (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma counties)
- Central Valley (El Dorado, Fresno, Kern, Kings, Madera, Merced, Placer, Sacramento, San Joaquin, Stanislaus, Sutter, Tulare, and Yolo counties)
- Central Coast (Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz counties)
- Los Angeles/Inland Empire (Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties)
- San Diego/Border (Imperial and San Diego counties)

The Commission acknowledges that other regions may have goods movement infrastructure needs along corridors that have a high volume of freight movement that are eligible for funding. The Commission anticipates those regions will nominate their projects for consideration.

To promote a corridor-based approach while also recognizing the key role of the state in prioritizing interregional freight projects, the Commission has developed the following targets for projects nominated by the California Department of Transportation (Caltrans) and for the geographic programming of projects nominated by other agencies. Pursuant to Streets and Hiqhways Code, Section 2192, the target for Caltrans is 40% of the identified program funding. The remaining 60% is available for projects nominated by regional transportation agencies and other public agencies, including counties, cities, and port authorities.

In considering geographic balance for the overall program, the Commission may program below the corridor-based targets in a region or regions to account for projects programmed from the statewide target.

~~The targets for the regional corridors are based on the identified costs of projects located on the Tier 1 network and total projects set forth in the California Freight Mobility Plan (excluding those shown as under construction and fully funded). The California Freight Mobility Plan Tier 1 network is comprised of routes having the highest truck volumes or provides essential connectivity to and between key freight gateways and regions. The Commission expects Caltrans to maintain and provide an updated prioritized Freight Project List prior to subsequent programming cycles.~~

The targets for the corridors are refined percentages based on the Proposition 1B Trade Corridor Improvement Fund percentages. These refined percentages will be used for the initial 2018 program. The Commission intends to utilize the tiered Freight Project List in the California Freight Mobility Plan to identify a low to high programming range for each identified corridor for the distribution of subsequent programs. The Commission expects Caltrans to maintain and provide an updated prioritized Freight Project list prior to subsequent program cycles.

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The targets are neither minimums, maximums, nor guarantees. They do not constrain what any agency may propose or what the Commission may approve for programming and allocation within any particular corridor.

Programming Targets		
Statewide Target		
Caltrans		$536,000,000
Regional Corridor Targets		
	Percentage	Target
Bay Area/Central Valley	27%	$217,000,000
Central Coast	2%	$16,000,000
Los Angeles/Inland Empire	58%	$467,000,000
San Diego/Border	11%	$89,000,000
Other	2%	$16,000,000

7. Leveraging of Nationally Significant Freight and Highway Project Funds

SB 1 indicates the Legislature's intention to leverage SB 1 funds to obtain matching funds from federal sources to maximize improvements on high priority freight corridors. The Commission will program up to the identified target to match a project that has been awarded federal funds in the 2017 or the 2018 Nationally Significant Freight and Highway Projects (INFRA Grant) program, if the project is otherwise eligible under the Trade Corridor Enhancement Program.

For INFRA Grant projects that are jointly nominated by Caltrans and another agency, the programmed amount will be equally split between the statewide and regional corridor target. In the event, the regional corridor target is less than one half of the programmed amount, the difference will be taken from the statewide target. For all other INFRA Grant projects, the programmed amount will be taken from the applicable regional corridor target.

The project may be programmed and allocated prior to the adoption of the Trade Corridor Enhancement Program of projects in May 2018 but not before the INFRA Grant funding is awarded. In the event the INFRA Grant funding is awarded after the May 2018 program adoption, the appropriate targets will be adjusted in the next program cycle.

Recipients of the INFRA Grant funding must provide the Commission a copy of the INFRA Grant application, documentation of the official award of INFRA Grant funds, within 15 days of receipt of the notice of award, along with a cover letter describing how the project is eligible for Trade Corridor Enhancement Program funding. The allocation of funds will be processed as outlined in Section 24 of these guidelines.

8. Matching Requirements

Projects funded from the Trade Corridor Enhancement Program will require at least a 30% match of private, local, federal, or state funds. For the purpose of calculating the required match, the Commission will only consider funds that are not allocated by the Commission on a project specific basis. For projects nominated by Caltrans, no match will be required. However, as noted in

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Section 17, the Commission will consider the leveraging and coordination of other funds when evaluating projects. For projects jointly nominated by Caltrans and another agency, the matching funds must account for 30% of the local agency's share of the project costs.

The matching funds must be expended concurrently and proportionally to the Trade Corridor Enhancement Program funds. Costs incurred prior to allocation will not be counted towards match.

The applicant must provide a project funding plan through construction that demonstrates the supplemental funding in the plan (local, federal, state, private sources) is reasonably expected to be available and sufficient to complete the project.

The investment of public funding must be tied to public benefits as demonstrated through a public/private benefit cost analysis. The benefit cost analysis should take into account who owns the asset once the project is completed.

9. Funding Restrictions

Trade Corridor Enhancement Program funds shall not supplant other committed funds and are not available to fund cost increases except as noted below.

Trade Corridor Enhancement Program funding may be used to fund cost increases on Caltrans nominated projects. The statewide target in future programming cycles will be adjusted accordingly. The Commission will allocate the cost increase on a project by project basis consistent with Section 24 of these guidelines.

For jointly nominated projects, the Commission expects cost increases will be funded based on agreements between the agencies nominating the project.

A project that is already fully funded or is a capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Trade Corridor Enhancement Program.

10. Reimbursement

The Trade Corridor Enhancement Program is a reimbursement program for eligible costs incurred. Costs incurred prior to Commission allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed) are not eligible for reimbursement.

Eligibility

11. Eligible Applicants

Eligible applicants include local, regional, and public agencies such as cities, counties, Metropolitan Planning Organizations, Regional Transportation Planning Agencies, port

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authorities, public construction authorities, and Caltrans. Project proposals from private entities must be submitted by a public agency sponsor.

A nomination may identify an entity other than the applicant to be the project implementing agency. The implementing agency assumes responsibility and accountability for the use and expenditure of program funds.

Applicants and implementing agencies must comply with all relevant federal and state laws, regulations, policies, and procedures.

The Metropolitan Planning Organizations will be responsible for compiling project nominations from their respective agencies as described in Section 17.

12. Eligible Projects

Consistent with the California Freight Mobility Plan, a freight project is a project that significantly contributes to the freight system's economic activity or vitality; relieves congestion on the freight system; improves the safety, security, or resilience of the freight system; improves or preserves the freight system infrastructure; implements technology or innovation to improve the freight system or reduce or avoid its negative impacts; or reduces or avoids adverse community and/or environmental impacts of the freight system.

To be eligible for funding under this program, a project must meet the aforementioned freight project definition, support the objectives of the program, and meet the screening and evaluation criteria.

Projects receiving state funds must be consistent with Article XIX of the California Constitution.

Projects receiving federal National Highway Freight Program funds must comply with the provisions of Title 23 of the U.S. Code of Federal Regulation, and be located on the Primary Highway Freight System or a designated Critical Rural Freight Corridor or Critical Urban Freight Corridor. The designation of the Critical Rural Freight Corridor or Critical Urban Freight Corridor is not required at the time of project nomination, however, the designation must be federally approved prior to the project requesting allocation. Grade Crossing improvement projects, Grade Separation projects, Intermodal projects, and Intelligent Transportation System projects are not required to have a Critical Rural Freight Corridor or Critical Urban Freight Corridor designation.

Projects eligible for funding under the program include, but are not limited to, the following:

- Highway improvements to more efficiently accommodate the movement of freight.
- Freight rail system improvements to enhance the ability to move goods, including grade separations.
- Port capacity and efficiency enhancements, excluding the purchase of fully automated cargo handling equipment.
- Truck corridor improvements, including dedicated truck facilities or truck toll facilities, including the mitigation of the emissions from trucks or these facilities.
- Border access improvements to enhance goods movement.

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- Surface transportation, local road, and connector road improvements to effectively facilitate the movement of goods.
- Port and/or rail projects to facilitate intermodal interchange, transfer, and access into or out of the facility (limited to 10% of federal yearly apportionments).
- Intelligent Transportation Systems (ITS) or other technology to improve the flow of freight, real time information systems, weigh-in-motion devices, electronic screening/credentialing systems, traffic signal optimization, work zone management and information systems, ramp metering, electronic cargo and border security technologies.
- Environmental/community mitigation or efforts to reduce environmental impacts of freight movement, such as projects that reduce noise, overnight truck idling, or truck queues and advanced traveler Information Systems such as Freight Advanced Traveler Information Systems (FRATIS).

13. Eligible Components

Trade Corridor Enhancement Program funds may be used for any component of a project, however, capital costs will only be programmed if a Notice of Determination (NOD) is filed, in accordance with the California Environmental Quality Act, within six months of program adoption. If the NOD is not filed within six months, the project will be deleted from the program.

Pursuant to federal statute, the Commission may not program more than 10 percent of the total federal yearly apportionment amount for freight intermodal or freight rail projects, which include the following:

- Projects within the boundaries of public or private freight rail or water facilities (including ports).
- Projects that provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into or out of the facility.

Project Selection Process

14. Screening Criteria

Nominations will receive an initial screening by the Commission for completeness and eligibility, before moving to the evaluation process. Incomplete or ineligible applications may not be evaluated. An agency submitting multiple project applications must clearly prioritize its projects.

Nominations will be screened for the following:

- Project must be included in an adopted regional transportation plan and if applicable, consistent with a Sustainable Communities Strategy determined by the State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets.
- Project must demonstrate a 30% funding match as outlined in Section 8 of these guidelines.
- Project must be one of the types of projects listed in Section 12 of these guidelines.

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- Project must not have the purpose or intent to increase the state's overall capacity to facilitate the transportation of coal in bulk, pursuant to Government Code Section 14525.3. In evaluating each new terminal project, if related environmental documents are not yet complete, the Commission shall base their review on written confirmation from the project applicant.
- Project must meet the objectives of the Trade Corridor Enhancement Program.
- Project contributes to corridor or air basin emission reduction of greenhouse gases, diesel particulates (PM 10 and PM 2.5), carbon monoxide, nitrogen oxides, and other pollutants.
- Project demonstrates that negative environmental/community impacts will be avoided or mitigated.
- Project will stimulate economic activity, enhance trade value, and preserve/create jobs.

15. Project Rating Process

All project nominations that meet the screening criteria will be selected through a competitive process by evaluating the applications for compliance with the objectives of the program and rating them based on the evaluation criteria with a "High", "Medium", or "Low" score. The Commission may group projects for the purposes of comparing the ratings of like applications or for purposes of comparing projects within a region.

The highest ranking applications that meet the program objectives will be selected for funding while also taking into account the programming targets as specified in Section 6. The Commission will prioritize projects jointly nominated and jointly funded by Caltrans and local agencies, and construction ready projects in the 2017-18, 2018-19 and 2019-20 fiscal years. Caltrans' commitment of State Transportation Improvement Program funds or State Highway Operation and Protection Program funds will be considered joint funding.

To maximize the effectiveness of program funds, the Commission's intent is to fund a small number of projects which provide for the greatest benefits and may elect to only evaluate the highest priority application(s) submitted by each applicant.

The Commission may collaborate with the following state agencies when evaluating project nominations: The Air Resources Board to review the air quality benefits and Caltrans to review the Cal B/C results.

16. Evaluation Criteria

Evaluation criteria are outcome oriented and customizable to each corridor. Evaluation criteria are grouped into three categories.

Where a project is proposed to improve private infrastructure, the Commission's evaluation will examine the public/private benefit assessment of the project.

Nominations will be evaluated on the following:

- Freight System Factors

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  - Throughput – Project provides for increased volume of freight traffic through capacity expansion or operational efficiency.
  - Velocity – Project increases the speed of freight traffic moving through the distribution system.
  - Reliability - Project reduces the variability and unpredictability of travel time.
- Transportation System Factors
  - Safety - Project increases the safety of the public, industry workers, and traffic.
  - Congestion Reduction/Mitigation - Project reduces daily hours of delay on the system and improves access to freight facilities.
  - Key Transportation Bottleneck Relief - Project relieves key freight system bottlenecks where forecasts of freight traffic growth rates indicate infrastructure or system needs are inadequate to meet demand.
  - Multi-Modal Strategy - Project employs or supports multi-modal strategies to increase port and transportation system throughput while reducing truck vehicle miles/hour traveled (VMT/VHT) or truck idling times.
  - Interregional Benefits - Project links regions/corridors to serve statewide or national trade corridor needs.
  - Advanced Technology – Project employs advanced and innovative technology, such as Intelligent Transportation Systems (ITS), or includes supporting infrastructure for deployment of current and future technologies, such as zero and near-zero emission equipment or vehicles or ITS elements.
- Community Impact Factors
  - Air Quality Impact - Project reduces local and regional emissions of diesel particulate (PM 10 and PM 2.5), carbon monoxide, nitrogen oxides, greenhouse gases, and other pollutants.
  - Community Impact Mitigation - Project reduces negative impacts on communities (noise, localized congestions, safety, public health, etc.).
  - Economic/Jobs Growth – Project stimulates local economic activity, enhances trade value, and preserves/creates jobs.

The Commission will also consider the following factors when evaluating projects:

- The overall need, benefits and cost, of the project in the context of its contribution to advancing the California Freight Mobility Plan, the California Sustainable Freight Action Plan, and if applicable, an adopted regional freight plan. Projects submitted by Caltrans should also include a description of how the project contributes to advancing the Interregional Transportation Strategic Plan.
- Project readiness and reasonableness of the schedule for project implementation, including the following:
  - Progress towards achieving environmental protection requirements.
  - The comprehensiveness and sufficiency of agreements with key partners (particularly infrastructure owning railroads) that will be involved in implementing the project.

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- The leveraging and coordination of funding from other private, federal, state, local or regional sources, with consideration of those sources that are discretionary compared to those that are nondiscretionary.
- The commitment of multiple partners in the delivery of the project, as evidenced by joint nomination and/or joint funding of a project.

To maximize the effectiveness of program funds, the Commission's intent is to fund a small number of projects which provide for the greatest benefits and may elect to only evaluate the highest priority application(s) submitted by each applicant.

The Commission may collaborate with the following state agencies when evaluating project nominations: The Air Resources Board to review the air quality benefits and Caltrans to review the Cal B/C results.

17. Project Nominations

Project nominations and supporting documentation must be submitted to the Commission by January 30, 2018. Nominations will be treated in accordance with California Public Records Act requirements and information, subject to those requirements, may be publicly disclosed.

The Metropolitan Planning Organizations will be responsible for compiling project nominations from their respective agencies to the Commission. Project nominations coming from Imperial County will be considered as part of the San Diego/Border programming target, but the project nominations from Imperial County will be compiled and submitted through the Southern California Association of Governments as its Metropolitan Planning Organization. All other project nominations will be submitted directly to the Commission.

Each Metropolitan Planning Organization will submit a cover letter signed by the respective Executive Director. The submittal will include a full list of all nominations received and confirm consistency with an adopted Regional Transportation Plan and if applicable, its Sustainable Communities Strategies and adopted regional freight plan

The application must clearly identify ineligible elements of a project and certify (or confirm) that those ineligible elements will not be funded with Trade Corridor Enhancement Program funds or be considered as match.

The Commission will post basic project application information on its website prior to adopting the final program of projects. After projects are selected for programming, the Commission will post the status of all project applications to its website.

Each project application submittal must include two copies of the application package and one electronic copy. All application materials should be bound, addressed and delivered to:

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

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Caltrans is working to develop an online application for this program. This online application may not be completed in time for use in the initial application cycle. The Commission will notify potential applicants through its website and through the RTPA Group when the online application is available.

Each project application should be limited to 25 pages (excluding the Project Programming Request form) and must include:

A. A cover letter, with signature authorizing and approving the application. Where the project is to be implemented by an agency other than the nominator, documentation of the agreement between the project nominator and implementing agency must be submitted with the application. Jointly nominated projects must include the signatures of each agency nominating the project.

B. A confirmation that any new terminal project will not have significant environmental impacts, as described in related environmental documents as a result of the storage, handling, or transport of coal in bulk pursuant to Government Code Section 14525.3. In evaluating each new terminal, if related environmental documents are not yet complete, the Commission shall base their review on written confirmation from the project applicant.

C. A confirmation that any capacity-increasing project or a major street or highway lane realignment project was considered for reversible lanes pursuant to Streets and Highways Code Section 100.15.

D. An explanation of the project and its proposed benefits, including the following:

   i. 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, including before pictures.

   ii. Project priority (if agency is submitting multiple applications)

   iii. Project background and a purpose and need statement.

   iv. A concise description of the project scope and anticipated benefits (outcomes and outputs) proposed for funding.

   v. A description on how the project furthers the goals of the California Freight Mobility Plan and the guiding principles of the California Sustainable Freight Action Plan.

   vi. A description of how local residents and community-based organizations were engaged in developing the project.

   vii. A description of how the final project will address community-identified needs along with a description and quantification of the benefits the project will provide for disadvantaged communities and low-income areas.

      - A map (or maps) of the project location denoting the project site and identifying impacted communities that meet either of the following criteria:

        Disadvantaged Communities - an area identified as among the most disadvantaged 25% in the state according to the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code.

        Low-income Communities - an area with median household income at or below 80 percent of the statewide median or with median household

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incomes at or below the threshold designated as low income by the Department of Housing and Community Development's list of state income limits adopted pursuant to Section 50093 of the Health and Safety Code.

The map for Disadvantage and Low-income Communities can be found at: https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm

viii. A description and map (or maps) of how the final project will address community-identified needs along with a description and quantification of the benefits the project will provide for other communities not falling under the above definitions.

ix. A project cost estimate which includes the amount and source of all funds committed to the project and the basis for concluding that the funding is expected to be available. If uncommitted funding is identified, the requirements as outlined in Section 21 must be included. Cost estimates should be escalated to the year of proposed implementation and be approved by the Chief Executive Officer or other authorized office of the implementing agency.

x. When proposing to fund only preconstruction project components, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the Regional Transportation Plan or the Interregional Transportation Strategic Plan for projects implemented by Caltrans.

xi. A description that demonstrates the ability to absorb any cost overruns and deliver the proposed project with no additional funding from this program, except as noted in Section 9 of these guidelines.

xii. A description of the project delivery plan, including a description of the known risks that could impact the successful implementation of the project and the response plan of the known risks. The risks considered should include, but not be limited to, risks associated with deliverability and engineering issues, community involvement, and funding commitments.

xiii. A description of the transportation corridor and the function of the proposed project within the corridor.

xiv. A description of the projected quantification and qualitative measures of the proposed improvements as described in the Evaluation Criteria in Section 16.

xv. A description and quantification of the local and corridor effects of the project on diesel particulate (PM 10 and PM 2.5), nitrogen oxides, greenhouse gases and other pollutant emissions using the Caltrans' Life-Cycle Benefit-Cost Analysis Model 6.0, the SB 1 Intermodal Tool, or the SB 1 Other Projects Tool. Report emissions saved in both tons and dollars. The SB 1 Intermodal Tool and the SB 1 Other Projects Tool are currently under development. These tools will be provided by December 15, 2017 by Caltrans at: http://www.dot.ca.gov/hq/tpp/offices/eab/LCBC_Analysis_Model.html. If another model is more applicable the application should describe why and provide the analysis based on the alternate model in addition to one of the tools identified above.

xvi. A description of how the project furthers the goals, performance measures, and targets of the region's Regional Transportation Plan, and if applicable, it's associated Sustainable Communities Strategy and freight plan.

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xvii. A description of the corridor plan or other coordinated management strategy being implemented by the nominator and other jurisdictions within the corridor to preserve corridor mobility.

xviii. A description of how the project uses advanced, clean, or innovated technologies to support the freight transportation system. Also include a description of any associated supporting infrastructure that is included in the project.

xix. Each applicant should provide documentation that the expected benefits of the proposed project justify its costs, recognizing that some costs and benefits can be difficult to quantify. Each application should include analysis utilizing Caltrans' Life-Cycle Benefit-Cost Analysis Model 6.0. This model can be found at: http://www.dot.ca.gov/hq/tpp/offices/eab/LCBC_Analysis_Model.html. If another model is more applicable the application should describe why and provide the analysis based on the alternate model.

xx. Where investment of Trade Corridor Enhancement Program funding is proposed to improve private infrastructure, this documentation should include an assessment of public and private benefits to show that the share of public benefit is commensurate with the share of public funding.

E. Documentation for rail investments should acknowledge and describe how the private railroads, regional agencies and appropriate state agencies will come to agreement on public and private investment levels and resulting benefits.

F. Each application must include a Project Programming Request (PPR) Form. Each PPR Form must list federal, state, local, and private funding categories by project component and fiscal year. If the project is a scope addition to a project with a prior Project PPR Form, the prior PPR Form should be included.

An excel template of this form may be found at http://www.dot.ca.gov/hq/transprog/ocip.htm. Caltrans is working to develop a web-based PPR Form and expects to make this available by November 1, 2017. The Commission will notify potential applicants through its website and through the RTPA Group when the web-based form is available.

Programming

18. Programming Capacity

The Trade Corridor Enhancement Program will be developed consistent with the estimated annual amount of funds available based on 50% of the revenues generated by the diesel fuel excise tax imposed by SB 1 and the obligation authority limits on the National Highway Freight Program. A three year fund estimate is provided in Appendix B.

19. Program of Projects

The program of projects for each fiscal year will include, for each project, the amount to be funded from the Trade Corridor Enhancement Program, and the estimated total cost of the project. Project costs in the Trade Corridor Enhancement Program will include costs for each of the following components: (1) permits and environmental studies; (2) plans, specifications, and

estimates; (3) right-of-way; and (4) construction. The cost of each project component will be listed in the program no earlier than in the fiscal year in which the particular project component can be implemented.

For Caltrans implemented projects, the cost of right-of-way support and construction support will be separated out and programmed separately from the right-of-way capital and construction capital cost.

20. Contingency List

The Commission may identify a contingency list of projects to be amended into the program in the event a programmed project has returned award savings or is deleted from the program. This contingency list will be in effect only until the adoption of the next programming cycle.

21. Committed/Uncommitted Funds

The Commission will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of Trade Corridor Enhancement Program funds and other committed funds and uncommitted funds.

Uncommitted funds may only be from the following competitive programs: Active Transportation Program, Solutions for Congested Corridors Program, Local Partnership Program, Transit and Intercity Rail Capital Program, or 2017 and 2018 INFRA Grant. 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.

Projects programmed by the Commission in the Trade Corridor Enhancement Program will not be given priority in other programs under the Commission's purview.

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

Project Amendments

22. Project Review Committee

Commission staff may form a Project Review Committee to assist Commission staff in evaluating amendments on an as needed basis. The Project Review Committee will include representatives from Caltrans and various other transportation stakeholders.

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23. Amendment Requests

Project amendments will be considered for the Trade Corridor Enhancement Program as follows:

- Scope Changes – The Commission may consider changes to the scope of the project only if the change is minor and has no impact to the project benefits or the scope change increases the benefits of the project.
- Cost Changes – The Trade Corridor Enhancement Program will not participate in any cost increases to the project, except as allowed under Section 9 for Caltrans nominated projects. Any cost increases should be funded from other fund sources. If there is a change in the cost estimate, the implementing agency must notify Caltrans as described below.
- Schedule Changes – Schedule changes to a project will not be considered unless a time extension was approved as specified in Section 26. For projects programmed in the last year of the Trade Corridor Enhancement Program, the implementing agency may request to reprogram the project only once with justification. The Commission may approve the request only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the change.

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.

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 amendments. This notification must include an explanation of the proposed change, the reason for the proposed change, the impact the proposed change would have to the project, and an estimate of the impact the proposed 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 benefits) and an explanation of the methodology used to develop the aforementioned estimate. A revised Project Programming Request form must be included in the notification.

Caltrans will review the proposed amendment change and forward the proposed amendment change with Caltrans' written analysis and recommendation to the Commission for the Commission's approval.

Commission staff may also request that the Project Review Committee review and make a recommendation on amendment requests.

Commission staff will present recommended 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 all other amendment changes to the Commission as project amendments.

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Allocations

24. Allocation Requests

When an agency is ready to implement a project or project component, the agency will submit an allocation request to Caltrans. The typical time required, after receipt of the request, to complete Caltrans review, and recommendation and Commission allocation is 60 days.

Caltrans will review the request and determine whether or not to recommend the request to the Commission for action. The Commission will consider the allocation of funds for a project when it receives an allocation with a recommendation from Caltrans. The recommendation will include a determination of project readiness, the availability of appropriated funding, and the availability of all identified and committed supplementary funding. When Caltrans develops its construction allocation recommendation, the Commission expects Caltrans to certify that a project's plans specifications and estimate are complete, environmental and right-of-way clearances are secured, and all necessary permits and agreements (including railroad construction and maintenance) are executed.

In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds 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 (NEPA). Exceptions to this policy may be made in instances where federal law allows for the acquisition of right-of-way prior to completion of NEPA review.

The Commission will approve the allocation if the funds are available and the allocation is necessary to implement the project as included in the adopted Trade Corridor Enhancement Program. If there are insufficient program funds to approve an allocation, the Commission may delay the allocation of funds to a project.

Allocations must be requested in the fiscal year of project programming. Agencies should not request Commission allocations unless prepared to award contracts related to the allocation within six months. Whenever programmed funds are not allocated within the fiscal year programmed or within the time allowed by an approved allocation extension, the project will be deleted from the Trade Corridor Enhancement Program.

Where the project is to be implemented by an agency other than the applicant, the allocation request must include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency.

When Caltrans is the implementing agency, right-of-way support and construction support costs must be allocated separately from right-of-way capital and construction capital costs.

Project Delivery

25. Letter of No Prejudice

The Commission will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the Trade Corridor Enhancement Program. Approval of the LONP will allow the

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agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines were adopted in October 2017 and are on the Commission's website.

26. Timely Use of Funds

Trade Corridor Enhancement 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.

The Commission may extend the deadline only once for allocation 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 cannot exceed twelve months.

Funds allocated for 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 implementing agency must invoice Caltrans for these costs no later than 180 days after the fiscal year in which the final expenditure occurred.

The Commission may extend the deadline only once for contract award 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 cannot exceed twelve months.

After award of the contract, the implementing agency 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.

The Commission may extend the deadlines for expenditures for project development or right-of-way, 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 cannot exceed more than 20 months for project completion and 12 months for expenditure.

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 this section.

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.

Projects must commence right-of-way acquisition or actual construction with-in 10 years of receiving pre-construction funding through the Trade Corridor Enhancement Program, or the implementing agency must repay the Trade Corridor Enhancement Program funds. Repaid funds will be made available for redistribution in the subsequent programming cycle.

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27. Delivery Deadline Extensions

The Commission may extend a delivery deadline, as described in Section 27, upon the request of the implementing agency. No deadline may be extended more than once. However, there are separate deadlines for allocations, contact award, expenditures, and project completion. Each project component has its own deadlines. The Commission may consider the extension for each of the deadlines separately.

All requests for project delivery deadline extensions shall be submitted directly to Caltrans for processing prior to the expiration date. The extension request should describe the specific circumstance that justifies the extension and identify the delay directly attributable to the circumstance. Caltrans will review and prepare a written analysis of the proposed extension requests and forward the written analysis and recommendation to the Commission for action.

28. Project Inactivity

Once funds for a project are encumbered, project applicants are expected to invoice on a regular basis (for federal funds, see 23 CFR 630.106 and the Caltrans' Inactive Obligation Policy). Failure to do so will result in the project being deemed "inactive" and subject to de-obligation and deallocation if proper justification is not provided.

29. Project Cost Savings

Savings at contract award may be used to expand the scope of the project only if the expanded scope provides additional quantifiable benefits. The expanded scope must be approved by the Commission's Executive Director prior to contract award. Savings at contract award of 10% or less may remain committed to the project to fund future cost increases (in proportion to other funds). All other contract award savings will be returned proportionally and made available for redistribution in subsequent programming cycles.

Savings at project completion must be returned proportionally except when an agency has, subsequent to project programming, committed additional funds to the project to fund a cost increase. In such instances, savings at project completion may be returned to other fund types first, until the proportions match those at programming. Any additional savings must be returned proportionally and made available for redistribution in subsequent programming cycles.

30. Project Reporting

SB 1 places responsibility on the Commission to track the performance and report to the public how well funding recipients are delivering projects receiving Trade Corridor Enhancement Program funds. Additional reporting requirements will be outlined in the Commission's upcoming Accountability and Transparency Guidelines.

Caltrans, in cooperation with the implementing agencies, will report to the Commission on a semi-annual basis. The reports will include information on the activities and progress made toward implementation of the project, including those project activities taking place prior to an allocation and the commitment status of supplemental funding identified at the time of programming. The reports will at a minimum include:

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- A summary describing the overall progress of the project since the initial programming action.
- Expenditures to date for all project phase costs, segregated by fund.
- A summary of milestones achieved during the prior year and milestones expected to be reached in the coming year.
- A summary describing any changes to the scope, cost, schedule, and benefits of the project.

For new terminal projects, project applicants will annually notify Caltrans that the project is not being used to handle, store, or transport coal in bulk. This notification will be provided in the second semi-annual report Caltrans is responsible for compiling.

Within one year of the project becoming operable, a final delivery report must be submitted. The implementing agency must provide the following information to Caltrans to be included in the final delivery report to the Commission:

- The scope of the completed project as compared to the programmed project.
- Before and after photos documenting the project.
- The final costs, by component and fund type, as compared to the approved project budget at allocation and baseline agreement, if applicable.
- Project duration as compared to the project schedule in the project application.
- Project deliverables (outputs) and outcomes derived from the project as compared to those described when the decision was made to fund the project. This should include an explanation of the methodology used to quantify and qualify the benefits.
- For the purpose of this section, a project becomes operable when the construction contract is accepted or acquired equipment is received.

The purpose of the reports is to ensure that the project achieves the objectives of the program, is executed in a timely fashion, is within the scope and budget identified when the decision was made to fund the project and is on track to deliver the expected benefits.

The National Highway Freight Program funds administered under the Trade Corridor Enhancement Program will be subject to the National Performance Management Measures for assessing Performance of Freight Movement. Caltrans' Engagement Plan for this effort can be found at http://www.dot.ca.gov/hq/transprog/map21/map21_implementation.htm.

31. Project Tracking Database

Caltrans is responsible for developing, upgrading and maintaining an electronic database record of the adopted Trade Corridor Enhancement Program and Commission actions. The database will include project specific information, including project description, location, cost, scope, schedule, progress of the project and a map. The project information from the database will be accessible through Caltrans' website.

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32. Project Auditing

Caltrans must audit, in accordance with Generally Accepted Government Auditing Standards, a representative sample of the projects. The scope of these audits will be performed to determine whether:

- Project costs incurred and reimbursed are in compliance with the Commission's Trade Corridor Enhancement Program Guidelines, the Commission's Accountability Guidelines, contract provisions and state and federal laws and regulations.
- Project deliverables (outputs) and outcomes are consistent with the project scope, schedule, and benefits described in the project nomination used to program the project.

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.

33. Project Signage

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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Appendix A – Goals and Guiding Principles

National Highway Freight Program Goals	California Freight Mobility Plan Goals	California Sustainable Freight Action Plan Guiding Principles
Invest in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce cost of freight transportation, improve reliability, and increase productivity.	*Improve the contribution of the California freight transportation system to economic efficiency, productivity, and competitiveness.*	*Support local and regional efforts to improve trade facilities and corridors that achieve regional environmental, public health, transportation, and economic objectives consistent with statewide policy goals.*
Improve safety, security, efficiency and resiliency of freight transportation in rural and urban areas.	*Improve the safety, security, and resilience of the freight transportation system.*	*Improve the state-of-good-repair of the multi-modal freight transportation system.*
Improve the state of good repair of the National Highway Freight Network.	*Improve the state of good repair of the freight transportation system.*	*Grow the number of well-paying employment opportunities in the freight sector.*
Use innovation and advanced technology to improve National Highway Freight Network safety, efficiency and reliability.	*Use innovative technology and practices to operate, maintain, and optimize the efficiency of the freight transportation system while reducing its environmental and community impacts.*	*Apply innovative and green technology, along with accompanying infrastructure and applicable practices, to optimize the efficiency of the freight transportation system.*
Improve the efficiency and productivity of the National Highway Freight Network.	*Reduce costs to users by minimizing congestion on the freight transportation system.*	*Grow the economic competitiveness of California's freight sector.*
Reduce environmental impacts of freight movement on the National Highway Freight Network.	*Environmental Stewardship – Avoid and reduce adverse environmental and community impacts of the freight transportation system.*	*Reduce or eliminate health, safety, and quality of life impacts on communities that are disproportionately affected by operations at major freight corridors and facilities. This includes reducing toxic hot spots from freight sources and facilities, and ensuring continued net reductions in regional freight pollution.*

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National Highway Freight Program Goals	California Freight Mobility Plan Goals	California Sustainable Freight Action Plan Guiding Principles
Improve State flexibility to support multi-State corridor planning and address highway freight connectivity.		*Invest strategically to improve travel time reliability and to achieve sustainable congestion reduction on key bottlenecks on primary trade corridors.*
		Invest strategically to accelerate the transition to zero and near-zero emission equipment powered by renewable energy sources, including supportive infrastructure.
		Reduce freight-related deaths and injuries, and security threats.
		Improve system resilience by addressing infrastructure vulnerabilities associated with expected climate change impacts and natural disasters, which may include exploring opportunities to utilize natural systems to improve water quality, reduce ecosystem damage, prevent flooding, and create a cooling effect.
		Site freight projects to avoid greenfield development by enhancing existing freight infrastructure or targeting infill development near compatible land uses.

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Appendix B – Fund Estimate

TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP) FUND ESTIMATE

($ millions)

	2017-18	2018-19	2019-20	3-Year Total
RESOURCES				
STATE RESOURCES				
Trade Corridor Enhancement Account[1]	$200	$298	$296	$794
State Resources Subtotal	**$200**	**$298**	**$296**	**$794**
FEDERAL RESOURCES				
National Highway Freight Program[2,3]	$293	$115	$127	$535
Federal Resources Subtotal	**$293**	**$115**	**$127**	**$535**
LOAN REPAYMENTS				
Loan Repayment per Assembly Bill 133[4]	$11	$0	$0	$11
Loan Repayments Subtotal	**$11**	**$0**	**$0**	**$11**
TOTAL RESOURCES AVAILABLE	**$505**	**$413**	**$423**	**$1,341**

Note: Individual numbers may not add to total due to independent rounding.

[1] Amounts provided by the Department of Finance.

[2] Final dollar amounts may vary based on actual apportionment and obligational authority by the Federal Highway Administration or any changes in Federal guidance. Federal Resource dollars are representative of obligation authority and are an estimated percentage of California apportionments under the Fixing America's Surface Transportation (FAST) Act including reductions for post-apportionment set-asides, penalties, and sequestration.

[3] Federal Resources for 2017-18 also include unallocated National Highway Freight Federal Fiscal Year (FFY) 2015-16 and 2016-17.

[4] The loan repayment reflects a one-time transfer from the General Fund for trade corridors per Assembly Bill 133 (Chapter 2, Statutes of 2016). Repayment occurred December 2016, and is available 2017-18.

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Reference No.: 4.5
October 18-19, 2017
Attachment B

CALIFORNIA TRANSPORTATION COMMISSION

Adoption of the 2018 Trade Corridor Enhancement Program Guidelines

Resolution G-17-32

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, and established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state, and

1.2 **WHEREAS,** on July 21, 2017, the Governor signed SB 103 (Chapter 95, Statutes of 2017) which directs the California Transportation Commission (Commission) to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement, and

1.3 **WHEREAS**, on December 4, 2015, the President of the United States signed the Fixing America's Surface Transportation (FAST) Act, which established the National Highway Freight Program to fund projects that improve the efficient movement of freight on designated corridors throughout the state, and

1.4 **WHEREAS**, Assembly Bill 133 (Chapter 2, Statutes 2016) provided an $11 million Traffic Congestion Relief Fund loan repayment to be used for trade corridor improvements, and

1.5 **WHEREAS**, the Commission will administer the Trade Corridor Enhancement Account funds, the National Highway Freight Program funds and the Traffic Congestion Relief Fund loan repayment under the Trade Corridor Enhancement Program, and

1.6 **WHEREAS**, the Commission held multiple workshops between November 2016 and September 2017 to solicit input on the development of the Trade Corridor Enhancement Program Guidelines, and

1.7 **WHEREAS**, the Commission, in consultation with stakeholders representing regional agencies, local governments, private industry, and other advocates, developed and released the Draft California Freight Investment Program Guidelines for public review and comment on March 13, 2017, which were used as the starting point for the development of the Trade Corridor Enhancement Program Guidelines, and

1.8 **WHEREAS**, the Commission consulted with the California State Transportation Agency, California Environmental Protection Agency, Natural Resources Agency, California Air Resources Board, California Department of Transportation, California Energy Commission, and Governor's Office of Business and Economic Development, and

1.9 **WHEREAS**, the Commission has accelerated the adoption of the Trade Corridor Enhancement Program Guidelines with support from stakeholders, thereby eliminating the need to present Draft Trade Corridor Enhancement Program Guidelines at a Commission meeting.

2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission adopts the 2018 Trade Corridor Enhancement Program Guidelines, as presented by staff on October 18, 2017, and

2.2 **BE IT FURTHER RESOLVED**, that the purpose of these guidelines is to identify the Commission's policy and expectations for the Trade Corridor Enhancement Program and thus to provide guidance to applicants, implementing agencies, and the California Department of Transportation (Caltrans), and

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

2.4 **BE IT FURTHER RESOLVED**, that these guidelines do not preclude any project nomination or any project selection that is consistent with the implementing legislation, and

2.5 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post these guidelines on the Commission's website, and

2.6 **BE IT FURTHER RESOLVED,** that the Commission expects Caltrans to update the Life-Cycle Benefit Cost Analysis Tool and to develop the SB 1 Intermodal Tool and SB 1 Other Projects Tool no later than December 15, 2017, and

2.7 **BE IT FURTHER RESOLVED,** that the Commission expects Caltrans to update and prioritize the Freight Project List in the California Freight Mobility Plan prior to subsequent programming cycles.

Reference No.: 4.5
October 18-19, 2017
Attachment C

Shasta Living Streets

Better bikeways, trails, walkable cities and vibrant public places

July 17, 2017

California Transportation Commission
Dawn Cheser dawn.cheser@dot.gov

Re: **Feedback for California Transportation Commission's implementation strategy for the Road Repair and Accountability Act of 2017 (SB1) – FREIGHT**

Comments: Trade corridor enhancement program

On behalf of our members and partners and for the benefit of our entire community, Shasta Living Streets respectfully requests the California Transportation Commission prioritize and pursue safety for people walking and bicycling in their daily lives – including in the Trade Corridor Enhancement Program. Please see specific comments below.

Our Vision Shasta Living Streets is a local organization dedicated to building better bikeways and trails, walkable cities with transit that works and vibrant public places in Shasta County. We imagine cities and towns with an emphasis on being outdoors on interconnected walking paths and bicycle networks, with vibrant business districts, transit that works and community socializing fostered by trails and parks and an ease for getting out and about. It's the type of place sought after by millenials with children, by young CEOs and by retiring couples who can now live anywhere and want active lifestyles. This is a cross between traditional small-town America and a modern, progressive thinking city.

The Challenge In Redding and Shasta County the high cost and lack of transportation choice destabilizes families, leads to poor health, and drives talented young people and retired couples to seek another place to live, leaving our families stressed, our businesses without the employees they need, and our economy at risk.

Great need in Redding and Shasta County

Creating convenient and safe bicycle networks and walkable neighborhoods in our community is essential to help reverse alarming deaths, life-altering injuries, and negative social indicators related to health and income in Redding – by creating an environment for individuals and families to live daily active lives and reduce transportation costs.

High rates of fatality and injury for people walking. Our county has the *sixth highest pedestrian fatality rate in the state* and has reported the highest number of pedestrian and bicycle injuries and fatalities in the northern-most 20 counties.

High rates of negative health outcomes related to inactivity. The latest County Health study prepared by the Robert Wood Johnson Foundation showed Shasta County ranks a low 40th of 57 for health behaviors, including obesity and physical inactivity rates higher than state average, and access to exercise opportunities significantly lower than the state average.

Solutions for safety and convenience of people walking and bicycling

We can save lives, prevent life-altering injuries, increase physical activity and reduce negative health outcomes, reduce the high cost of transportation for local families, and improve the livability of our community and the strength of our local economy.

People in Redding and Shasta County from all walks of life - staff in the City of Redding and Shasta Regional Transportation, as well as businesses, developers and community groups are attempting to build connected biking networks and walkable cities. **We want to ensure that their work to make streets safer for all people and all modes of transportation continues to be a priority so they can move forward with supportive state policies and funding, reliable data, resources, and political support.**

Comments for the Trade Corridor Enhancement Program

1. **Prioritize improvements to remove freight detours through communities.**
   These detours put massive trucks and increased traffic on surface streets and smaller state highways that are often Main Streets for many communities.

   - Problem: Putting these massive trucks and truck traffic on community streets that are not designed to handle them:
     - Contributes to roadway wear and tear (breakdown) at a faster rate than planned for, specifically on bike lanes / routes and on paved shoulder areas used by people walking and biking, as well as those using wheelchairs or motorized scooters.
     - Often detour routes can be rural two-lanes highway where shoulders are nonexistent, or only 2' or 4' at most. People traveling on bikes struggle to make use of these small shoulders and may have to, legal per the CVC, use the travel lane. This can and does become dangerous and can be an additional safety concern with added trucks on these routes.
     - Creates safety issues for people in their daily commutes
     - Adds significant pollution to neighborhoods
     - Is often more of an issue in lower income, smaller towns and communities
     - Causes significant delays for freight movement
   - Benefit: Removing detours that puts massive trucks on surface streets and smaller state highways:
     - Improves public safety
     - Reduces pollution in neighborhoods
     - Improves safety in lower income communities
     - Creates economic efficiencies
     - Reduces travel time and removes unexpected delays for freight
     - Reduces greenhouse gas emissions by less miles traveled on the main streets and less miles on the longer travel routes on the detour

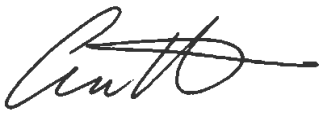
2. **Prioritize bike and walk facilities on overpass improvements for freight; ensure strategic planning, design and funding allocation for high-quality active transportation within these projects.**

   These overpasses are essential connections for communities to get across major freight corridors for many miles - sometimes the *only* opportunity for travel for all modes of transportation across the barrier of the freight corridor that divides cities and towns.

   - Problem: Overpass projects are often categorized as "Freight" improvements, without recognizing the essential role these facilities serve for daily use by families and members of the community using all modes including walking and bicycling:
     - Lack of high-quality bike and walk facilities in these essential connector routes creates safety issues, and/or unacceptable barriers for travel, for people in their daily commutes
     - These are often dangerous gaps in connected bike and walk networks in local towns and cities that prevent most people from choosing to bike or walk in their daily commutes
     - These are gaps in bike and walk networks that the local agencies cannot address on their own.
     - This problem is often more of an issue in lower income, smaller towns and communities
   - Benefit: Adding high-quality bike and walk facilities to freight overpass projects will provide safety and access for all modes at essential intersections in regional transportation systems across the state.
     - Improves public safety
     - Increases bike and walk mode share
     - Reduces vehicle miles traveled
     - Improves safety in lower income communities

Thank you for improving the health and wellbeing of individuals, families and businesses in our region by ensuring the Road Repair and Accountability Act addresses travel needs of people walking, bicycling and taking transit in their daily lives. For so many reasons, this is a transportation priority for family and individual health, local business strength and regional economy.

We are very excited to see this innovative and truly transformative funding and implementation Act moving forward. We whole-heartedly offer our organization's support for the community health, transit-oriented development, and multi-modal focus of the programs.



Anne Wallach Thomas
Executive Director, Shasta Living Streets

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 4.14
Information

Published Date: October 6, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Teresa Favila
Assistant Deputy Director

Subject: **NORTHERN HEARING ON THE SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM GUIDELINES**

SUMMARY:

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1, (Beall, Chapter 5, Statutes of 2017) created the Solutions for Congested Corridors Program (Program) and annually appropriates $250 million to be allocated by the California Transportation Commission (Commission) to fund projects that make specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.

The Commission held four public workshops to solicit input during the development of the Program guidelines. Numerous additional meetings with the California Air Resources Board and other stakeholders were held since commencing the development process. One additional public workshop is scheduled for October 24, 2017.

Prior to adoption of the Guidelines, the Commission is required to conduct at least two hearings, one in Northern California and the other in Southern California. In addition, 30 days prior to adoption, the Commission is required to provide a copy of the proposed Guidelines to the Joint Legislative Budget Committee, the Senate Transportation & Housing Committee, and the Assembly Transportation Committee.

The attached Draft Guidelines describe the policy, standards, criteria and procedures for the development and management of the Program. The Draft Guidelines address legislative requirements, incorporate input received from various stakeholders, and include Commission procedures for programming and delivery.

BACKGROUND:

SB 1 provides the first significant stable, and on-going increase in state transportation funding in more than two decades. In providing this funding, the Legislature increased the Commission's role in a number of existing programs, and created new programs for the Commission to oversee.

The Transportation Improvement Fee, created by SB 1, imposes a fee on all motor vehicles beginning January 1, 2018. A portion of the revenues from the Transportation Improvement Fee will be deposited in the State Highway Account to fund the Program.

Attachment A: Draft Guidelines for the Solutions for Congested Corridors Program

Attachment B: Comment Letters

2018

SOLUTIONS FOR

CONGESTED CORRIDORS PROGRAM

GUIDELINES

DRAFT

October 6, 2017

DRAFT

California Transportation Commission

CALIFORNIA TRANSPORTATION COMMISSION
2018 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM
DRAFT GUIDELINES

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DRAFT

1. Authority and Purpose

The Road Repair and Accountability Act of 2017, or Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017) created the Solutions for Congested Corridors Program (Congested Corridors Program) and continuously appropriates two hundred and fifty million dollars ($250,000,000) annually to be allocated by the California Transportation Commission (Commission) to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state.

These guidelines describe the policy, standards, criteria and procedures for the development, adoption and management of the Congested Corridors Program. These guidelines were developed in consultation with the California Air Resources Board, California Department of Transportation (Caltrans), Regional Transportation Planning Agencies, advocacy groups 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.

2. Program Objective

The primary objective of the Congested Corridors Program is to fund projects that make specific improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.

3. Schedule

The following schedule lists the major milestones for the development and adoption of the Congested Corridors Program:

Draft Guidelines presented to the Commission	October 18, 2017
Guidelines Hearing, North	October 18 2017
Workshop – Los Angeles	October 24, 2017
Guidelines submitted to the Joint Legislative Budget Committee and the Transportation policy committees in the Senate and Assembly	November 6, 2017
Guidelines Hearing, South	December 6, 2017
Adoption of the Guidelines	December 6, 2017
Applications due	February 16, 2018
Release staff recommendations	April 25, 2018
Program adoption	May 16, 2018

4. Funding and Program Cycle

Two hundred and fifty million dollars ($250,000,000) will be available upon appropriation to the Congested Corridors Program annually. Any unused balance or savings generated will be added to the available funding in the following cycle. The Commission intends to program four years of funding in the initial program (2018 Program) beginning with fiscal year 2017-18 and ending with fiscal year 2020-21. Following the initial program, the Commission intends to program three years of funding in subsequent cycles (2020, 2022, etc.) by November 1 of each even-numbered year with two new years of programming capacity added to the program. The last year of the cycle will be carried to the following cycle.

5. Congested Corridor Plans

All projects nominated for the Congested Corridors Program must be in a multimodal corridor plan. For the initial program, the Commission will accept a broad range of existing corridor plans that are specific to a transportation corridor and written with a corridor planning intent. Acceptable corridor plans ideally incorporate all transportation modes that are presently used or have potential to move people and goods along that corridor. In addition, the plans should address safety, congestion, accessibility, economic development, land use, and air quality and greenhouse gas emissions.

Acceptable corridor plans include, but are not limited to the following:

- Corridor System Management Plans
- An Integrated Corridor Management plan or program
- A plan or program developed for a specific multimodal, multiagency transportation corridor
- An integrated analysis of mode specific plans along a corridor

In subsequent programs, beginning with the 2020 Program, all projects nominated for the Congested Corridors Program must be included in a Comprehensive Corridor Plan. The Comprehensive Corridor Plan shall address congestion through a process that provides for safe and effective integrated management and operation of the multimodal transportation system with a focus on balancing transportation, the environment and community considerations. The Commission intends to provide further guidance on the development of Comprehensive Corridor Plans after the 2018 Program is adopted.

6. Matching Requirements

Projects funded from the Congested Corridors Program will not be required to provide a match. While there is no minimum match requirement for this funding source, funding leverage is desirable and will be considered in the evaluation of projects as detailed in Section 14. Consideration will also be given to projects that leverage funding from private, federal, state, local or regional sources that are discretionary funds.

7. Funding Restrictions

Congested Corridors Program funds will only fund the construction component of a project.

Congested Corridors Program funds shall not supplant other committed funds.

The Congested Corridors Program will not participate in cost increases to the project. Any cost increases should be funded from other fund sources. The implementing agency must provide evidence of their ability to absorb any cost overruns and deliver the project with no additional funding from the program. For jointly nominated projects between Caltrans and a local agency, the Commission expects the responsibility for payment of cost increases will be negotiated and agreed to through a funding agreement between both agencies.

8. Reimbursement

The Congested Corridors Program is a reimbursement program for eligible costs incurred. Costs incurred prior to Commission allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed) are not eligible for reimbursement.

9. Eligible Applicants

A regional transportation planning agency or county transportation commission or authority responsible for preparing a regional transportation improvement plan under Section 14527 of the Government Code or Caltrans may nominate projects for funding.

The Commission encourages the regional agencies and Caltrans to work collaboratively to plan, program, implement, operate and manage transportation facilities as an integrated system with the objective of maximizing available resources and overall transportation system performance. In an effort to encourage collaboration, priority will be given to those projects that are jointly nominated by multiple eligible applicants.

For jointly nominated projects, the implementing agency assumes the responsibility and accountability for the project as well as the use and expenditure of program funds.

10. Eligible Projects

Funding is available for projects that make specific improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.

These improvements may be on the state highway system, local streets and roads, public transit facilities, bicycle and pedestrian facilities or required mitigation or restoration or some combination thereof.

Projects eligible for funding under the program include, but are not limited to, the following:

- Addition of a high-occupancy vehicle lanes and managed lanes.
- New or existing transit infrastructure improvements including: adding roadway capacity for improved transit service, such as bus-only lanes or traffic signal priority; adding rail capacity or implementing other rail improvements or traffic signal priority for improved light rail service; operational and/or safety improvements that allow for faster transit speeds, more reliable service, or more frequent service; improvements at transit stations that allow for improved safety, operational efficiency, or additional capacity.
- New or existing rail infrastructure such as**:** construction of track siding to allow for trains to pass; adding railroad capacity by expanding the number of tracks serving the rail corridor; operational and/or safety improvements that allow for faster train speeds; improvements at rail stations that allow for improved safety, operational efficiency, or additional capacity.
- Transit hubs to increase linked trips or multimodal transportation modes.
- Transit hubs or stations and nearby roadways providing accessibility for first mile and last mile connectivity to public transit systems.
- Acquisition of buses, rail cars, locomotives, or other rolling stock.
- Operational improvements such as: interchange and ramp modifications, auxiliary lanes for merging or weaving between adjacent interchanges, passing lanes, curve corrections and alignment improvements, truck climbing lanes, signals and/or intersection improvements, two-way left-turn lanes, channelization, turnouts, railroad at-grade crossings improvements or separations, shoulder widening.
- Closing gaps in the street network including general purpose mainline lanes on local streets and roads
- Safety improvements such as: wet pavement corrections, curve corrections, shoulder widening, high friction treatment, left turn channelization, safety barriers, new guardrail, end treatments and crash cushions, rumble strips, lighting, glare screen, rock fall mitigation, over crossing pedestrian fencing, or bikeways and crosswalk safety enhancements.
- Direct mitigation or other regulatory requirements of a transportation project or facility funded under the Congested Corridors Program, including restoration or protection of critical habitat and open space.
- Projects that employ advanced and innovative technology, like Intelligent Transportation Systems.
- Projects that include supporting infrastructure for deployment of current and future technologies.
- Transportation Management Systems and Transportation Demand Management.
- Bicycle facilities such as dedicated bicycle lanes, separated bikeways, bicycle parking, and secure storage.
- Pedestrian facilities, including: sidewalks, walkways, paths, driveways, crosswalks, median islands, ramps, pedestrian bridges and tunnels.

Highway lane capacity-increasing projects funded by this program shall be limited to high-occupancy vehicle lanes, managed lanes, and other non-general purpose lanes designed to improve safety for all modes of travel.

Projects on railroad corridors that do not serve passenger rail are not eligible for funding.

11. Eligible Components

The Commission will only program the construction component of a project in the Congested Corridors Program, except for those projects expected to be delivered using the design-build method, where a portion of the funds may be in design.

12. Screening Criteria

Nominations will receive an initial screening by the Commission for completeness and eligibility before moving to the evaluation process. Incomplete or ineligible applications may not be evaluated.

Nominations will be screened for the following:

- Project is included in an adopted regional transportation plan and, if applicable, consistent with an approved Sustainable Communities Strategies determined by the State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets.
- Project is included in a multimodal comprehensive corridor plan that has been prepared by either the county transportation commission, the regional transportation planning agency, or Caltrans.
- Project meets the objective of the Congested Corridors Program as specified in Section 2.
- Project demonstrates that negative environmental/community impacts will be avoided or mitigated.

An agency submitting multiple project applications must clearly prioritize its projects.

The nominating agency may propose to deliver the nominated project utilizing multiple contracts (i.e. roadwork, rail work, bike lanes). The project evaluation will be based on the benefits that will be achieved for the entire nominated project.

Where practical, scaling the projects into deliverable phases is encouraged. When a project is scaled and the agency is proposing improvement on a segment or a phase of a corridor, the nomination should address how all other segments or phases of the corridor will be delivered and include an estimated time line. The segment to be funded under this program must have independent utility.

The application must clearly identify ineligible elements of a project and certify (or confirm) that those ineligible elements will not be funded with Congested Corridors Program funds or be considered as match.

13. Project Rating Process

All project nominations that meet the screening criteria will be selected through a competitive process using a primary evaluation criteria, a secondary evaluation criteria and deliverability criteria as indicated in Section 14. Each nomination will be evaluated for compliance with the objective of the program. Each evaluation criteria will be scored with a "High", "Medium", or "Low".

The Commission may group projects for the purposes of comparing the ratings of like applications or for purposes of comparing similar projects within similar regions. The highest ranking applications will be selected for funding.

The Commission intends to fund transformative projects that bring significant change to a community.

14. Evaluation Criteria

14.1 Primary Evaluation Criteria

The primary evaluation criteria will be based on how well a project meets the primary objective of the program of addressing congestion by making specific improvements and is part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.

A project nomination shall include documentation regarding the quantitative and qualitative measures validating the project's consistency with identified policy objectives. Listed are the metrics to include in the application to help answer the criteria questions.

A. The project shall identify the extent of congestion in the corridor. What is the current state? How extensive is the problem (include a description of congestion on all modes)? What are the community and environmental impacts? How much worse will the problem get under the no-build environment?
    - Existing vehicle hours of delay
    - Existing person hours of delay
    - Existing person throughput by mode
    - Travel time reliability

B. How well will the proposed project address the problem? Does the project incorporate multiple modes? How is the solution balancing transportation, environment and community? Why is this solution the most effective improvement in the corridor? What improvements to other modes were considered and why were they not chosen? For highway and local road projects, the impact of induced demand should be considered and discussed.

- Changes in vehicle hours of delay
- Changes in person hours of delay
- Changes in person throughput by mode
- Changes in mode choices
- Changes in travel time reliability
- Dedicated rights of way for bike and transit
- Changes in vehicles miles traveled

14.2 Secondary Evaluation Criteria

Projects will also be evaluated based on the following co-benefits criteria:

A project nomination shall include documentation regarding the quantitative and qualitative measures validating the projects consistency with identified co-benefits of the proposed project.

- Safety – What are the actual reported property, injury, and fatality collisions for the last 3 full years? How does the proposed project increase safety for motorized and non-motorized users?
    - Number of property, injury and fatal collisions expected to be avoided due to project implementation
    - Property, injury and fatal collisions per 100 million vehicle miles traveled expected to be avoided due to project implementation
    - Elements that support the enhancement of public safety and security such as secured bike parking, lighting for transit projects, other crime prevention and safety measures

- Accessibility– How will the proposed project improve accessibility for people that travel the corridor or need to travel through the corridor?
    - Access to multimodal choices
    - Closing gaps in transit and active transportation
    - Connecting to jobs, major destinations and residential areas
    - Reliability of the system
    - First/last mile
    - Complete streets
    - Creation of networks of non-vehicle facilities that connects residential, recreational and employment

- Economic development and job creation and retention – How does the proposed project support economic development and access to employment? How does the proposed project improve regional competitiveness?
    - Cumulative job access for all modes
    - Change in cumulative job access for communities (disadvantaged populations)

- Improves freight throughput

- Air Quality & Greenhouse Gases – How will the proposed project reduce greenhouse gas emissions and criteria pollutants, and advance the State's air quality and climate goals?

  - Potential for reducing greenhouse gas emissions and improve air quality by reducing airborne particulate matter; ground level ozone, toxic air contaminates, and other pollutants in the corridor as well as the localized area most impacted by the project

- Efficient land use – How does the proposed project support transportation-efficient land use principles?

  - Supports mixed-use development with multimodal choices
  - Supports in-fill development
  - Supports interconnected streets and corridor access management policies
  - Addresses climate adaptation

14.3 Deliverability Criteria

Projects will also be evaluated based on the following deliverability criteria:

- Matching Funds –The projects will be evaluated based on the amount of matching funds and the source of funds. Emphasis will be placed on projects that leverage funding from private, federal, state, local or regional sources that are discretionary funds to the nominating agency.

  Matching funds will only be considered in the construction component and limited to those funds not allocated by the Commission on a project basis.

  The matching funds must be expended concurrently and proportionally to the Congested Corridors Program funds. Costs incurred prior to allocation will not be counted towards the match. The implementing agency must provide a project funding plan through construction that demonstrates the supplemental funding in the plan (local, federal, state, private sources) is reasonably expected to be available and sufficient to complete the project.

- Deliverability – Emphasis is placed on early delivery, therefore, projects with an early start construction date will be given higher priority.

- Collaboration –Jointly nominated and jointly funded projects are encouraged. For projects that cross jurisdictions, regions may pool their resources to jointly nominate and fund a project. Similarly, agencies may pool their resources to jointly nominate and fund projects with Caltrans.

- Cost Effectiveness – Consideration will be given to those projects that provide the greatest benefit in relationship to the project costs. The Commission will consider measurable benefits using the California Life-Cycle Benefit/Cost Analysis or an alternative proposed by the applicant.

15. Project Nominations

Project nominations and supporting documentation must be submitted to the Commission by February 16, 2018. Nominations will be treated in accordance with California Public Records Act requirements and information, subject to those requirements, may be publicly disclosed.

Nominations from regional agencies will include the signature of the Chief Executive Officer or other authorized officer of the agency. Nominations from Caltrans will include the signature of the Director of Transportation or a person authorized by the Director to submit the nomination. Jointly nominated projects shall have the duly authorized signature of both agencies. Where a project is to be implemented by an agency other than the nominating agency, the nomination will also include the signature of the Chief Executive Officer or other authorized officer of the implementing agency.

The Commission will post basic project application information on its website prior to adopting the final program of projects. After projects are selected for programming, the Commission will post the status of all project applications to its website.

Each project application submittal must include two copies of the application package and one electronic copy. All application materials should be bound, addressed and delivered to:

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Caltrans is working to develop an online application for this program. This online application may not be completed in time for use in the initial application cycle. The Commission will notify potential applicants through its website and through the RTPA Group when the online application is available.

Each project application should be limited to 25 pages (excluding the Project Programming Request form) and must include:

A. A cover letter, with signature authorizing and approving the application. Where the project is to be implemented by an agency other than the nominator, documentation of the agreement between the project nominator and implementing agency must be submitted with the application

B. An explanation of the project and its proposed benefits, including the following:

   - Project title, which should be a brief non-technical description of the project type, scope, and location.

- A description and a link to the corridor plan the project is part of.
- Project priority (if agency is submitting multiple applications).
- Project background and a purpose and need statement.
- A concise description of the project scope and anticipated benefits (outcomes and outputs) proposed for funding.
- Projects are to be designed to achieve a balanced set of improvements within highly congested travel corridors. Improvements must include transportation, environmental, and community access considerations. A description on how the project furthers the objectives of the Congested Corridors Program must be included that addresses all of the following:
    - Providing more transportation choices for residents, commuters and visitors.
    - Advancing the State's air quality and climate goals.
    - Preserving the character of the local community.
    - Creating opportunities for neighborhood enhancement projects.
    - Advancing program co-benefits of safety, economy and efficient land use.
- A map (or maps) of the project location.
- A project cost estimate which includes the amount and source of all funds committed to the project and the basis for concluding that the funding is expected to be available. If uncommitted funding is identified, the requirements as outlined in Section 17 must be included. Cost estimates should be escalated to the year of proposed implementation and be approved by the Chief Executive Officer or other authorized officer of the implementing agency.
- When proposing funding for a project that will be delivered in multiple contracts, include the cost estimate for the whole project, as well as for each of the proposed contracts as indicated above.
- When proposing a segment or a phase of a corridor, the applicant must demonstrate the segment has independent utility and include a narrative of the plan to complete the improvements of the entire corridor. The analysis should be coordinated with other jurisdictions if the corridor crosses multiple jurisdictions.
- A description that demonstrates the ability to absorb any cost overruns and deliver the proposed project with no additional funding from this program. For Caltrans implemented projects, Caltrans must demonstrate the plan to secure alternate source(s) to fund potential cost overruns.
- A description of the project delivery plan, including a description of the known risks that could impact the successful implementation of the project and the response plan of the known risks. The risks considered should include, but not be limited to, risks associated with deliverability and engineering issues, community involvement, and funding commitments.

- A confirmation that any capacity-increasing project or a major street or highway lane realignment project was considered for reversible lanes pursuant to Streets and Highways Code Section 100.15.
- A description of the projected quantitative and qualitative measures of the proposed improvements as described in the Evaluation Criteria in Section 14.
- A quantitative and qualitative analysis of the proposed project compared to the no-build environment.
- A description and quantification of community impacts, such as noise, localized congestion, safety, public health, etc.
- A description of how local residents and community-based organizations were engaged in developing and supporting the project.
- A description of how the project furthers the goals, performance measures, and targets of the region's Regional Transportation Plan, corridor plan and, if applicable, the sustainable communities strategy.
- A description of the corridor plan or other coordinated management strategies being implemented by the nominator and other jurisdictions within the corridor to preserve corridor mobility.

C. Documentation supporting the benefits and cost estimates cited in the application should cite or excerpt, as appropriate, the project study report, environmental document, Regional Transportation Plan, corridor plans and other studies that provide quantitative and qualitative measures of the project's costs and benefits, including both congestion, and emission reduction benefits while at the same time preserving the character of the community.

- Each applicant should provide documentation that the expected benefits of the proposed project justify its costs, recognizing that some costs and benefits can be difficult to quantify. Each application should include analysis utilizing Caltrans' Life-Cycle Benefit-Cost Analysis Model 6.0. This model can be found at: http://www.dot.ca.gov/hq/tpp/offices/eab/LCBC_Analysis_Model.html. If another model is more applicable the application should describe why and provide the analysis based on the alternate model.
- Where investment is proposed to improve private infrastructure, this documentation should include an assessment of public and private benefits to show that the share of public benefit is commensurate with the share of public funding. The investment of public funding must be tied to public benefits as demonstrated through a public/private benefit cost analysis. The benefit cost analysis should take into account who owns the asset once the project is completed.
- A description and quantification of the local and corridor effects of the project on diesel particulate (PM 10 and PM 2.5), nitrogen oxides, greenhouse gases and other pollutant emissions using the Caltrans' Life-Cycle Benefit-Cost Analysis Model 6.0. (Cal B/C), the SB 1 Intermodal Tool, or the SB 1 Other Projects Tool. Report emissions saved in both tons and dollars. The SB 1 Intermodal Tool and the SB 1 Other Projects

Tool are currently under development. These tools will be provided by December 15, 2017, by Caltrans at: http://www.dot.ca.gov/hq/tpp/offices/eab/LCBC_Analysis_Model.html. If another model is more applicable the application should describe why and provide the analysis based on the alternate model along with the above.

D. Documentation for rail investments should acknowledge and describe how the private railroads, regional agencies and appropriate state agencies will come to agreement on public and private investment levels and resulting benefits.

E. Each application must include a Project Programming Request (PPR) form. The PPR must list federal, state, local, and private funding categories by project component and fiscal year.

An excel template of this form may be found at http://www.dot.ca.gov/hq/transprog/ocip.htm. Caltrans is working to develop a web-based PPR form and expects to make this available by November 1, 2017. The Commission will notify potential applicants through its website and through the RTPA Group when the web-based from is available.

16. Programming

The Congested Corridors Program will be developed consistent with the annual amount of funds available for the Program. There are no regional guarantees, minimums or targets for this program. All nominated projects will be evaluated based on the evaluation criteria as specified in Section 14. The Commission will not program more than one-half of the funds available each year to projects nominated exclusively by Caltrans.

17. Committed/Uncommitted Funds

The Commission will program funding to the projects in whole thousands of dollars and will include a project only if it is fully funded from a combination of Congested Corridors Program funds and other committed funds and uncommitted funds.

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

Uncommitted funds may only be from the following competitive programs: Active Transportation Program, Trade Corridor Enhancement Program, Local Partnership Program or the 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 Congested Corridors Program will not be given priority in other programs under the Commission's purview

18. Project Amendments

Project amendments will be considered for the Congested Corridors Program as follows:

- Scope changes – The Commission will not consider changes to the scope of the project unless the change is minor and has no impact to the project benefits or the scope change increases the benefits of the project. The Commission should be notified as soon as possible and the request must be included as part of the allocation request package. In the case where scope changes are significant and the project benefits are less, the Commission may delete the project from the program through a formal amendment.
- Cost Changes – The Congested Corridors Program will not participate in cost increases to the project. Any cost increases should be funded from other fund sources. If there is a change in the cost estimate, the Commission should be notified as soon as possible in writing explaining the change and the plan to cover the increase. A revised Project Programming Request form identifying the source of funding must also be included.
- Schedule changes – Schedule changes to a project will not be considered unless a time extension was approved as specified in Section 19. For projects programmed in the last year of the Congested Corridors Program, the agency may request to reprogram the project only once with a justification. The Commission may approve the request only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the change.

Project amendments requested by implementing agencies shall receive the approval of all partner and funding entities before presenting the request 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.

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 amendments. This notification must include an explanation of the proposed change, the reason for the proposed change, the impact the proposed change would have to the project, and an estimate of the impact the proposed 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 benefits) and an explanation of the methodology used to develop the aforementioned estimate. A revised Project Programming Request form must be included in the notification.

19. Allocations

When an agency is ready to implement a project or project component, the agency will submit an allocation request to Caltrans. The typical time required, after receipt of the request, to complete Caltrans review, and recommendation and Commission allocation is 60 days.

The Commission will consider the allocation of funds for a project when it receives an allocation request with a recommendation from Caltrans. The recommendation will include a determination of project readiness, the availability of appropriated funding, and the availability of all identified and committed supplementary funding. The Commission will only consider an allocation of construction and/or construction support funds to projects that are ready to advertise.

For projects that are ready to advertise, the Commission expects Caltrans to certify that a project's plans, specifications and estimate (PS&E) are 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.

In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds for 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 construction of a federally funded project prior to documentation of environmental clearance under the National Environmental Policy Act (NEPA).

The Commission will approve the allocation in whole thousands of dollars if the funds are available and the allocation is necessary to implement the project as included in the adopted Congested Corridors Program. If there is a cost increase to the project, the implementing agency must submit an updated PPR that identifies the cost increase and the fund source that will cover the cost increase. If the fund source(s) is not identified to cover the cost increase, the project will be deleted from the Congested Corridors Program.

When Caltrans is the implementing agency, construction support costs must be allocated separately from construction capital costs.

20. Letter of No Prejudice

The Commission will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the Congested Corridors Program. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines were adopted in October 2017 and are available on the Commission's website.

21. Timely Use of Funds

Congested Corridors Program allocations must be requested in the fiscal year of project programming, and are valid for award for six months from the date of allocation unless the Commission approves an extension. When programmed funds are not allocated within the fiscal

year programmed or within the time allowed by an approved extension, the project will be deleted from the Congested Corridors Program.

After award of the contract, the implementing agency 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.

The Commission may extend the deadline only once for each delivery deadline 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.

22. Delivery Deadline Extensions

The Commission may extend a deadline for allocation or award upon the request of the implementing agency. The extension will not exceed 12 months. The extension will only be granted if it is for an extraordinary circumstance beyond the control of the implementing agency.

Upon request of the implementing agency, the Commission may extend the deadline for expenditure and for project completion. The extension cannot exceed more than 20 months for project completion and 12 months for expenditure. The extension will only be granted if it is for an extraordinary circumstance.

All requests for project delivery deadline extensions shall be submitted directly to Caltrans for processing prior to the expiration date. The extension request should describe the specific circumstance that justifies the extension and identify the delay directly attributable to the circumstance. Caltrans will review and prepare a written analysis of the proposed extension request and forward the written analysis and recommendation to the Commission for action.

23. Project Cost Savings

Savings at contract award may be used to expand the scope of the project only if the expanded scope provides additional quantifiable benefits. The expanded scope must be approved by Commission staff prior to contract award. Savings at contract award of 10% or less may remain committed to the project to fund future cost increases (in proportion to other funds). All other contract award savings will be returned proportionally and made available for redistribution in subsequent programming cycles.

Savings at project completion must be returned proportionally except when an agency has, subsequent to project programming, committed additional funds to the project to fund a cost increase. In such instances, savings at project completion may be returned to other fund types first, until the proportions match those at programming. Any additional savings must be returned proportionally and made available for redistribution in subsequent programming cycles.

24. Project Reporting

SB 1 places responsibility on the Commission to track the performance and report to the public how well funding recipients are delivering projects receiving Congested Corridors Program funds. Additional reporting requirements will be outlined in the Commission's upcoming Accountability and Transparency Guidelines.

Caltrans, in cooperation with the implementing agencies, will report to the Commission on a semi-annual basis. The reports will include information on the activities and progress made toward implementation of the project, including those project activities taking place prior to an allocation and the commitment status of supplemental funding identified at the time of programming. The reports will at a minimum include:

- A summary describing the overall progress of the project since the programming adoption.
- Expenditures to date for all project phase costs.
- A summary of milestones achieved during the prior year and milestones expected to be reached in the coming year.
- Identify any changes to the scope, cost, or schedule of the project

A final delivery report will be required. The purpose of the report is to ensure that the project achieves the objectives of the program, is executed in a timely fashion, and is within the scope and budget identified when the decision was made to fund the project.

Within one year of the project becoming operable, the implementing agency must provide the following information to Caltrans to be included in a final delivery report to the Commission which includes:

- The scope of the completed project as compared to the programmed project.
- Before and after photos documenting the project.
- The final costs, by component and fund type, as compared to the approved project budget at allocation and baseline agreement, if applicable
- Project duration as compared to the project schedule in the project application.
- Project deliverables (outputs) and outcomes derived from the project as compared to those described in the project application. This should include an explanation of the methodology used to quantify and qualify the benefits.
- For the purpose of this section, a project becomes operable when the construction contract is accepted.

25. Project Tracking Database

Caltrans is responsible for developing, upgrading and maintaining an electronic database record of the adopted Congestion Corridors Program and Commission actions. The database will include project specific information, including project description, location, cost, scope, schedule, progress of the project and a map. The project information from the database will be accessible through Caltrans' website.

26. Project Auditing

Caltrans must audit, in accordance with Generally Accepted Government Auditing Standards, a representative sample of the projects. The scope of these audits will be performed to determine whether:

A. Project costs incurred and reimbursed are in compliance with the Commission's Congested Corridor Program Guidelines, the Commission's SB 1 Accountability Guidelines, contract provisions and state and federal laws and regulations;
B. Project deliverables (outputs) and outcomes are consistent with the project scope, schedule, and benefits described in the project nomination used to program the project.

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.

27. Project Signage

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.

DRAFT

August 30, 2017

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Solutions for Congested Corridors Program (SCCP) Recommendations

Dear Ms. Bransen:

Our organizations represent a broad mobilization of transportation stakeholders and we appreciate that the goal of the Solutions for Congested Corridors Program (SCCP) as outlined in SB 1 is to, "reduce congestion in highly traveled corridors *by providing more transportation choices* for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects." This goal is supported by restricting program funds from being used for general purpose lane highway expansion and by strong scoring criteria that focus on improving accessibility while reducing vehicle-miles traveled (VMT). SCCP provides a new opportunity for regions to improve travel in their most congested corridors by incentivizing projects that benefit and improve communities long overburdened by large, dangerous, unhealthy, and congested freeways.

In this letter, we offer A.) scoring criteria recommendations that align with our 10 principles for SB 1 implementation [submitted June 16, 2017], and B.) overarching recommendations for the SCCP Guidelines.

Scoring Criteria Recommendations

Scoring criteria for the program should be weighted consistent with current state policies and standards related to social equity, climate, health, economy and natural and working lands conservation. We recommend defining and weighting the criteria proposed by CTC staff in the Aug 7 workshop presentation to reflect our 10 guiding principles mentioned above, and have listed them in the Table 1 below.

1. **Accessibility**

We recommend accessibility receive the greatest weight in scoring, since it reflect the SCCP's main objective of how much travel is improved in a congested corridor by the project.

Measuring accessibility should include all key destinations in a corridor including but not limited to jobs, and should apply to all travelers in the corridor including disadvantaged populations. According to the standard established in AB 1550, project sponsors should make a distinction between low-income households and disadvantaged communities in evaluating accessibility. Access to jobs only represents 20 percent of all trips and 30 percent of VMT.[1] Work trips are an important component of travel, but services, shopping, school, recreation, and other activities are also major generators of travel, especially for youth, retired persons, and others that are more likely to walk-, bike-, or be dependent on transit. All key destinations along a corridor should be included in scoring accessibility, by using a tool such as the Accessibility Score developed by the State Smart Transportation Initiative[2] or similar.

Greater weight in scoring this criteria should be given to individuals and households with greater barriers to access--low-income households, youth, retired persons, and people with disabilities, and others that are walk-, bike-, and transit-dependent.

2. **Safety**

Improving safety for vulnerable road users (pedestrians and bicyclists) should be a higher priority than for drivers or passengers of motor vehicles due to their vastly increased risk of serious injury and fatality. In addition, attempts at improving safety for vehicle passengers often are focused on widening and straightening roads, which increases vehicle speed and reduces safety for pedestrians and bicyclists. Higher vehicle speeds increase both the likelihood and

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[1] State Smart Transportation Initiative (2017). Accessibility and Smart Scale: Using Access Scores to Prioritize Projects Webinar. http://www.ssti.us/Events/accessibility-and-smart-scale-using-access-scores-to-prioritize-projects/

[2] See State Smart Transportation Initiative, *supra* note 2.

severity of collisions;[3] therefore, projects that reduce speed and designate or separate off road space for other modes will increase safety for all users, if implemented correctly. Wider auto travel lanes are associated with 33% higher impact speeds and higher crash rates.[4] The trade off of improving vehicle passenger safety by increasing risk to pedestrians and cyclists is incompatible with Vision Zero strategies which aim to ensure safety for all road users by reducing vehicle speeds through traffic calming roadway improvements.

Research also shows that higher total VMT creates higher crash exposure, therefore reducing VMT reduces collision exposure and improves safety.[5] Reducing VMT will also ultimately lead to more compact and infill development that will increase the number of people walking and bicycling, leading to greater visibility of and driver attention on pedestrians and bicyclists--the "safety in numbers" effect. Compact development will result in narrowing the field of view of drivers, which tends to lead to less aggressive driving and greater ability to slow or stop a vehicle to avoid collision.[6]

3. Air quality and GHG reduction

Project applications should demonstrate quantifiable criteria and toxic air pollutant as well as greenhouse gas (GHG) emission reduction benefits that will be achieved in the corridor. This must include diesel particulates, NOx, and other harmful air pollutants in addition to carbon dioxide emissions. Air quality and climate improvements should be prioritized for communities adjacent or within corridors that are currently the most burdened by these impacts, measured at a census-tract level. In addition, research is clear that reducing congestion alone does not reduce air and climate pollution necessarily because of induced demand,[7] whereas reducing vehicle miles traveled is strongly correlated with achieving verifiable emissions reductions.

4. Efficient land use

Efficient land use should be defined as "compact neighborhoods with a fine-grained mix of land uses that allow people to walk or bike for local trips, while making public transit more feasible for longer trips".[8] Therefore, efficient land use should account for dense and diverse development as well as a high intersection density that incorporates several modes and affirmatively reduces VMT. Workplaces and broader economic activity should be mixed with residential land uses with land around and within compact neighborhoods being preserved as open space. Investment in congested corridors that impact or consume natural resources and working lands should be

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[3] Elvik, R. (2009). The Institute of Transport Economics. "The Power Model of the Relationship Between Speed and Road Safety: Update and New Analyses." https://www.toi.no/getfile.php?mmfileid=13206
[4] Karim, D. M. (2015). Conference: Canadian Institute of Transportation Engineers. "Narrower Lanes, Safer Streets." https://www.researchgate.net/publication/277590178_Narrower_Lanes_Safer_Streets
[5] Dumbaugh, E. & Bae, R. (2009). Journal of the American Planning Association. "Safe Urban Form: Revisiting the Relationship Between Community Design and Traffic Safety". http://www.tandfonline.com/action/showCitFormats?doi=10.1080%2F01944360902950349
[6] See Karim, *supra* note 5.
[7] See http://cityobservatory.org/urban-myth-busting_idling_carbon/
[8] Project for Public Spaces, Inc. (2008). "Great Corridors, Great Communities". https://www.pps.org/pdf/bookstore/Great_Corridors_Great_Communities.pdf

discouraged. Simultaneously, efficient land use development should reduce negative community impacts that fall disproportionately on low-income households. Incompatible land uses may increase environmental, social, and economic burdens and must be avoided. This criteria should also account for the displacement potential of affordable housing within the corridor and require applicants to include a Displacement Avoidance Plan.[9] Affirmative planning for affordable housing and support other strategic land use objectives for all low-income groups such as urban greening components, parks, and the mitigation or restriction of pollution from stationary sources, mobile and indirect sources such as freight/automobile corridors, or toxic sites.

5. Congestion

The congestion criteria must account for *induced* vehicle travel, including long-term effects from development patterns that result from new infrastructure, when evaluating all projects. Induced vehicle traffic tends to counteract long-term congestion reduction benefits, and increase external costs including downstream congestion, accident risk, loss of natural resources and pollution emissions.

6. Economic development

The importance of VMT as a component of the economy has been declining since the early 1990s, and is expected to continue to decline through 2030, according to the U.S. Chamber of Commerce.[10] As VMT increases along with fuel and other vehicle costs, the hit to the household budget expands, so that today transportation and housing together take about half of every dollar earned. Other studies found that at the state-level there is a negative relationship between vehicle travel and productivity; that is, many states with higher VMT per capita performed worse economically than those with lower rates of driving.[11] This suggests that VMT reduction must be a priority for all projects and that any regional and local economic development plan or policy that suggests the economic benefits of VMT should be dismissed.

The economic development criteria should prioritize investment that benefits infill in existing communities with proactive anti-displacement protections for low-income households, and that does not subsidize new sprawl developments. Infill development in existing communities is not only good for regional social equity, but also reduces infrastructure costs. Sacramento calculated the infrastructure price tag of their Blueprint Smart Growth scenario to be $9 billion

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[9] For detail see the Draft Guidelines for the Transformative Climate Communities (TCC) Program released by the Strategic Growth Council. http://sgc.ca.gov/Grant-Programs/TCCResources/TCCFourthDraftGuidelines-07262017.pdf

[10] U.S. Chamber of Commerce, Index of U.S. Energy Security Risk: Metrics and Data Tables, 2010 edition, p. 35. http://www.energyxxi.org/ reports/Datatables.pdf

[11] Kooshian, C. & Winkelman, S. (2011). Center for Clean Air Policy. "Growing Wealthier: Smart Growth, Climate Change and Prosperity". http://www.growingwealthier.info/index.aspx

less than conventional development.[12] In one study based on Los Angeles, "time lost to commuter traffic delays is more than offset by the greater opportunities to reach destinations over shorter distances to which high development densities gives rise."[13] This suggests that efficient land use and smart growth development that increases "accessibility" to economic opportunities are more important for local economies than increasing "mobility", or the ability to travel more quickly along roads.[14]

Also, economic development should prioritize projects that meaningfully engage low-income residents and existing communities of color in the corridor and ensure those residents directly benefit from economic development in the corridor. This is particularly important for communities experiencing high levels of poverty and unemployment. Projects should also be prioritized for affordability and should account for consumer savings, especially to low-income individuals, by reducing vehicle ownership, maintenance, and parking costs, transit service cost, costs of long commute times, etc. Projects must be assessed and scored for their affordability offered to users - pricing and/or tolls, existing or proposed modes of transport, and any associated developments should demonstrate accessibility for all income groups. The assurance of affordability in perpetuity should be a priority of all projects.

This criteria should not be based on consistency with regional and local economic development plans and policies, if they conflict with the research above. Instead, corridors should be developed to be corridors of opportunity for *all* users, particularly for those living within the corridor.

Table 1 - Proposed Criteria, Metrics, and Weighting

Criteria Category	Proposed Metrics	Recommendation	Suggested Weight
	Number of fatal and injury crashes – *Fatal and injury crashes expected to be avoided due to project implementation*	Consider barriers to safety such as speed, land use patterns, and vulnerability of non-motorists. We also recommend that injury crashes be narrowed to severe injury crashes to maximize the safety benefit of these investments. The number and rate of fatal and severe injury crashes should	

[12] Shabazian, D. (2005). "The Cost of Growth: Blueprint Infrastructure Cost Analysis". Presentation as Item #05-5-3 at meeting of the Sacramento Area Council of Governments Housing and Land Use Committee.

[13] Mondschein, A., Osmn, T., Taylor, B., and Thomas, T. (2015). Institute of Transportation Studies UCLA Luskin School of Public Affairs. "Congested Development A Study of Traffic Delays, Access, and Economic Activity in Metropolitan Los Angeles". http://www.its.ucla.edu/wp-content/uploads/sites/6/2015/11/Haynes_Congested-Development_1-Oct-2015_final.pdf

[14] See Karim, *supra* note 13.

Safety		separate out bicycle and pedestrian modes and weight those safety criteria for vulnerable users more heavily. Also, sub-criteria for reduced VMT, since reducing VMT will reduce collision exposure.	20%
	Rate of fatal and injury crashes – *Fatal and injury crashes per 100 million vehicle miles traveled expected to be avoided due to project implementation*	Same as above	
	Other safety considerations – *Public safety (including perceived safety), crime prevention, lighting for transit, bicycle, and pedestrian projects*	Should be high priority due to vastly increased risk of bicycle and pedestrian uses.	
Congestion	**Person throughput** – *Increase in corridor total (multi-modal) person throughput attributed to the project*	Agree. But needs to be a more balanced focus on multiple modes and must include VMT reduction.	10%
	Person hours of delay – *Decrease in the number of person hours of delay in the corridor*	Metric as is will prioritize personal vehicle traffic given the dominant existing mode. Criteria must include VMT reduction. Additional weight should be applied on the decrease in delay of transit riders, bicyclists, and pedestrians in the corridor. Finally, the projected decrease in delay must take into account long-term induced demand effects and be based on a minimum 20 year time horizon.	
	Travel time reliability-Reduction of non-recurrent congestion due to traffic collision	We recommend removing this as it just reiterates vehicle safety metrics.	
Accessibility	**Access to multi-modal choices** – *Assessment of the project support for connections*	Simply assessing on connections to a variety modes is insufficient. Must include all key destinations in	20%

	between modes, and promotion of multiple transportation choices	the corridor, and prioritize access for low-income individuals and non-drivers.	
Economic Development & Job Creation and Retention	**Project support for economic development** – *Project consistency with regional and local economic development plans; project supports long term economic sustainability for the community; short-term job creation*	Existing economic development plans may be inconsistent with sustainable land use planning. Economic development uses existing travel and development patterns as its baseline. Projects must be prioritized for affordability and new mixed-use land use development that fosters productivity. Also, as we suggest above, a metric on demonstrating community engagement and support for the project should be included. Finally, we suggest that short-term and long-term job creation, job quality and workforce training targeted to individuals facing significant barriers to employment should be included. This further aligns with SB 1 statutory language on increasing access to workforce development for targeted groups.	5%
	Access to jobs – *Change in cumulative jobs accessibility within 45 minutes (60 minutes for transit projects)*	Agree. But should be assessed in Accessibility criterion, along with additional metrics such as access to all other services and activities	
	Access to jobs for disadvantaged populations – *Change in cumulative jobs accessibility for disadvantaged populations within 45 minutes (60 minutes for transit projects)*	Agree, but should be assessed in Accessibility criterion, along with additional metrics such as access to all other services and activities. Also, "low-income households" should be separate from "disadvantaged communities" based on the definition established in AB 1550, and give weight to both categories in scoring this criteria.	
	Improvement of freight throughput *(if applicable)*	We suggest removing this metric as increasing freight throughput is	

		counter to the air quality and GHG goals. Only on the condition that a mitigation metric be included should increased throughput be included.	
Air Quality & Greenhouse Gas Emissions	**Reduction of criteria pollutants** – *Potential of the project to improve air quality by reducing airborne particulates, ground level ozone, and other pollutants*	Agree. But must demonstrate localized benefits for those most impacted by the corridor.	20%
	Reduction of greenhouse gas emissions – *Potential of the project to reduce the emission of greenhouse gases, such as carbon dioxide and methane*	Agree. But must demonstrate localized benefits for those most impacted by the corridor.	
Efficient Land Use	**Project support for mixed-use development with multi-modal choices, infill development, and corridor access management policies.** *Consideration for projects that serve transit priority areas, major transit stations, rail stations future high-speed rail stations, and otherwise demonstrate connectivity between land use and transit*	Agree, but suggest separating out each of these as specific sub-metrics, so that they are each asked as separate questions: 1. project support for mixed-use development, 2. support for transit-oriented multi-modal choices, 3. infill and compact development, 4. anti-displacement policies, 5. increased access to affordable housing, 6. no loss of or impact on natural resources, working lands and open space. The larger goal is to affirmatively reduce VMT and displacement potential and increase affordable housing.	10%
Matching Funds	**Can be from federal, state (non-SB1 funds), regional, local, or private sources** *(The investment of private funds must be tied to public benefits)*	Agree	5%
	Minimum amount	May preclude small but important projects, including projects with direct benefits to Disadvantaged and low-income communities.	

Project Deliverability	**Construction only**	Agree	5%
	Early delivery	Agree	
	Reasonableness of schedule	Agree	
	Committed vs. uncommitted funds	Reinforces the issue with matching funds criteria above.	
Collaboration	**SB 1 requires preference to be given to projects developed in collaboration between Caltrans and a regional agency**	These should just be one metric.	5%
	Joint project nomination is evidence of collaboration	See above	

Overarching Recommendations

1. **Define a "corridor" as including adjacent land uses and connecting transit and street network.**

We generally agree with the definition of multi-modal travel corridors in the 2016 STIP Guidelines: "largely linear geographic band defined by existing and forecasted travel patterns involving both people and goods . . . includes various modes that provides similar or complementary transportation functions, including cross-mode connections".

However, the definition should be strengthened to *define a corridor as including all modes of transportation, adjacent land uses, major natural features, as well as the connecting street and transit network.* Corridor plans should include 'sustainable land uses', for example, a range of affordable housing choices, offices, accessible open space, retail stores, and other key destinations that are valued by local residents and that serve the local community's goals. Moreover, corridor planning must respect and enhance our natural environments.

2. **Evaluate projects on how they improve travel in congested corridors by improving people's overall ability to reach desired services and activities (accessibility) and not just by increasing travel speed (mobility or congestion intensity).**

Improving accessibility along a corridor is achieved with better walking and bicycling conditions, public transit service, and local roadway connectivity, and by reducing the distances between

destinations through supportive infill development in existing communities. Accessibility characterizes time needed to arrive at destinations, rather than just the speed of travel. The distinction is critical, as recent research shows that focusing on speed improvements can actually harm accessibility. Old and outdated methods of evaluating congestion reduction looked only at the peak period speed relative to the average speed or speed limit, also known as the time delay of vehicles stuck traveling along a corridor. If project sponsors account only for the increase in peak period vehicle speed (i.e. intensity of congestion) when evaluating congestion strategies, they will fail to account for the amount residents will increase VMT during peak periods, and will undervalue strategies that improve other travel options or reduce trip distances.

As such, we recommend that criteria reflect this by prohibiting projects that justify the congestion benefit of a project based on reducing vehicle delay or throughput only. At a minimum, any delay or throughput measures used should account for delay or throughput of all travelers in a corridor, such as proposed by CTC staff in the Aug 7 workshop presentation using 'multimodal person-throughput'. We support staff's proposed multimodal person-throughput criteria. This includes the greater value of time delay for many passengers on a bus stuck in traffic, and the delay of people walking and bicycling caused by wider roads and increased vehicle traffic (called the *barrier effect*).

3. **Require project sponsors to account for broader social equity impacts when assessing traffic congestion and highway expansion.**

Low-income individuals that are more likely to face less transportation options and be walk-, bike-, or transit-dependent and are also more likely to live in neighborhoods adjacent to congested freeways bear a greater burden of the negative impacts of congestion. These impacts should be taken into account when evaluating project benefits. Highway expansion as a congestion reduction strategy favors automobile travel over more affordable modes (walking, cycling and public transit) and induces lower-income households to purchase vehicles and to spend more of their household income on transportation. Reduced safety and accessibility for people walking and bicycling caused by wider roads, increased traffic speeds, reduced roadway connectivity and sprawled development. Higher-occupant vehicles (bus, van and carpool) are delayed in congestion by low- or single-occupant vehicles but demand 10 to 100 times less road space per person.

We recommend project applications require a narrative discussion of project benefits that will be targeted to low-income individuals and non-drivers. The narrative discussion in the application should be supported by Title VI and environmental justice analyses in the regional RTP/SCS that includes these projects.

4. **Prioritize investments to multimodal projects that improve walking, biking, and transit options.**

As the goal of the SCCP is to provide more transportation choices in a corridor, projects should be required to be multi-modal, and not just invest in corridor improvements for vehicle travel.

Furthermore, projects that improve walking, biking, and transit service in a corridor should be prioritized for funding ahead of projects that increase speed or capacity for private vehicle travel. Multi-modal corridor road improvements should be designed as complete streets that provide seamless low-traffic-stress walking and bicycling connections to destinations along the corridor. Walking and bicycling improvements must be paired with building and operating successful transit service in the corridor to facilitate longer trips and attract high transit ridership. Investing in walking, bicycling, and transit connections first in a corridor will support efficient and sustainable land uses in a more transit-oriented pattern.

5. **Avoid investment in highway capacity for personal vehicles as it will not reduce congestion in the corridor over the long term.**

Given the extensive research on induced demand resulting from highway capacity projects which further increase greenhouse gas emissions and congestion in the corridor, the SCCP should explicitly recommend that any highway capacity expansion for managed and priced lanes , will only be funded as a last option. If the state begins to allow conversion of existing general purpose lanes to managed lanes, these conversions should be prioritized over highway widening projects to add managed lanes. The exclusion on highway general purpose lane capacity projects should also apply to interchanges. Highway capacity projects not only increase VMT in the short term but over the long-term induce auto-oriented development that will generate additional vehicle demand and contribute to worsening congestion in the future.

Any managed or priced lanes funded through the program should also be required to reinvest the revenue generated back into transit, walk, and bike improvements in the corridor to provide non-driving travel options, similar to the investment model established by LA Metro in the I-10/I-110 corridor.

To clarify the research basis for deprioritizing any highway capacity projects, we recommend referencing in the SCCP Guidelines the findings from the National Center for Sustainable Transportation brief[15] as follows:

> *"Numerous studies … consistently show that adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT). Increased roadway capacity induces additional VMT in the short run and even more VMT in the long run."*

6. **Require applicants to demonstrate that the impacted community was meaningfully engaged in project development.**

Intensive and ongoing input from the community should guide the growth of successful corridors. In order to meet the program goal of 'improv(ing) transportation choices while

[15] 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

preserving the character of the local community', projects sponsors must have a clear understanding of what travel options the community would embrace, and what aspects of the local community's character are important to preserve. The community's vision should be incorporated into the project design through robust outreach and engagement of residents, including low income people and people of color, and community-based organizations that work with these residents in the development of a project, and stakeholders should be consulted throughout project implementation to address issues and concerns that arise.

We recommend engagement take place on a project-by-project basis. Guidelines should require applicants to demonstrate public engagement on the particular project submitted for funding, and not just in a general corridor planning or regional planning process. A fulfillment of long-term public engagement mandates in RTPs/SCSs are not sufficient to identify and address community concerns on the specific proposed project. The public is more likely to be engaged once a specific project is in development that will directly impact their neighborhoods.

7. **Evaluate and prioritize project benefits, as identified by residents impacted by the project, especially for disadvantaged and low-income residents in adjacent communities.**

Applicants must assess localized impacts in disadvantaged communities, evaluating benefits or costs specifically to low-income residents through strong public participation. A funding priority should be placed on projects that target community-identified accessibility and safety benefits to disadvantaged communities. Negative local impacts such as emissions of diesel particulates, greenhouse gases, and other pollutants should be evaluated. Projects that leverage other state and local funds for community development in existing disadvantaged communities should be prioritized.

Thank you for your consideration of these recommendations. We would be happy to discuss these further in future meetings and in workshops that we will attend.

Sincerely,

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California Bicycle Coalition

Tony Dang, Executive Director
California Walks

Liz O'Donoghue, Director of Infrastructure and Land Use
The Nature Conservancy

Ana Lugo, President
North Bay Organizing Project

John Shaban, President
Gamaliel

Dave Campbell, Advocacy Director
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Wes Reutimann, Executive Director
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Marven Norman, Policy Director
Inland Empire Biking Alliance

Kula Koenig, Government Relations Director
American Heart Association & American Stroke Association

Monique Lopez, Deputy Executive Director of Advocacy
Los Angeles County Bicycle Coalition

Jessica Meaney, Executive Director
Investing in Place

Eve Sanford, Planning and Policy Coordinator
Santa Barbara Bicycle Coalition

Carey Knecht, Director
ClimatePlan

Cc: Mitchell Weiss, Deputy Director, California Transportation Commission

Garth Hopkins, Deputy Director, California Transportation Commission
Eric Thronson, Deputy Director, California Transportation Commission
Teresa Favila, Assistant Deputy Director, California Transportation Commission

BAYAREA COUNCIL

September 7, 2017

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Ms. Bransen:

Thank you for the opportunity to provide the Bay Area Council's input on the development of guidelines to implement the Senate Bill 1 "Solutions for Congested Corridors Program." The Bay Area Council, representing hundreds of the Bay Area's leading employers, was fully supportive of Senate Bill 1, in recognition of the critical need to reinvest in maintaining and rehabilitating transportation systems across the State of California.

Our members urged the Legislature to also include funding that would, similar to the Corridor Mobility Improvement Account of Proposition 1B, allow the State of California to make strategic investments to relieve the worst and most economically damaging congestion hotspots in the state. We were gratified that the Legislature added the Solutions for Congested Corridors program for this purpose, and we redoubled our support and advocacy for Senate Bill 1.

As SB 1 now moves into implementation, I am greatly concerned that in its discussion documents, California Transportation Commission staff appear to be disregarding the Legislature's clear intent that the Congested Corridors program focus on solving congestion in the state's most congested travel corridors.

In drafting SB 1, the Legislature recognized the wide ranging transportation needs across the State of California, and it created a number of dedicated programs in order to signal its strategic interests and to direct funding accordingly. These strategic investment programs include state highway safety and rehabilitation, local road improvement, local public transit improvement, active transportation, advanced mitigation, trade corridors, and solutions for congested corridors. Each program has a distinct and important purpose, and each program will be allocated differently. For the Solutions for Congested Corridors program, the Senate and Assembly Floor Analysis documents could not be clearer that the purpose of the Solutions for Congested Corridors program is to fund "projects that provide congestion relief within the state's <u>most heavily used transportation corridors</u>" (emphasis added).

In its discussion documents, however, the CTC proposes to subdivide Congested Corridors funding into categories for rural, small, medium, and large regions. By proposing to artificially constrain funding according to regional population, this approach flies in the face of the Legislature's intent to prioritize

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congestion. It can have no purpose or result other than to fund projects that do *not* address congestion on the state's most heavily used transportation corridors.

The Council understands that there are significant unmet transportation needs in regions and population centers of all sizes. We believe that the structure of SB 1—with numerous new programs that will fund many different types of projects, meeting many different needs—is a wise way to ensure that needs across the state are met, at the same time that limited funds are strategically deployed to maximum benefit. This one program, Congested Corridors, has a clear need and a clear strategic purpose. I urge the CTC to respect that purpose, as established by the Legislature, and adopt guidelines that will clearly and definitively prioritize congestion relief on the state's most heavily used transportation corridors.

Sincerely,

Jim Wunderman
President and CEO

cc: CTC Commissioners
Bay Area delegation, California Senate and Assembly
Brian Kelly, CalSTA Secretary

SBCAG
santa barbara county association of governments

260 North San Antonio Road., Suite B ▪ Santa Barbara, CA ▪ 93110
Phone: 805/961-8900 ▪ Fax: 805/961-8901 ▪ www.sbcag.org

RECD BY CTC
SEP 19 2017

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Agency Counsel \ County Counsel

September 15, 2017

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Input on Senate Bill 1 Solutions for Congested Corridors Program

Dear Ms. Bransen:

The Santa Barbara County Association of Governments (SBCAG) greatly appreciates the California Transportation Commission's (CTC's) leadership in implementing Senate Bill 1 (SB1). SB1 provides California with a great opportunity to provide critically needed revenue to maintain state highways, local streets and roads, improve the state's trade corridors, and invest in public transportation systems. SBCAG submitted a support letter to our legislative delegation urging the approval of SB1. We are grateful for the expediency in the implementation of SB1 and the transparent and cooperative process you have provided with the numerous workshops to implement the new SB1 programs.

While SB1 provides many funding opportunities to help us deliver multimodal transportation solutions along the U.S. 101 Corridor in Santa Barbara to reduce severe congestion and address diverse mobility needs, the Solutions for Congested Corridors program is especially relevant for our corridor. SB1 states that the Solutions for Congested Corridors program funds will be allocated to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state and are part of a comprehensive corridor plan. We understand that the intent of the program is to encourage collaborative and comprehensive proposals that address the balanced set of improvements noted in law.

As the CTC works towards finalizing the draft guidelines for the Solutions for Congested Corridors program, SBCAG would like to provide the following input on the program for your consideration:

Scoring Criteria – Priority on Providing Congestion Relief, Accessibility, Project Readiness, and Matching Funds

SBCAG proposes that a higher weight be considered for the following criteria included in statute:

Congestion
Since the goal of the Solutions of Congested Corridors program is to reduce severe traffic congestion, congestion relief should be a high priority in evaluating projects. Sponsors should identify how their projects will help meet this goal with multimodal solutions and should be evaluated as to how effective they are in doing so.

Accessibility
Accessibility should be a high priority when evaluating projects submitted for the program since providing travelers with options should be a part of the solution for relieving congestion. Within the Accessibility criteria, access to jobs and access to multimodal choices should be given a high weight. Commuters should have multimodal options in order to safely and efficiently reach places of employment.

Project Deliverability
The Governor and the Legislature made transportation a high priority with the approval of SB1 and it is therefore incumbent upon State, Regional and Local partners to deliver on their end of the deal. As such, a high priority should be placed on projects that can be quickly delivered.

Matching Funds
Priority should be given to regions or entities that bring local investments to the table. This would allow the State to realize a higher return on its investment through local resources.

Leveraging Use of State Funds
SBCAG requests that the CTC consider State Transportation Improvement Program (STIP) Interregional and Regional funds and State Highway Operation and Protection Program (SHOPP) funding as matching funds for SB1 Congested Corridors. Many regions partner with the State on providing investments on the State Highway System and the State's primary matching opportunities are through the STIP and the SHOPP. Often times, these are the only resources the State has in investing on the State Highway System. These programs, while they are subject to allocation by the CTC, should be considered as an eligible match. Otherwise, the partnership with Caltrans that is encouraged through program such as Solutions for Congested Corridors, would not be possible since Caltrans receives all of its funding through CTC programming.

Corridor Plans and Partnerships with Caltrans
Finally, SBCAG requests that a priority be placed on improvements in corridors that have a strong partnership between the State and the Region. SB1 states that a preference be given to projects that demonstrate collaboration between the regional agencies and the department. This can be demonstrated with an adopted corridor plan that was developed in coordination between the State and a region. This can also be demonstrated by co-investment by the State and the region with non-SB1 funding sources.

Thank you for accepting our input on the Solutions for Congested Corridors Program. SBCAG looks forward to continued participation in the development and approval of the guidelines and we will be ready to apply for the Santa Barbara U.S. 101 Multimodal Corridor. If you have any questions, please contact Sarkes Khachek at 805-961-8913 by skhachek@sbcag.org.

Sincerely,

Marjie Kirn
Executive Director

Cc: Mitchell Weiss, Deputy Director – Programming, CTC
Teresa Favila, Assistant Deputy Director, CTC
Bruce De Terra, Programming Chief, Caltrans

SAMCEDA
San Mateo County Economic Development Association

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October 3, 2017

RECD BY CTC
OCT 03 2017

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Ms. Bransen:

Thank you for the opportunity for the San Mateo County Economic Development Association (SAMCEDA) to provide input on the development of guidelines to implement the Senate Bill 1 (SB1) Solutions for Congested Corridors Program.

SAMCEDA has a membership which includes some of the largest private employers and public agencies along the US 101 corridor between Silicon Valley and San Francisco. We have been working side-by-side with major employers, public agencies, business organizations, Secretary Kelly, and our state and federal representatives on critical issues such as the recently approved $647 million Caltrain full funding grant agreement, supporting SB1, and coordinating private sector funding for the US 101 managed lanes project environmental phase.

In partnership with the Bay Area Council and other regional organizations, our members urged the Legislature to also include funding that would, similar to the Corridor Mobility Improvement Account of Proposition 1B, allow the State of California to make strategic investments to relieve the worst and most economically damaging congestion hotspots in the state. We were gratified that the Legislature added the Solutions for Congested Corridors Program for this purpose and with the US 101 corridor between San Francisco and Silicon Valley as an example of a priority corridor.

The US 101 corridor running through Santa Clara, San Mateo, and San Francisco Counties is home to some of the world's most innovative and fastest-growing companies that contribute economic strength to the state and national economies. Businesses along the corridor account for 14% of California's Gross Domestic Product, 20% of the State's tax revenue, 1.6 million jobs, and 54% of the patents in California.

Unfortunately, this corridor is also home to some of the California's worst traffic congestion. Along this corridor, $5.4 billion in economic productivity is lost due to traffic congestion; the average delay per person has reached 67 hours per year.

As SB1 now moves into implementation, SAMCEDA would like to reiterate the concerns raised by the Bay Area Council in that in the discussion documents, California

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Transportation Commission (CTC) staff appear to be disregarding the Legislature's clear intent that the Solutions for Congested Corridors Program funding would be focused on solving gridlock in the state's most congested travel corridors.

In drafting SB1, the Legislature recognized the wide-ranging transportation needs across the State of California, and it created a number of dedicated programs with the goal of improving transportation infrastructure and solving congestion across the State and benefitting all Californians. For the Solutions for Congested Corridors Program, the Senate and Assembly Floor Analysis documents could not be clearer that the purpose of the Solutions for Congested Corridors Program is to fund "projects that provide congestion relief within the state's most heavily used transportation corridors" (emphasis added).

In its discussion documents, however, the CTC proposes to subdivide Solutions for Congested Corridors funding into categories for rural, small, medium, and large regions. By proposing to artificially constrain funding according to regional population, this approach is contrary to the Legislature's intent to prioritize congestion. It can have no purpose or result other than to fund projects that do *not* address congestion on the state's most heavily used transportation corridors.

SAMCEDA believes that the structure of SB1 with its many new programs and funding categories is smart policy. Which is why I strongly request that the Solutions for Congestion Corridors Program maintain the clear and specific intent of the Legislature, and that the CTC adopt guidelines that will clearly and definitively prioritize congestion relief on the state's most heavily used transportation corridors.

Sincerely,

Rosanne Foust
President and CEO

cc: CTC Commissioners
Bay Area delegation, California Senate and Assembly
Brian Kelly, CalSTA Secretary
San Mateo County Board of Supervisors
Jim Hartnett, San Mateo County Transit District
Sandy Wong, San Mateo City County Association of Governments

NAPA VALLEY TRANSPORTATION AUTHORITY

October 5, 2017

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Comment on SB 1 Solutions for Congested Corridor

Dear Ms. Bransen:

Thank you for this opportunity to comment on the Solutions for Congested Corridor Draft Guidelines. Napa Valley Transportation Authority (NVTA) serves as the Congestion Management Agency for the Cities, Town, and County of Napa. In that capacity, NVTA is also the Measure T transportation sales tax authority. The agency also serves as the County's public transit provider.

We urge you to reconsider the *Matching* Requirements in Paragraph 8, page 3 of the draft guidelines. MTC guidelines prohibit the use of Bay Area Federal Highway Administration funds for capacity increasing projects. NVTA's Measure T sales tax is limited to road rehabilitation. These fund sources are the only non-competitive fund sources that NVTA receives that are not allocated by the California Transportation Commission (CTC). We had hoped to match SB 1 funds with Napa's Regional Transportation Improvement Program (RTIP) funds, which as you know, are allocated by the CTC. We are further concerned that this requirement would hinder the delivery of critical highway projects which runs counter to the universal goal of rolling out SB 1 projects quickly.

Once again, NVTA appreciates this opportunity to comment on the draft guidelines. Please contact my staff member, Danielle Schmitz (dschmitz@ntvta.ca.gov or 707-259-5968) or me should you have any questions or require additional information.

Sincerely,

Kate Miller
Executive Director

M e m o r a n d u m

Tab 26

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 4.30
Action

Published Date: October 6, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Teresa Favila
Assistant Deputy Director

Subject: **2018 SOLUTIONS FOR CONGESTED CORRIDORS DRAFT GUIDELINES SUBMISSION TO THE LEGISLATURE**

ISSUE:

Should the California Transportation Commission (Commission) approve the submittal of the 2018 Draft Guidelines for the Solutions for Congested Corridors Program to the Joint Legislative Budget Committee, the Senate Transportation & Housing Committee and the Assembly Transportation Committee as required by the Road Repair and Accountability Act of 2017, Senate Bill (SB) 1, (Beall, Chapter 5, Statutes of 2017)?

RECOMMENDATION:

Staff recommends that the Commission approve the submittal of the 2018 Draft Guidelines for the Solutions for Congested Corridors Program to the Joint Legislative Budget Committee, the Senate Transportation & Housing Committee and the Assembly Transportation Committee, noting any specific changes and delegating to the Executive Director the authority to make any necessary modifications.

BACKGROUND:

SB 1 created the Solutions for Congested Corridors Program (Program) and annually appropriates $250 million to be allocated by the Commission to fund projects that make specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.

This legislation requires the Commission to develop program guidelines and also requires the Commission to submit the draft guidelines to the Joint Legislative Budget Committee, the Senate Transportation & Housing Committee and the Assembly Transportation Committee 30 days prior to adoption.

The Commission intends to adopt the guidelines on December 6, 2017. Therefore, the Commission must submit the draft guidelines to the required legislative committees by November 6, 2017.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 27

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 4.22
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Michael Johnson
State Asset Management Engineer

Subject: **REVIEW AND COMMENT ON THE CALIFORNIA TRANSPORTATION ASSET MANAGEMENT PLAN**

SUMMARY:

Senate Bill (SB) 486 requires that the California Department of Transportation (Department) prepare a robust Transportation Asset Management Plan (TAMP) to inform and guide the project selection process for the State Highway Operation and Protection Program (SHOPP). Under Government Code Section 14526.5, the California Transportation Commission (Commission) is to review and approve the TAMP. A presentation will be given to the Commission by the Department on the Draft TAMP as an informational item at the October 2017 Commission meeting. A copy of the Draft TAMP will be sent to the Commission prior to the October meeting and the Department will bring back the Draft TAMP to the Commission at its December 2017 meeting to hear and accept any comments provide by the Commission.

BACKGROUND:

Federal regulations (Fix America's Surface Transportation – FAST Act) and California Government Code Section 14526.4 (SB 486) require the development of a robust Transportation Asset Management Plan.

In compliance with these requirements, the Department has been working with its regional transportation partners, Commission staff, the Federal Highway Administration, City and County transportation owners and transportation advocacy groups over the past 15 months to collect input for the TAMP. These stakeholder engagement efforts include six half day workshops on specific key requirement areas of the TAMP.

The TAMP presents the existing inventory and condition of the current state highway infrastructure, performance targets, financial plans, investment strategies, a risk mitigation plan, life cycle planning documentation and identified areas of improvement. The TAMP also presents similar components for the National Highway System that is inclusive of portions of State and Local Agency transportation infrastructure.

The TAMP is a living document that is expected to change over time as funding, conditions, risks and other relevant influences change. Federal regulations require that the TAMP be reviewed and updated as necessary every other year.

M e m o r a n d u m

Tab 28

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 4.28
Action Item

Published Date: October 6, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Rick Guevel, P.E.
Associate Deputy Director

Subject: **ADDENDUM TO THE INTERIM STATE HIGHWAY OPERATION AND PROTECTION PROGRAM GUIDELINES TO ADD A REQUIREMENT FOR BASELINE PERFORMANCE PLANS AND BENCHMARKS**

ISSUE:

Should the California Transportation Commission (Commission) approve an addendum to the Interim State Highway Operation and Protection Program (SHOPP) Guidelines to require the California Department of Transportation (Caltrans) to develop baseline performance plans including recommended benchmarks to measure progress in achieving the preliminary outcomes and objectives established in Senate Bill (SB) 1 and the targets adopted by the Commission pursuant to SB 486 (DeSaulnier, 2014)?

RECOMMENDATION:

Staff recommends that the Commission approve an addendum to sub-section 60 of Section XI of the Interim SHOPP Guidelines to add the following requirement:

f. Consistent with the approved Transportation Asset Management Plan (TAMP) and statutes, Caltrans shall develop a ten-year performance baseline plan for each asset, including intermediate annual benchmarks, against which the Commission will evaluate progress reported by Caltrans towards achieving both the 2027 asset performance targets and goals set forth in SB 1 and the Commission-approved performance targets in the TAMP. Caltrans shall bring forward recommendations for benchmarks to the Commission at the December 6-7, 2017 Commission meeting for approval and annually thereafter.

BACKGROUND:

Sub-section 60 of the Commission-adopted Interim SHOPP Guidelines titled Accountability Reporting, requires Caltrans to report to the Commission quarterly, or more often as requested by the Commission, on the progress it has made in achieving the 2027 targets and goals set forth in SB 1 and the Commission's adopted targets pursuant to SB 486. Furthermore, the Commission is required annually to evaluate the effectiveness of Caltrans in reducing deferred maintenance and improving road conditions on the state highway system and to include any findings in its annual report to the Legislature pursuant to Government Code Section 14535. A baseline performance

plan, with intermediate annual benchmarks, is necessary in order for the Commission to effectively evaluate and report progress to the Legislature.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 29

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 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:

- $73,360,000 for construction and $12,845,000 for construction engineering for 27 emergency construction projects, pursuant to the authority granted under Resolution G-11 *(2.5f.(1))*.
- $9,770,000 for construction and $2,989,000 for construction engineering for five safety projects, pursuant to the authority granted under Resolution G-03-10 *(2.5f.(3))*.
- $2,694,000 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 August 30, 2017, the Department has allocated or sub-allocated the following for construction in the Fiscal Year 2017-18:

- $73,360,000 for 27 emergency construction projects.
- $66,891,000 for 13 safety delegated projects.
- $4,392,000 for six 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.

Attachment

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 $6,100,000 Humboldt 01-Hum-36 19.0/44.0	Near Bridgeville, from 0.3 mile west of Jaymar Lane to 1.7 miles west of Trinity County line. Beginning on January 7, 2017, a series of storm events caused multiple slides, sinkholes, slipouts, and distressed pavement. Responding day and night to the damages, Department forces were inundated beyond the Department's capacity. The project will remove and dispose of slide debris and hazardous trees, support ongoing geotechnical investigations, and repair roadway. Supplemental work that consists of temporary shoring, excavation, guardrail repair, and construction of Hilfiker Welded Wire retaining wall is needed to address additional slides (PM 3.0 and PM 15.8) that are in proximity to existing work limits. Additional supplemental work necessary to address additional storm damage throughout project limits and maintain an open roadway. This work is necessary to stabilize storm damaged slopes and embankments prior to subsequent rain events, prevent lane closures, and restore safe passage for the traveling public. Initial G-11 Allocation 02/22/2017: $1,850,000 Supplemental G-11 Allocation 04/27/17: $ 600,000 Supplemental G-11 Allocation 08/03/17: $6,100,000 Revised Allocation: $8,550,000 (Additional $10,000 was allocated for right of way purposes).	01-2470 SHOPP/16-17 CON ENG $900,000 CONST $5,200,000 0117000074 4 0G920 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$900,000 $5,200,000
2 $7,100,000 Humboldt 01-Hum-96 20.0/24.0	Near Weitchpec, from 3.0 miles west of Klamath River to 0.6 mile east of Upper Weitchpec School Road. On February 21, 2017 saturated soil conditions resulted in a slipout occurring and immediately closed the roadway. The roadway settled three feet overnight. As per geotechnical investigations, the project will provide one-way traffic control, stabilize slope, repair drainage system, and reconstruct roadway. Supplemental work is necessary to address additional storm damage including damaged drainage systems, construction of soldier pile ground anchor retaining wall, and additional roadway reconstruction. This work is necessary to prevent further slope degradation and to reopen the highway. Initial G-11 Allocation 04/06/17: $4,150,000 Supplemental G-11 Allocation 08/07/17: $7,100,000 Revised Allocation: $11,250,000 (Additional $25,000 was allocated for right of way purposes).	01-2478 SHOPP/16-17 CON ENG $800,000 CONST $6,300,000 0117000087 4 0H030 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$800,000 $6,300,000
3 $750,000 Humboldt 01-Hum-101 T0.0/R13.0	Near Garberville, from Mendocino County line to 0.3 mile north of Skyway Road.Heavy rainfall beginning January 7, 2017 caused multiple culvert failures that resulted in sinkholes and shoulder damage, confirmed by video inspection. This project will repair sinkholes, repair and modify drainage systems, provide traffic control, and reconstruct roadway. Supplemental work is necessary to repair additional sinkholes, debris removal, repair additional drainage systems, and reconstruct additional roadway. The work is necessary to prevent further damage and to restore traveler safety. Initial G-11 Allocation 04/06/17: $4,100,000 Supplemental G-11 Allocation 08/23/17: $750,000 Revised Allocation: $4,850,000	01-2480 SHOPP/16-17 CON ENG $0 CONST $750,000 0117000103 4 0H100 Emergency	20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$ $750,000

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 $1,950,000 Mendocino 01-Men-1 34.4/38.4	Near Elk, from 0.5 mile north of Philo Greenwood Road to 0.5 mile south of Navarro Bluff Road. On February 8, 2017, a slipout eroded embankment, damaged guard railing, and caused roadway settlement. Hydraulics investigations revealed a sinkhole extended beneath the roadway created by 60-inch failed culvert. This project will remove slide debris, stabilize slope, repair drainage system with jack and bore method, and reconstruct roadway. Supplemental work is necessary to continue archeological monitoring, complete the pipe jack and bore, and complete roadway paving and shoulder repairs. This work is necessary to restore the roadway and provide safe passage to the traveling public. Initial G-11 Allocation 04/06/17: $1,600,000 Supplemental G-11 Allocation 07/11/17: $1,950,000 Revised Allocation: $3,550,000	01-4669 SHOPP/16-17 CON ENG $200,000 CONST $1,750,000 0117000084 4 0H000 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$200,000 $1,750,000
5 $4,250,000 Mendocino 01-Men-1 78.0/83.5	Near Westport, from 0.3 mile south of Wages Creek Bridge to Soldier Point Sidehill Viaduct. A series of storms starting January 7, 2017 has lead to coastal erosion and drainage failures at multiple locations. The magnitude and number of failures have overwhelmed Maintenance forces and the route continues to be under traffic control. A combination of coastal bluff erosion and failed culverts threatens the roadway at three locations. Coastal bluff erosion resulted in excessive roadway deformation and cracking at another location, and the bluff erosion to the edge of pavement at another results in a 200 foot drop to the ocean below. This project will accommodate immediate needs for traffic control and public safety and to allow for further assessment to develop final repair strategies. The project also allows for immediate repairs of failed drainage to limit additional damage. Supplemental work is necessary to address additional storm damage to drainage systems and slope stabilization, and to construct a sidehill viaduct. The project will remove slide debris, stabilize slopes, repair roadway surface, dewater and provide erosion control as necessary. Initial G-11 Allocation 01/24/17: $3,500,000 Supplemental G-11 Allocation 07/26/17: $4,250,000 Revised Allocation: $7,750,000 (Additional $20,000 was allocated for right of way purposes).	01-4661 SHOPP/16-17 CON ENG $1,500,000 CONST $2,750,000 0117000061 4 0G800 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$1,500,000 $2,750,000

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 $7,300,000 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. Additional supplement work is necessary to address active slide, continue ground-based radar system, and complete additional slope stabilization with rockfall protection measures. 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 04/06/2017: $1,600,000 Supplemental G-11 Allocation 06/05/17: $6,500,000 Supplemental G-11 Allocation 08/07/17: $7,300,000 Revised Allocation: $15,400,000	01-4671 SHOPP/16-17 CON ENG $0 CONST $7,300,000 0117000099 4 0H090 Emergency	 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$0 $7,300,000
7 $7,550,000 Mendocino 01-Men-101 R104.7/R105.3	Near Piercy, from 0.9 mile north of Route 101/271 Separation (Piercy) to 1.3 miles south of South Fork Eel River Bridge. On December 10, 2016, a period of heavy rainfall caused a mud slide onto the traveled way, covering 3 of 4 lanes, and resulting in complete closure of the roadway. Further geotechnical investigations determined the slide area to be much larger than initially identified. Large rocks and trees have the risk of sliding on to the travel way. This project will remove landslide debris, place a debris flow barrier, provide traffic control, remove unstable material from the slope, stabilize and reconfigure slope, repair drainage, repair roadway, and provide erosion control. The work will allow for further evaluation of site conditions and determine a final repair strategy. Supplemental work is necessary to address additional slipout (PM 104.95) which includes enlarging debris catchment area, constructing retaining wall, repairing drainage systems, disposing of slide material, and reconstructing roadway. This work is necessary to prevent further damage and ultimately safely reopen the highway to the public. Initial G-11 Allocation 12/19/16: $1,650,000 Supplemental G-11 Allocation 08/23/17: $7,550,000 Revised Allocation: $9,200,000	01-4657 SHOPP/16-17 CON ENG $1,050,000 CONST $6,500,000 0117000043 4 0G650 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$1,050,000 $6,500,000

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**			
8 $2,750,000 Mendocino 01-Men-128 39.7	Near Yorkville, at 1.3 miles south of Hibbard Road. Heavy rainfall beginning January 7, 2017 caused a landslide that affected the eastbound lane. An investigation identified that the slide occurred along the western edge of a preexisting, dormant landslide. Numerous cracks and pavement depressions appear in both lanes and drainage system damages are apparent. The geotechnical investigation concluded the landslide resulted from excessive saturation and side slope roadway fill failure. This project will construct a CIDH pile retaining wall, repair drainage system, repair roadway, remove debris, place erosion control measures, and provide traffic control. The work is necessary to halt further damages and to prevent highway closures. Initial G-11 Allocation 08/21/17: $2,750,000 (Additional $25,000 was allocated for right of way purposes).	01-4700 SHOPP/17-18 CON ENG $750,000 CONST $2,000,000 0118000076 4 0H710 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$750,000 $2,000,000
9 $2,600,000 Plumas 02-Plu-70 27.4	In Twain, at 0.5 mile east of Twain Store Road.On February 7, 2017, multiple rain storms caused flooding saturated conditions resulting in extensive roadway damage. The roadway settlement tilted the roadway to 15 percent super elevation adjacent to the steel crib wall. The initial solution involved restoring the damaged pavement to its previous condition before the storm. However, multiple large, deep cracks were discovered during the grinding operation. A geotechnical review found the adjacent steel crib wall was deformed because of the failed foundation conditions. The damage adjacent to the steel crib wall is extensive and requires reinforcement to ensure roadway stability. This project includes ground anchors, steel beams, structural section replacement, metal beam guardrail reconstruction, and traffic control. Initial G-11 Allocation 08/24/17: $2,600,000	02-3704 SHOPP/17-18 CON ENG $600,000 CONST $2,000,000 0218000028 4 3H750 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$600,000 $2,000,000
10 $2,200,000 Plumas 02-Plu-70 34.6	Near Keddie, at 0.7 mile west of Spanish Creek Campground. On February 6, 2017, heavy rainfall caused multiple slides and slipouts resulting in cracks within the masonry rock retaining wall. An investigation determined the retaining wall is in an imminent state of failure and the roadway damage could cause extended highway closure. This project will include removing the upper portion of the retaining wall, constructing soldier pile tie back wall, repairing roadway, installing metal beam guardrail, and provide traffic control. The work is necessary to halt further damages and to prevent highway closures. Initial G-11 Allocation 08/24/17: $2,200,000 (Additional $10,000 was allocated for right of way purposes).	02-3698 SHOPP/17-18 CON ENG $500,000 CONST $1,700,000 0218000008 4 3H670 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$500,000 $1,700,000
11 $2,300,000 Placer 03-Pla-80 50.7R/51.0R	Near Baxter, at Whitmore Maintenance Station. On March 22, 2017, a slide occurred as a result of winter storms. Geotechnical investigations determined the slope damage was moving toward the roadway and has created obstructions in the drainage ditch at the toe of the slope. This project will include slope stabilization and repair, debris removal, geosynthetic earth armoring system installation, roadway repair, dewatering, and provide traffic control. The work is necessary to halt further damages and to prevent highway closures. Initial G-11 Allocation 08/10/17: $2,300,000	03-5135 SHOPP/17-18 CON ENG $300,000 CONST $2,000,000 0318000038 4 3H680 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$300,000 $2,000,000

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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 $2,430,000 Sacramento 03-Sac-Var Var	In Sacramento County on Route 5 and Route 50 at various locations; also in Yolo County on Route 50 and Route 80 at various locations. On January 9, 2017 Department staff investigated numerous concrete pavement slabs that have broken and are moving under traffic loads due to water saturation from recent heavy storm events. Slab conditions have destabilized with settlement and breakage resulting in loose debris and large potholes as storms have continued. The rate of deterioration is faster than maintenance forces can patch. Supplemental work is necessary to address numerous additional failed concrete pavement slabs. Two pavement projects are scheduled for construction over this summer and 2018 for permanent restoration to these routes. In the short term, this project will remove and replace approximately 210 failed slabs, provide traffic control, and install striping. Initial G-11 Allocation 02/08/17: $2,220,000 Supplemental G-11 Allocation 08/03/17: $2,430,000 Revised Allocation: $4,650,000	03-5866 SHOPP/16-17 CON ENG $430,000 CONST $2,000,000 0317000190 4 2H850 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$430,000 $2,000,000
13 $2,320,000 Sierra 03-Sie-49 9.2	Near Downnieville, at 1.3 miles south of Ramshorn Road. On July 11, 2017, the Yuba River concrete rock slope protection (RSP) embankment failed resulting in a washout. High water elevations and increased snow pack contributed to the significant amount of melting snow. As water levels recede, RSP repairs will be performed prior to the winter season. This project will include RSP embankment replacement, geotechnical investigative drilling, and provide traffic control. The work is necessary to halt further scour damage and to prevent highway closures. Initial G-11 Allocation 08/22/17: $2,320,000	03-7808 SHOPP/17-18 CON ENG $320,000 CONST $2,000,000 0318000056 4 3H740 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$320,000 $2,000,000
14 $3,120,000 Marin 04-Mrn-1 7.8	Near Muir Beach, at 0.8 mile north of Muir Beach Overlook. A series of heavy storms beginning in early January 2017 through February 2017 resulted in a slipout caused by slope saturation. In addition, a preexisting slipout was reactivated and could potentially create further damage in conjunction with this slipout. This project will construct soldier pile wall, install erosion control measures, repair roadway, and provide traffic control. The work is necessary to halt further damages and to prevent highway closures. Initial G-11 Allocation 07/28/17: $3,120,000 (Additional $150,000 was allocated for right of way purposes).	04-1458N SHOPP/17-18 CON ENG $720,000 CONST $2,400,000 0417000337 4 4K690 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$720,000 $2,400,000
15 $700,000 Napa 04-Nap-121 16.7/16.9	Near the city of Napa, at 0.6 mile to 0.8 mile north of Wooden Valley Road. During heavy storms from March 10 through 14, 2016, the adjoining slope at this location became saturated and activated a slipout that damaged the northbound lane and caused complete roadway closure. Repair work is necessary to prevent expansion of the damage and total highway loss. The project will install one-way traffic control, construct a solder pile retaining wall, replace a separated culvert and install rock slope protection in order to fully reopen the route. Supplemental work is necessary for installation of additional CIDH piles and to address an additional slipout (PM 20.35). Initial G-11 Allocation 03/24/16: $6,900,000 Supplemental G-11 Allocation 07/26/17: $700,000 Revised Allocation: $7,600,000	04-1499K SHOPP/15-16 CON ENG $0 CONST $700,000 0416000316 4 1K800 Emergency	20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$ $700,000

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**			
16 $1,430,000 Santa Clara 04-SCl-237 3.0	In Sunnyvale, at North Mathilda Avenue Undercrossing No. 37 -0179. On April 18, 2017, a truck hit several concrete girders resulting in structural damage. An investigation determined the bridge can carry live loads, but not permit loads due to the compromised structural integrity. This project includes bridge deck reconstruction, diaphragm and girder replacement, debris removal, and provide traffic control. The responsible party has been identified and abatement will be sought. The work is necessary to restore the bridge and traveler safety. Initial G-11 Allocation 07/26/17: $1,430,000	04-1462E SHOPP/17-18 CON ENG $380,000 CONST $1,050,000 0417000461 4 0P520 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$380,000 $1,050,000
17 $960,000 Solano 04-Sol-37 R9.8	Near Vallejo, at W37-N&S29 Connector Overhead No. 23-0222F; also in Vacaville, on Route 80 at Ulatis Creek No. 23-0052R. On May 3, 2017, an investigation determined that the joint seals and elastomeric bearing pads are failing on two bridges. Due to the increased impact loading on the adjacent spans, the bearings are no longer useful. The damaged bearings could lead to other bridge bearing failures, cracking, and possible girder failure, resulting in bridge closure. This project will replace the joint seals in the expansion joints and elastomeric bearing pads, bridge deck repair, high friction surface treatment (HFST), and provide traffic control. The work is necessary to halt further damages and to prevent highway closures. Initial G-11 Allocation 08/03/17: $960,000 (Additional $10,000 was allocated for right of way purposes).	04-1461S SHOPP/17-18 CON ENG $280,000 CONST $680,000 0417000426 4 0P330 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$280,000 $680,000
18 $12,000,000 Monterey 05-Mon-1 8.0/23.0	Near Gorda, 0.9 mile north of Villa Creek Bridge to 1.7 miles north of Rain Rocks Sidehill Viaduct. Heavy rain events, from January 6 through January 12, 2017, have caused multiple landslides resulting in complete roadway closure. Approximately 20,000 cubic yards of material to be cleared is beyond the Department force's ability. This project will remove slide debris, reconstruct 200 cubic yards of embankment, repair drainage systems, repair a half mile of roadway, and provide traffic control. Supplemental work is necessary to facilitate geotechnical investigations, and an additional 225,000 cubic yards of slide removal resulting in a total of 75,000 cubic yards removed at Mud Creek (PM 8.9) and 170,000 cubic yards removed at Paul's Slide (PM 21.6). Also, increased slide removal and limited disposal sites have substantially increased trucking. Additional supplemental work is necessary to complete the repairs at Paul's Slide for reopening, continue to support geotechnical investigations at Mud Creek Slide to develop reopening strategy, and address additional mobilizations and delays until access can be gained after Pfeiffer Canyon Bridge is completed in late 2017. This work is necessary to safely protect and reopen the roadway to the traveling public. Initial G-11 Allocation 01/31/2017: $ 3,250,000 Supplemental G-11 Allocation 03/29/17: $12,000,000 Supplemental G-11 Allocation 07/11/17: $12,000,000 Revised Allocation: $27,250,000	05-2688 SHOPP/16-17 CON ENG $0 CONST $12,000,000 0516000151 4 1H780 Emergency	20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$0 $12,000,000

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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**			
19 $3,300,000 Santa Cruz 05-SCr-17 9.8/10.8	Near Scotts Valley, from 0.4 mile north of Laurel Drive to 0.2 mile north of Glenwood Drive. On January 21, 2017, heavy rains caused a slipout below northbound lanes. An ongoing geotechnical investigation will determine the extent of additional repair needed. This project includes repair drainage system, reconstruct embankment slipout, and stabilize roadway shoulder with 8-inch micro piles. Supplemental work is necessary to construct ground anchor soldier pile retaining wall, complete the restoration of failed embankment, and restore roadway. The work is necessary to reduce further damage and prevent complete highway closure. Initial G-11 Allocation 03/02/17: $650,000 Supplemental G-11 Allocation 07/24/17: $3,300,000 Revised Allocation: $3,950,000	05-2712 SHOPP/16-17 CON ENG $300,000 CONST $3,000,000 0517000063 4 1J120 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$300,000 $3,000,000
20 $850,000 Fresno 06-Fre-168 49.3/49.5	Near Shaver Lake, from 1.4 miles east of Dalton Avenue to 0.2 mile west of Huntington Lake Road. On July 21, 2017, saturated soil conditions caused a slipout. In addition, melting snow and fluctuating Shaver Lake water levels resulted in embankment erosion, drainage system damage, tension cracks and roadway shoulder damage. This project will include slipout repair, gabion wall reconstruction, roadway repair, slope excavation and reconstruction, and traffic control. The work is necessary to halt further damages and to prevent highway closures. Initial G-11 Allocation 07/26/17: $850,000	06-6890 SHOPP/17-18 CON ENG $300,000 CONST $550,000 0618000022 4 0W620 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$300,000 $550,000
21 $900,000 Los Angeles 07-LA-2 76.9	Near Big Pines, at 0.5 mile west of Grassy Hollow Visitor Center. On June 6, 2017, a pipe collapsed underneath the pavement resulting in a sinkhole. Storm runoff and melting snow entered the drainage system eroding the surrounding roadway structural section. Although the sinkhole opening is four feet in diameter, other voids have been identified underneath the pavement surface. This project will replace a failed culvert and repair roadway. The work is necessary to prevent further damage and to restore traveler safety. Initial G-11 Allocation 07/10/17: $900,000 (Additional $100,000 was allocated for right of way purposes).	07-5272 SHOPP/17-18 CON ENG $300,000 CONST $600,000 0717000338 4 1XF20 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$300,000 $600,000
22 $6,850,000 Los Angeles 07-LA-107 0.0/2.1	In Torrance, from Route 1 to Fashion Way. Multiple storm events and heavy traffic beginning February 17, 2017 caused accelerated pavement failure, which resulted in large cracks, loose debris and large potholes. 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 07/10/17: $6,850,000	07-5267 SHOPP/17-18 CON ENG $1,000,000 CONST $5,850,000 0717000352 4 1XE70 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$1,000,000 $5,850,000

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**			
23 $1,420,000 Amador 10-Ama-88 54.0	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. Supplemental work is necessary to address deficiencies as indicated by Cal-OSHA inspection which includes replacing outdated deficient diesel generators and outdated electrical system, and upgrading propane lines to current standards. 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 Supplemental G-11 Allocation 08/07/17: $1,420,000 Revised Allocation: $2,120,000	10-3246 SHOPP/16-17 CON ENG $620,000 CONST $800,000 1017000198 4 1H680 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$620,000 $800,000
24 $2,875,000 Mariposa 10-Mpa-49 29.0/42.3	Near Bear Valley, from 0.3 mile north of Pendola Garden Road to 0.9 mile south of Crown Lead Road; also on Route 140, from 0.8 mile east of Trower Road to Bumguardner Mountain Road (PM 11.3 to PM 18.7).On July 16, 2017, a fire burned 81,826 acres. On July 18, 2017 Governor Brown declared a state of emergency and fire crews are working on fire containment. District staff assessed the burned area and identified hazardous tree removal, drainage system repair, and clearing clogged ditches as part of the scope of repairs. Burnt vegetation expose the slope to erosion and rock fall during the rainy season. The project repairs also include check dam installation, debris removal, slope stabilization, erosion control, and traffic control. The work is necessary to halt further damages and to prevent highway closures. Initial G-11 Allocation 08/28/17: $2,875,000	10-3261 SHOPP/17-18 CON ENG $875,000 CONST $2,000,000 1018000040 4 1H820 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$875,000 $2,000,000
25 $1,000,000 San Diego 11-SD-15 R52.1/R52.6	In Rainbow, from Rainbow Valley Boulevard to 0.5 mile north of Rainbow Valley Boulevard. On July 10, 2017, Maintenance forces responded to a wildfire on the embankment. The fire burned embankment vegetation and an existing wood plank soundwall. This project would repair the burned slope, replace the soundwall, and remove fire debris. The project is necessary to restore noise abatement for local residents and to restore traveler safety. Initial G-11 Allocation 08/15/17: $1,000,000	11-1282 SHOPP/17-18 CON ENG $300,000 CONST $700,000 1118000013 4 43022 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$300,000 $700,000
26 $540,000 San Diego 11-SD-54 T12.3	In Rancho San Diego, at Brabham Street. On February 16, 2017, a sinkhole was identified that damaged the drainage pipe nine feet below the pavement. This project will replace failed culvert, repair sinkhole in roadway and replace damaged sidewalk. Supplemental work is necessary to address previously unknown gas line, construct three additional drainage junction structures, and provide additional lane closure as required for additional work. The work is necessary to restore the traveled way, prevent further damage from subsequent storm events and avoid long term lane closures. Initial G-11 Allocation 03/29/17: $840,000 Supplemental G-11 Allocation 07/26/17: $540,000 Revised Allocation: $1,380,000	11-1270 SHOPP/16-17 CON ENG $240,000 CONST $300,000 1117000136 4 43006 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$240,000 $300,000

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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**			
27 $660,000 Orange 12-Ora-39 17.2/17.3	In and Near Buena Park, from Los Coyotes Drive to Rosecrans Avenue (Los Angeles County PM D17.3).On August 15, 2017, a sinkhole was discovered while Maintenance crews began to repair a depressed section of the asphalt roadway shoulder. Crews closed the shoulder to inspect the sinkhole and determined that it was caused by a failed culvert. This project will include drainage system repair, culvert replacement, material backfill, trenching, and roadway repair. The work is necessary to prevent highway closures and to restore traveler safety. Initial G-11 Allocation 08/24/17: $660,000	12-3258A SHOPP/17-18 CON ENG $180,000 CONST $480,000 1218000023 4 0R050 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$180,000 $480,000

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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 $3,211,000 Monterey 05-Mon-68 1.6/L4.1	In and near Monterey, from Piedmont Avenue to 0.1 mile east of Scenic Drive. Outcome/Output Pavement overlay with open graded asphalt concrete, construct rumble strip and install concrete barrier. Performance Measure: Planned: 276, Actual: 276 Collisions Reduced Preliminary Engineering Budget Expended PA&ED $276,000 $184,168 PS&E $491,000 $1,000,534 R/W Supp $34,000 $13,969 (CEQA - CE, 7/22/2016; Re-validation 7/19/2017) (NEPA - CE, 7/22/2016; Re-validation 7/19/2017) Allocation Date: 08/04/17	05-2604 SHOPP/2017-18 CON ENG $361,000 CONST $2,900,000 0515000031 4 1G450	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$361,000 $57,000 $2,793,000 $2,850,000
2 $1,095,000 Kings 06-Kin-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). Outcome/Output Construct ground-in centerline and shoulder rumble strip to reduce the number and severity of traffic collisions. Performance Measure: Planned: 29, Actual: 29 Collisions Reduced Preliminary Engineering Budget Expended PA&ED $0 $0 PS&E $430,000 $296,517 R/W Supp $20,000 $0 (CEQA - CE, 6/26/2017; Re-validation 7/18/2017) (NEPA - CE, 6/26/2017; Re-validation 7/18/2017) Allocation Date: 09/08/17	06-6804 SHOPP/17-18 CON ENG $350,000 CONST $782,000 0615000119 4 0T950	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$350,000 $15,000 $730,000 $745,000
3 $848,000 Madera 06-Mad-41 Var	In Madera County, on Route 41 at various locations; also on Routes 49 and 145 at various locations. Outcome/Output Construct centerline and shoulder rumble strips to reduce the number and severity of traffic collisons. Performance Measure: Planned: 41, Actual: 41 Collisions Reduced Preliminary Engineering Budget Expended PA&ED $0 $0 PS&E $618,000 $315,257 R/W Supp $20,000 $0 (CEQA - CE, 2/4/2016) (NEPA - CE, 2/4/2016) Allocation Date: 08/11/17	06-6790 SHOPP/17-18 CON ENG $341,000 CONST $650,000 0616000025 4 0U710	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$341,000 $10,000 $497,000 $507,000

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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**			
4 $4,190,000 Los Angeles 07-LA-605 R10.1/15.7	In Pico Rivera and Whittier, from Telegraph Road to Rose Hills Road; also in El Monte and Baldwin Park from Ramona Boulevard to Route 210 (PM 20.9/25.6). Outcome/Output: Replace damaged concrete slabs, grind and groove concrete pavement to increase roadway surface friction during wet conditions. The project is necessary to reduce the number and severity of traffic collisions. Performance Measure: Planned: 363, Actual: 363 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $70,000 / $69,637 PS&E / $690,000 / $482,455 R/W Supp / $20,000 / $0 (CEQA - CE, 6/9/2017) (NEPA - CE, 6/9/2017) Allocation Date: 07/24/17	07-4799 SHOPP/16-17 CON ENG ~~$690,000~~ **$822,000** CONST $4,618,000 0714000304 4 30980	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$822,000 $67,000 $3,301,000 $3,368,000
5 $3,415,000 Orange 12-Ora-39 0.6/ 22.2	In Huntington Beach, Anaheim and La Habra, from Atlanta Avenue to Cypress Street at various intersections. Outcome/Output: Modify traffic signals to improve visibility, upgrade pedestrian signal features and refresh pavement delineation to reduce the number and severity of traffic collisions. Performance Measure: Planned: 165, Actual: 165 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $0 / $0 PS&E / $950,000 / $859,760 R/W Supp / $15,000 / $5,887 (CEQA - CE, 6/5/2014; Re-validation 7/17/2017) (NEPA - CE, 6/5/2014; Re-validation 7/17/2017) Allocation Date: 09/05/17	12-3089A SHOPP/17-18 CON ENG ~~$945,000~~ **$1,115,000** CONST $2,300,000 1212000096 4 0M520	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$1,115,000 $46,000 $2,254,000 $2,300,000

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	Sha	151	5.5/R5.83	Pavement preservation to improve the pavement condition, ride quality, increase the pavement life expectancy, and enhance worker safety.	2H640	201.121	$600,000	$569,000
2	03	Sac	99	17.5/18.1	Widen road and reconfigure High Occupancy Vehicle ramp meter to alleviate congestion.	2F550	201.310	$950,000	$950,000
3	09	Iny	395	117.3	Construct traffic signal to create a protective left turn movement and create gaps in the traffic flow.	35680	201.310	$721,000	$725,000
4	10	SJ	4	2.1	Place rock slope protection to prevent failure of the embankment that is adjacent to an existing canal.	0P840	201.150	$500,000	$450,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum TAB 30

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 3.2a.
Information Item
REPLACEMENT 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) 2016-17 and FY 2017-18.

In FY 2016-17, the California Transportation Commission (Commission) voted 523 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 September 15, 2017, 480 projects totaling $1.335 billion have been awarded.

In FY 2017-18, the California Transportation Commission (Commission) voted 117 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 September 15, 2017, 33 projects totaling $14.642 million 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 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	117	0	$664,795	0	73	107
October 2016	41	$201,371	41	0	$170,519	0	30	40
December 2016	26	$257,956	26	0	$214,042	0	16	25
January 2017	21	$54,567	20	0	$37,558	1	15	20
March 2017	72	$222,442	69	0	$181,670	3	63	69
May 2017	144	$488,450	131	0	$50,215	13	130	131
June 2017	102	$606,221	76	0	$16,147	26	76	76
TOTAL	523	$2,696,740	480	0	$1,334,946	43	403	468

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.

FY 2017-18 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 2017	117	$1,102,457	33	0	$14,642	84	33	33
TOTAL	117	$1,102,457	33	0	$14,642	84	33	33

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.

Attachment

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 31

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 3.2b.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
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, FY 2016-2017 and FY 2017-18.

In FY 2015-16, the California Transportation Commission (Commission) allocated $87,547,000 to construct 30 locally-administered STIP projects. As of September 14, 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 11 locally-administered STIP projects. As of September 14, 2017, five project totaling $1,497,000 has been awarded. Once project has received a time extension. Once project has a concurrent time extension at the October 2017 meeting.

In FY 2017-18, the Commission did not allocate any locally-administered STIP projects.

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	1	0	1	0	0
December 2016	1	$190	1	0	0	0	1
January 2017	0	$0	0	0	0	0	0
March 2017	2	$150	2	0	0	2	2
May 2017	2	3,442	1	0	1	1	1
June 2017	4	$3,562	0	0	4	0	0
TOTAL	11	$8,736	5	0	6	3	4

FY 2017-18 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 2017	0	$0	0	0	0	0	0
TOTAL	0	$0	0	0	0	0	0

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 Davis	Third Street Improvements	03-8726	17-May-17	30-Nov-17	$3,292,000	A concurrent time extension has been submitted.
Grand Total					**$5,677,000**	

(1) This extension deadline was approved in December 2016 (Waiver 16-45)
(2) This extension deadline was approved in March 2017 (Waiver 17-06)

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 32

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 3.2c.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES**

SUMMARY:

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of Active Transportation Program (ATP) projects that received a construction allocation in Fiscal Year (FY) 2015-16, FY 2016-17 and FY 2017-18.

In FY 2015-16, the California Transportation Commission (Commission) allocated $109,003,000 to construct 123 ATP projects. As of September 14, 2017, 121 projects totaling $107,643,000 have been awarded. 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 September 14, 2017, 45 projects totaling $41,666,000 have been awarded. Sixteen projects have approved time extensions. Nine projects have concurrent time extension requests on the October 2017 Commission meeting agenda.

In FY 2017-18, the Commission allocated $3,154,000 to construct three ATP projects. As of September 14, 2017, no projects as been awarded.

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	11	0	0	5	10
March 2016	13	$13,536	13	0	0	6	10
May 2016	35	$35,587	34	1	0	12	28
June 2016	46	$41,540	45	1	0	11	38
Total	123	$109,003	121	2	0	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	11	0	0	6	9
October 2016	9	$10,958	7	0	2	1	6
December 2016	16	$27,711	9	0	7	2	9
January 2017	15	$25,061	9	0	6	2	8
March 2017	15	$18,038	8	0	7	5	8
May 2017	21	$31,338	1	0	20	1	1
June 2017	25	$32,699	0	0	25	0	0
Total	112	$152,038	45	0	67	17	41

FY 2017-18 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 2017	3	$3,154	0	0	0	0	0
Total	**3**	**$3,154**	**0**	**0**	**0**	**0**	**0**

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
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 Huntington Park	State Street Complete Street Project	07-4937	30-Jun-16	31-Dec-16	$1,163,000	Lapsed
City of Bell Gardens	Bell Gardens Citywide Safety Enhancement Project	07-5154	20-Oct-16	31-Dec-17	$802,000 (2)	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 (3)	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 (4)	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 (3)	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 (3)	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 (3)	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 (3)	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 (1)	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 (4)	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 (4)	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 (4)	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 (4)	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 (4)	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 (3)	The project will be awarded by the extended deadline.
City of Baldwin Park	Maine Avenue Corridor Complete Streets Improvements	07-5186	19-Jan-17	31-Jan-18	$2,201,000 (5)	The project will be awarded by the extended 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	A concurrent Time Extension was submitted for the October 2017 meeting.
City of Oakland	LAMMPS/Laurel, Mills, Maxwell Park and Seminary Active Transportation Connection	04-2190D	16-Mar-17	30-Sept-17	$3,598,000	A concurrent Time Extension was submitted for the October 2017 meeting.
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 (3)	The project will be awarded by the extended deadline.
City of Riverside	Downtown and Adjoining Areas Bicycle and Pedestrian Improvement Project	08-1186	16-Mar-17	30-Sept-17	$877,000	A concurrent Time Extension was submitted for the October 2017 meeting.
City of Yucaipa	Safe Routes to Calimesa and Wildwood Elementary Schools	08-1206	16-Mar-17	30-Sept-17	$872,000	A concurrent Time Extension was submitted for the October 2017 meeting.
City of Modesto	Modesto Junior College Class I Bicycle Path (Phase II)	10-6002	16-Mar-17	30-Sept-17	$512,000	A concurrent Time Extension was submitted for the October 2017 meeting.

City of Galt	South Galt Safe Routes to Schools	03-1681	17-May-17	31-Nov-17	$1,800,000	The project will be awarded by the deadline.
City of Oakland	International Boulevard Pedestrian Lighting and Sidewalk Repair Project	04-2190C	17-May-17	31-Nov-17	$2,481,000	A concurrent Time Extension was submitted for the October 2017 meeting.
San Mateo County Office of Education	San Mateo County Safe Routes to School for Health and Wellness	04-1040B	17-May-17	31-Nov-17	$900,000	The project will be awarded by the deadline.
City of Monterey	North Fremont Bike and Pedestrian Access and Safety Improvements	05-2610	17-May-17	31-Nov-17	$5,638,000	A concurrent Time Extension was submitted for the October 2017 meeting.
City of Fresno	Sidewalk on Hughes Avenue from Hedges to Floradora	06-6759	17-May-17	31-Nov-17	$127,000	The project will be awarded by the deadline.
Fresno County	Riverdale Pedestrian Path Bikeway; Hazel from Mt. Whitney to Stathem	06-6765	17-May-17	31-Nov-17	$308,000	The project will be awarded by the deadline.
City of Bakersfield	"A" Street Improvements	06-6844	17-May-17	31-Nov-17	$1,055,000	The project will be awarded by the deadline.
City of Covina	Covina Bicycle Network Phase 2	07-4528	17-May-17	31-Nov-17	$839,000	The project will be awarded by the deadline.
City of Glendale	City of Glendale Safe Routes to School Improvements	07-4907	17-May-17	31-Nov-17	$1,516,000	The project will be awarded by the deadline.
City of Irwindale	Citywide Non-Motorized Design Guidelines and Active Transportation Action Plan	07-5139	17-May-17	31-Nov-17	$154,000	The project will be awarded by the deadline.
City of Santa Clarita	Santa Clarita – Sierra Highway Pedestrian and Bicycle Bridge and Street Improvement	07-5156	17-May-17	31-Nov-17	$1,402,000	The project will be awarded by the deadline.
City of Indio	Andrew Jackson Elementary Pedestrian Improvements	08-1144	17-May-17	31-Nov-17	$2,374,000	The project will be awarded by the deadline.
Riverside County Transportation Department	Grapefruit Boulevard/4th Street Pedestrian and Roadway Safety Improvements	08-1153	17-May-17	31-Nov-17	$1,860,000	The project will be awarded by the deadline.
City of Riverside	City of Riverside – Wells/Arlanza Sidewalk Improvements	08-1187	17-May-17	31-Nov-17	$1,782,000	A concurrent Time Extension was submitted for the October 2017 meeting.
City of Riverside	City of Riverside – Norte Vista Sidewalk Improvements	08-1188	17-May-17	31-Nov-17	$1,822,000	A concurrent Time Extension was submitted for the October 2017 meeting.
San Bernardino Association of Governments	San Bernardino Association of Governments Metrolink Station Accessibility Improvement Project	08-1166	17-May-17	31-Nov-17	$4,103,000	The project will be awarded by the deadline.
City of Stockton	Active Transportation Plan in Greater Downtown District	10-3182	17-May-17	31-Nov-17	$396,000	The project will be awarded by the deadline.
City of Santa Ana	Citywide Safe Routes to School Plan (Non-Infrastructure)	12-1010	17-May-17	31-Nov-17	$615,000	The project will be awarded by the deadline.
City of Anaheim	City of Anaheim – Anaheim Coves Northern Extension	12-2170A	17-May-17	31-Nov-17	$832,000	The project will be awarded by the deadline.
City of Anaheim	South Street Sidewalk Gap Closure	12-2170R	17-May-17	31-Nov-17	$429,000	The project will awarded by the deadline.
Grand Total					**$79,033,000**	

(1) This extended deadline was approved in March 2017 (Waiver 17-07)
(2) This extended deadline was approved in March 2017 (Waiver 17-08)
(3) This extended deadline was approved in May 2017 (Waiver 17-12)
(4) This extended deadline was approved in June 2017 (Waiver 17-13)
(5) This extended deadline was approved in August 2017 (Waiver 17-32)

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: October 18-19, 2017

Reference No: 3.5
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kyle Gradinger, Chief (Acting)
Division of Rail and Mass Transportation

Subject: **FISCAL YEAR 2016-17 FOURTH QUARTER PROPOSITION 1A HIGH-SPEED PASSENGER TRAIN BOND PROGRAM REPORT**

SUMMARY:

The California Department of Transportation's Division of Rail and Mass Transportation is submitting the following information item for the October 2017 meeting: the Fiscal Year 2016–17 Fourth Quarter Proposition 1A High-Speed Passenger Train Bond Program Report.

BACKGROUND:

In 2008, voters approved Proposition 1A: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Under appropriation by the California State Legislature, the California Transportation Commission (Commission) is required to allocate funds for capital improvements to the intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities. As set forth in the Streets and Highways Code Section 2704.095, the Commission was required to program and allocate the net proceeds received from the sale of bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond Program.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fiscal Year 2016–17 Fourth Quarter Report

High-Speed Passenger Train Bond Program

Quarterly Report to the

California Transportation Commission

High-Speed Passenger Train Bond Program
Progress Report

SUMMARY:

The High-Speed Passenger Train Bond Program (Proposition 1A) is identified under two sub-programs: the Intercity Rail Program, and the Urban and Commuter Rail Program.

As of June 2017, the California Transportation Commission (Commission) has allocated $825.714 million in Proposition 1A funds to 18 projects. Currently, 15 projects have received allocation for the construction phase, 1 project for both the plans, specifications and estimate (PS&E) phase as well as the construction phase, 1 project for PS&E and the Right of Way (R/W) phase, and 1 project for the Project Approval and Environmental Documentation (PA&ED) phase. Tables 1-3 provide a summary of all projects having received an allocation.

Please note, the “Project Numbers” in this report are only for reference to indicate the number of projects to have received an allocation. These “Project Numbers” are subject to change in subsequent reports as projects are added.

INTERCITY RAIL FORMULA PROGRAM:

Under the Intercity Rail Formula Program, the Commission was required to program in each of the intercity rail corridors a minimum of $47.5 million in eligible projects for a combined total of $142 million. The California Department of Transportation (Caltrans), in coordination with public agencies and the passenger rail operators on the intercity rail lines, presented to the Commission the list of projects for the formula portion up to the minimum allowed per corridor. The Commission reviewed the list of projects eligible under the formula program and adopted those projects that met the requirements.

The following is the status of projects under the Intercity Rail Formula Program. See Table 1 (attached) for specific project information.

Project No. 1

Positive Train Control (PTC), Moorpark to San Onofre (Pacific Surfliner)
The implementing agency, Southern California Regional Rail Authority (SCRRA), has received $46.550 million for the construction phase. The project consists of implementing all aspects of Positive Train Control technology along the Pacific Surfliner Corridor between Moorpark and San Onofre.

All Proposition 1A appropriated funding has been allocated and expended. The project was completed June 30, 2016. Close out report will be completed once ICAP is established.

Project No. 2

Positive Train Control, San Joaquin Corridor
The implementing agency, Caltrans, received $9.8 million for the construction phase. The project included purchasing, constructing, and installing links between key transmission stations, and multiple control points along Burlington Northern Santa Fe (BNSF) Railway Company right-of-way, including signal bungalows.

All Proposition 1A appropriated funding has been allocated and expended. Project was completed in January 2013. Final contract close out report (DOR-0039) submitted to Accounts Payable July 2013. No further action on this project to report.

Project No. 3

Capitol Corridor (and ACE) Travel Time Reduction Project
The implementing agency, Capitol Corridor Joint Powers Authority (CCJPA), received $10.180 million for the Travel Time Reduction project. The goal of this project is to reduce the total travel time of the Capitol Corridor service by ten minutes through the removal of station dwell times, implementing super elevating curves and replacing the existing rail to allow for higher operating speeds.

Construction has initiated and rail replacement between Newark and Santa Clara is at 90 percent completion. The track curve geometry work has begun and will progress through 2017. Installation will commence pending the availability of construction crews. Project is on schedule and expected to be completed in June 2019.

INTERCITY RAIL COMPETITIVE PROGRAM:

Under the Intercity Rail Competitive Program, the Commission was required to program up to $47.5 million in projects to any of the three intercity rail corridors. Caltrans, in coordination with public agencies and the passenger rail operators on the intercity rail lines, was required to select projects within each of the three corridors for the remaining 25 percent of the $190 million appropriated to intercity rail under both formula and competitive projects and present the list of projects to the Commission for approval. The Commission gave priority to those projects selected in the following order:

- Projects that provided direct connectivity to the high-speed train system
- Projects that were eligible for or had committed federal funds
- Projects that promoted increased ridership, increased on-time-performance, and decreased running times

The following is the status of projects under the Intercity Rail Competitive Program. See Table 2 (attached) for specific project information.

Project No. 4

Positive Train Control, San Onofre to San Diego
The implementing agency, the North County Transit District (NCTD), has received $24.010 million for the construction phase. The project consists of implementing all aspects of PTC technology along the Pacific Surfliner Corridor between San Onofre and San Diego.

The NCTD completed the ten consecutive end-to-end runs that were listed as part of the conditions the Federal Railroad Administration (FRA) set forth in their letter granting NCTD approval to enter Revenue Service Demonstration (RSD). The Individual Composite CRC (Cyclic Redundancy Check) Calculator (IC3) requirements are in development and the functionality required by the FRA for PTC Certification. The schedule for implementing IC3 is under discussion and the proposal is anticipated to be negotiated and finalized by December 30, 2017. Project is on schedule and expected to be completed in December 2018.

Project No. 5

Positive Train Control, Los Angeles to Fullerton Triple Track
The implementing agency, Caltrans, has received $2.940 million for the construction phase. The project includes the installation of PTC components, the installation of links between key transmission stations and control points along the BNSF Railway Company right-of-way, the installation of signal bungalows, and the installation of critical locomotive and cab car on-board equipment.

The project was completed in December 2015. The PTC was part of a larger contract that expired December 31, 2016. Final closeout reports prepared August 2017. There will be no further action on this project.

Project No. 6

San Joaquin Corridor, Merced to Le Grand Segment 1 and a Portion of Segment 2
The implementing agency, Caltrans, has received $40.750 million for the construction phase. The project consists of capital improvements on the Merced to Le Grand Double Track, Segment 1, between Milepost 1041.99 and Milepost 1050.4. Capital improvements include construction of 8.41 miles of track, modification and upgrade to signal and track components (including five public at-grade road crossings), and engineering/civil work. The Capital improvements on Segment 2 consists of constructing 4.1 miles of main track, including but not limited to, three turnouts, three public road crossings, two private road crossings, one bridge, culverts and drainage facilities, placement of embankment/base rock subgrade, and wayside signal/telecom.

The construction of Segment 1 is complete. Continuing with construction of east side of Segment 2, as described above. Processing contract amendment to include Traffic Congestion Relief Funds. Anticipate contract award to railroad no later than October 1, 2017.

Project No. 7

Capitol Corridor – Sacramento to Roseville 3rd Main Track Project
The implementing agency, CCJPA, has received $5.740 million for PS&E and R/W to begin Phase 1, the relocation of the Roseville station and addition of a third track, to increase service frequency, reduce freight train conflicts, and accommodate freight train growth.

With negotiations with Union Pacific Railroad (UPRR) being unsuccessful, the CCJPA determined to deprogrammed the Oakland to San Jose Phase 2A Project, as it was not currently viable, and reprogrammed the funds to the Sacramento to Roseville 3rd Main Track Phase 1 Project thereby providing funding to achieve two additional round trips serving Roseville instead of the one round trip permitted today. Project is expected to be completed in September 2022.

URBAN AND COMMUTER RAIL PROGRAM:

Under this program, $760 million was divided among 11 eligible recipients using a formula distribution that incorporated track miles, vehicle miles, and passenger trips. The funding share totals identified for each eligible agency were determined using the distribution factors gathered from the most current available data in the National Transit Database, Federal Transit Administration. The Commission accepted from each eligible agency their priority list of projects up to their targeted amounts. Each project had to meet the criteria set forth in Section 2704.095 (c) through (j) of the Streets and Highways Code. The Commission took the following factors under consideration:

- Priority given to projects that provide direct connectivity to the high-speed train system
- Required matching funds be non-state funds (local, private, and federal funds, and state funds not under the Commission's purview)

The following is a status of projects under the Urban and Commuter Rail Program. See Table 3 (attached) for specific project information.

Project No. 8

Sacramento Intermodal Facility Improvements Project
The implementing agency, Sacramento Regional Transit District, initially received $1.752 million for PA&ED phase. To date, $1.176 million has been deallocated from PA&ED due to cost savings and reprogrammed to the construction phase. The total programmed amount available under the construction phase is $25 million. A project scope modification was also included and approved by the Commission to add a component of the Sacramento Streetcar project that will directly connect to light rail and expand the catchment and disbursement area to be served by high-speed rail.

The scope of the project has been divided into the following components:

- **Component # 1 – Sacramento Valley Station Loop**
  California Environmental Quality Act clearance has officially been completed with savings identified. A complete design of the project is underway with the expectation of completion no later than June 2018. Construction is expected to begin in Fiscal Year 2018-19.

- **Component #2 – Downtown-Riverfront Streetcar**
  Both federal and state environmental requirements have achieved clearance and completion. The overall project design has commenced and is expected to be complete by May 2019. Design activities were pushed out to Spring 2019 due to additional design work for the maintenance facility and River-front Road extension added to the scope. Progress has been made towards obtaining federal match monies in preparation for construction which is anticipated no later than June 2018. Completion of construction is expected by June 2021.

Project No. 9

Caltrain Advanced Signal System/Positive Train Control
The implementing agency, Peninsula Corridor Joint Powers Board (PCJPB), has received $105.445 million for the PS&E and construction phase. The project consists of installing PTC technology along the Caltrain corridor.

After continued delays, repeated intervention, peer reviews, and failure to improve performance, the PCJPB terminated its contract with Parsons Transportation Group, the firm responsible for designing and implementing the CBOSS/PTC project. As a result, the PCJPB began the process of re-procuring services through a phased approach. The first phase involves two short-term contracts, with long-term contracts to follow. The short term contracts are designed to:

- Ensure progress is continued on key scope items while long-term scope and contract documents are developed, and
- To complete an assessment of the CBOSS system as it was left by the terminated contractor.

In parallel with these short-term contracts, the PCJPB is developing Scopes of Work (SoW) and terms that will support a multi-contract structure for the completion of the project. This SoW and terms are being shared with potential candidates for the work. The PCJPB is targeting to secure all long-term contracts in place by the fall of 2017, to support the goal of completing the project by December 2018.

Project No. 10

Central Subway
The implementing agency, San Francisco Municipal Transportation Agency, received $61.308 million for the construction phase. The project extends the 5.2-mile T-Third light rail line from its current junction at the Caltrain terminus area to south of Union Square and Chinatown for 1.7 miles.

All Proposition 1A appropriated funding has been allocated and expended; however, the project is still ongoing. Excavation continues at Yerba Buena/Moscone Station, Union Square/Market Street Station, and Chinatown Station as work is advancing towards the respective station inverts. Surface, track and systems continues to tunnel invert drain pipe and catch basins installations in the southbound and northbound tunnels. There has been no

significant change to the project scope, budget or schedule. Substantial project completion is still projected for February 2018.

Project No. 11

Millbrae Station Track Improvement and Car Purchase
The implementing agency, San Francisco Bay Area Rapid Transit District (BART), has received $140 million for the construction phase. The project consists of purchasing 46 new rail cars and lengthens all three of BART's rail storage tracks immediately south of the Millbrae station.

Ten pilot vehicles have been delivered to the district test track. Qualification testing continues at the test track and mainline. The train operator training simulator continues. Series vehicle production at the manufacturing car body facility is ongoing. The project is delayed 15 months for delivery of pilot vehicles and 9 months for delivery of production vehicles. Project completion is expected by May 2026.

Project No. 12

Metrolink Positive Train Control
The implementing agency, SCRRA, has received $35 million for the construction phase. The project consists of installing predictive collision avoidance technology throughout the Metrolink system.

All Proposition 1A appropriated funding has been allocated. As of March 2017 the PTC system was in-service across the entire SCRRA-owned territory and key PTC contracts are in the close-out process. Concurrently, on-going efforts to install PTC in-service with SCRRA's interoperable PTC partner railroads, and to achieve full (unconditional) certification as an I-ETMS non-vital overlay PTC system are largely being performed as part of SCRRA's PTC Operations staff and budget.

Project No. 13

Regional Connector Transit Corridor
The implementing agency, Los Angeles County Metropolitan Transportation Authority, has received $114.874 million for the construction phase. The project consists of constructing a two-mile extension connecting the Metro light rail system to High Speed Rail through downtown Los Angeles, including the construction of three new underground light rail stations.

Pile installation has been completed along the 1st Street Leg. Pile and deck beam installation at 2nd and Broadway has been completed. Water and power relocation along Flower St. continues with initial pile installation at Flower south (5th and 6th). Completion of the construction phase is still on schedule for May 2021, with revenue service beginning late July/early August 2021.

Project No. 14

Metrolink High-Speed Rail Readiness Program
The implementing agency, SCRRA, has received $68.5 million for the construction phase with a remaining $20.2 million to be allocated for the refurbishment of the passenger cars. The project consists of acquisition of 20 high-powered Tier 4 locomotives and the reconditioning of passenger cars.

Eleven locomotives have been delivered to Los Angeles. Two locomotives were delivered this quarter. The final configuration of safety appliances was reviewed and approved by the FRA. The FRA validation testing in Los Angeles has commenced. Project completion is expected by May 2019.

Project No. 15

Stockton Passenger Track Extension
The implementing agency, San Joaquin Regional Rail Commission (SJRRC), initially received $5.714 million for the construction phase, and plan to program and allocate the remaining $9.260 million in FY 2017-18. The project consists of constructing a 2.57 mile extension of dedicated passenger rail track north of downtown Stockton, interlocking between the Union Pacific Railroad (UPRR) and the BNSF Railway.

The SJRRC is coordinating the Track Extension Project with FRA for the NEPA categorical exclusion and the UPRR for approval of the preliminary design. Once concurrence on the design is obtained from both UPRR and the City of Stockton, the SJRRC will file a General Order 88-B application for the Harding Ave Bridge Crossing Modification with the California Public Utilities Commission. The SJRRC is planning on releasing the invitation for bid as soon as the plans and specifications are complete. The project is projected to begin construction by June 2018.

Project No. 16

Blue Line Light Rail Improvements
The implementing agency, San Diego Association of Governments, has received $57.855 million for the construction phase. The project consists of improvements to existing infrastructure on the Blue Line Trolley including: replacing worn out rails and tracks, replace/rehabilitate switches and signaling, and reconstruction of existing platforms to accommodate low-floor vehicles.

The project has been completed and is now closed out. All funds have been expended.

Project No. 17

Positive Train Control
The implementing agency, NCTD, has received $17.833 million for the construction phase. The project consists of implementing all aspects of PTC technology along the Pacific Surfliner Corridor between San Onofre and San Diego.

On June 16, 2017, NCTD completed the ten consecutive end-to-end runs that were listed as part of the conditions the FRA set forth in their letter granting NCTD approval to enter RSD.

Project No. 18

Maintenance Shop and Yard Improvements

The implementing agency, BART, has received $78.639 million for the construction phase. The project consists of expanding the existing Main Shop to support back shop double-ended operation, constructing a new Component Repair Shop (CRS), retrofitting the Maintenance and Engineering (M&E) storage facility, and constructing new track work, retaining walls, and sound walls, that will serve to connect the Hayward Maintenance Complex to the existing mainline BART tracks.

Construction for the new CRS is completed with work on the service canopy structure, electrical, and plumbing in progress. Work continues on three new lifts in the Hayward Main Shop and track work modifications in the North Yard. Work on installation of the new T2 track and turnouts as well as the parking and storage yard for the future M&E Shop are nearing completion, with construction bid packages for the M&E Shop will be advertised in segments for funding reasons. Bids were received for the new yard turntable contract. The new vehicle overhaul and heavy repair shop is placed on-hold at 35% design due to funding concerns with completion of its construction delayed to January 2024.

LETTERS OF NO PREJUDICE:

The Letters of No Prejudice (LONP) Guidelines were approved in September 2010, under Resolution LONP1A-G-1011-01. There were three projects that were approved for a LONP; all 3 of these projects have since been funded.

BACKGROUND:

On November 4, 2008, the voters approved Proposition 1A for the 21st Century, authorized by the Commission upon appropriation by the Legislature, to allocate funds for the capital improvements to intercity, commuter, and urban rail lines that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system.

ATTACHMENTS:

1. Table 1-Intercity Rail Formula Program
2. Table 2-Intercity Rail Competitive Program
3. Table 3-Urban and Commuter Rail Program

Table 1: Intercity Rail Formula Program

Project No.	Co.	Agency	Project Name	Total Project Cost Amount *(millions)*	Programmed Amount *(millions)*	Allocated Amount *(millions)*	Expended Amount *(millions)*	% Expended Amount *(millions)*	Phase of Work Allocated	Contract Award Date	Project Completion Date
1	Various	SCRRA	Positive Train Control, Moorpark to San Onofre (Pacific Surfliner)	$ 46,550	$ 46,550	$ 46,550	$ 46,550	100%	CON	Oct-10	Jun-16
2	SJ	Caltrans	Positive Train Control, San Joaquin Corridor	$ 9,800	$ 9,800	$ 9,800	$ 9,800	100%	CON	Jun-12	Mar-13
3	Various	CCJPA	Capitol Corridor (and ACE) Travel Time Reduction	$ 15,500	$ 10,180	$ 10,180	$ 3,850	38%	CON	Jun-16	Jun-19
			TOTALS:	**$ 71,850**	**$ 66,530**	**$ 66,530**	**$ 60,200**				

Table 2: Intercity Rail Competitive Program

Project No.	Co.	Agency	Project Name	Total Project Cost Amount *(millions)*	Programmed Amount *(millions)*	Allocated Amount *(millions)*	Expended Amount *(millions)*	% Expended Amount *(millions)*	Phase of Work Allocated	Contract Award Date	Project Completion Date
4	SD	NCTD	Positive Train Control, San Onofre to San Diego	$ 59,982	$ 24,010	$ 24,010	$ 18,122	75%	CON	Aug-11	Dec-18
5	LA	Caltrans	Positive Train Control, LA to Fullerton Triple Track	$ 2,940	$ 2,940	$ 2,940	$ 2,940	100%	CON	Dec-11	Dec-16
6	SJ	Caltrans	San Joaquin Corridor, Merced to Le Grand	$ 40,750	$ 40,750	$ 40,750	$ 28,065	69%	CON	Nov-13	Oct-19
7	Various	CCJPA	Capitol Corridor - Sacramento to Roseville 3rd Mainline Track Phase 1.	$ 82,276	$ 51,970	$ 5,740	$ -	0%	PS&E R/W	N/A	Sep-22
			TOTALS:	**$ 185,948**	**$ 119,670**	**$ 73,440**	**$ 49,127**				

Table 3: Urban and Commuter Rail Program

Project No.	Co.	Agency	Project Name	Total Project Cost Amount *(millions)*	Programmed Amount *(millions)*	Allocated Amount *(millions)*	Expended Amount *(millions)*	% Expended Amount *(millions)*	Phase of Work Allocated	Contract Award Date	Project Completion Date
8	SAC	SacRT	Sacramento Intermodal Facility Improvements	$ 60,368	$ 25,223	$ 576	$ 576	100%	PA&ED	N/A	Jun-21
9	Various	PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)	$ 231,000	$ 105,445	$105,445	$ 70,546	67%	PS&E CON	Aug-13	May-17
10	SF	SFMTA	Central Subway	$ 1,578,300	$ 61,308	$ 61,308	$ 61,308	100%	CON	Oct-12	Feb-18
11	SF	BART	Millbrae Station Track Improvements and Car Purchase	$ 285,000	$ 140,000	$140,000	$ 91,818	66%	CON	Jan-14	May-26
12	Various	SCRRA	Metrolink Positive Train Control	$ 201,600	$ 35,000	$ 35,000	$ 29,144	83%	CON	Oct-10	Jun-18
13	LA	LACMTA	Regional Connector Transit Corridor	$ 1,366,100	$ 114,874	$114,874	$103,387	90%	CON	May-14	Aug-21
14	Various	SCRRA	Metrolink High-Speed Rail Readiness Program	$ 202,899	$ 88,707	$ 68,500	$ 22,522	33%	CON	May-14	May-19
15	SJ	SJRRC	Stockton Passenger Track Extension	$ 24,895	$ 5,714	$ 5,714	$ 395	7%	CON	Feb-14	Jun-18
16	SD	SANDAG	Blue Line Light Rail Improvements	$ 151,754	$ 57,855	$ 57,855	$ 57,855	100%	CON	May-13	Dec-16
17	SD	NCTD	Positive Train Control	$ 59,982	$ 17,833	$ 17,833	$ 8,858	50%	CON	Aug-11	Dec-18
18	ALA	BART	Maintenance Shop & Yard Improvements	$ 432,933	$ 78,639	$ 78,639	$ 47,277	60%	CON	Jul-15	Jan-24
			TOTALS:	**$ 4,594,831**	**$ 730,598**	**$685,744**	**$493,686**				

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 34

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No: 3.6
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kyle Gradinger,
Chief (Acting)
Division of Rail and Mass Transportation

Subject: **FISCAL YEAR 2016–17 FOURTH QUARTER AND FULL FISCAL YEAR 2016-17 INTERCITY PASSENGER RAIL OPERATIONS REPORT**

SUMMARY:

Per Resolution MFP-02-13, attached is the California Department of Transportation's (Department) Intercity Passenger Rail Operations Report for the fourth quarter of Fiscal Year (FY) 2016-17, April through June 2017, and the full FY 2016-17 for the three State supported intercity passenger rail routes:

- Pacific Surfliner, connecting San Diego, Los Angeles, Santa Barbara, and San Luis Obispo, managed by the LOSSAN Rail Corridor Agency
- Capitol Corridor, connecting San Jose, Oakland, and Sacramento-Auburn, managed by the Capitol Corridor Joint Powers Authority
- San Joaquin, connecting Bakersfield, Oakland, and Sacramento, managed by the San Joaquin Joint Powers Authority

BACKGROUND:

In addition to owning the majority of equipment utilized on two of the three routes, the Department provides State funding for Amtrak operating costs for intercity passenger rail service and equipment capital costs, while providing oversight to ensure statewide integration and monitor performance.

This report compares ridership, on-time performance, and financial results reported in the fourth quarter of FY 2016-17, to those reported in the corresponding quarter of FY 2015-16 as well as comparing the entire FY 2016-17 against FY 2015-16.

These routes were the first, second, and fifth busiest state supported intercity passenger rail routes in the nation for Federal Fiscal Year 2015-16.

Attachment:
Fiscal Year 2016-17 Fourth Quarter and Full FY 2016-17 Intercity Passenger Rail Operations Report

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fiscal Year 2016-17 Fourth Quarter and Full Year

Intercity Passenger Rail Operations Report

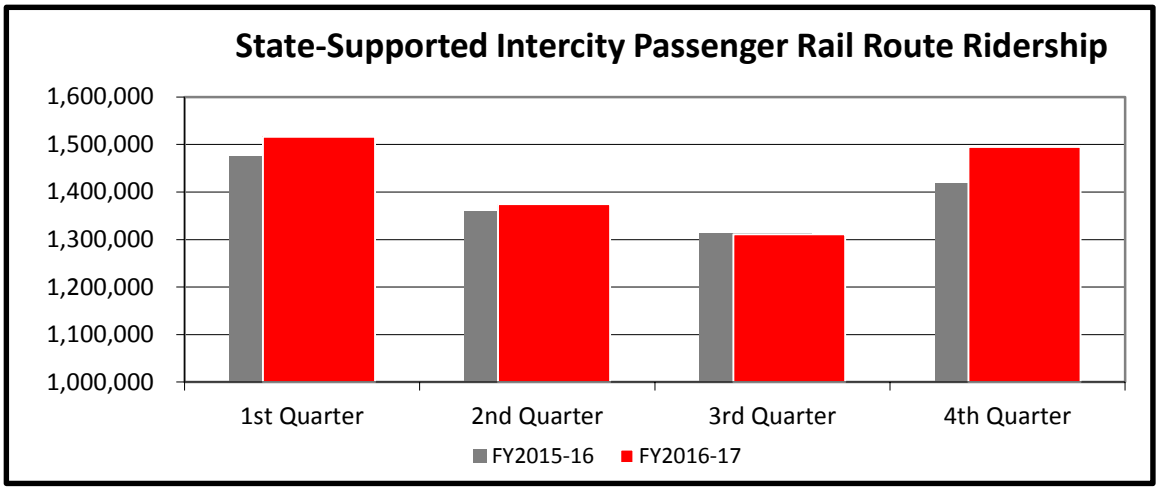
Quarterly Report to the

California Transportation Commission

COMBINED STATEWIDE RESULTS:

RIDERSHIP

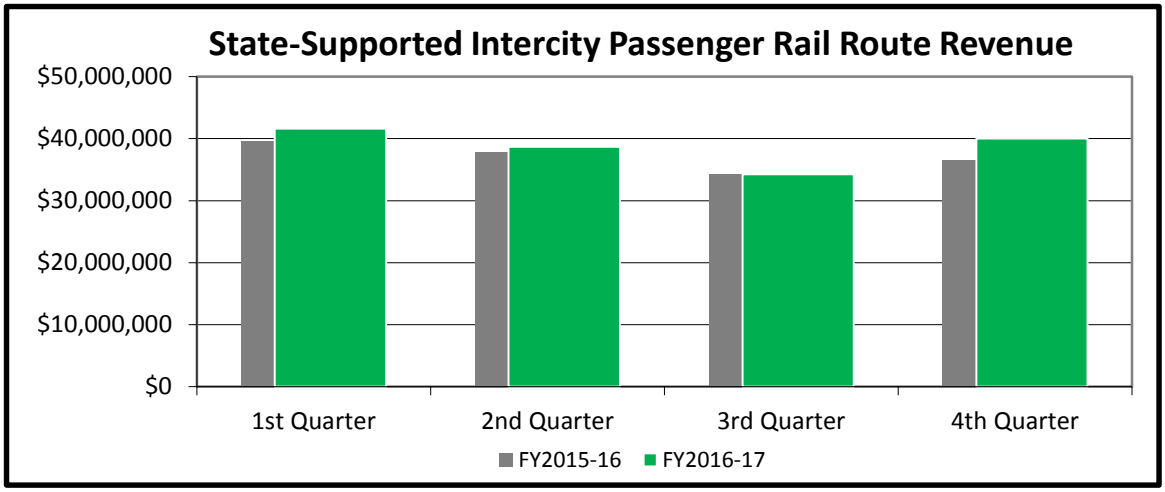
The Total combined ridership on the three routes for the fourth quarter of Fiscal Year (FY) 2016-17 was 1,494,721, an increase of 5.4 percent when compared to 1,418,215 reported in the corresponding quarter of FY 2015-16.



For FY 2016-17, ridership was 5,696,652, an increase of 2.3 percent over FY 2015-16.

REVENUE and EXPENSES

Total combined revenue for the three routes for the fourth quarter of FY 2016-17 was $40,019,263, a 9.4 percent increase when compared to $36,581,345 reported in the corresponding quarter of FY 2015-16. Fourth quarter expenses for FY 2016-17 were $59,184,732, an increase of 2.0 percent compared to $58,036,374 reported in the corresponding quarter for FY 2015-16, resulting in a farebox ratio increase of 4.6 percentage points to 67.6 percent.



For FY 2016-17, revenue increased 4.2 percent, expenses remained unchanged and the

farebox ratio increased 2.6 percentage points over FY 2015-16 to 64.6 percent.

DATA SUMMARY

The following table provides further detail on the combined ridership, revenue, expenses, farebox ratio, and on-time performance for the three State-supported routes for the fourth quarter of FY 2016-17 compared to the corresponding quarter of FY 2015-16 as well as FY 2016-17 compared to FY 2015-16:

State-Supported Intercity Passenger Rail - 4th Quarter 2016-17
All Routes

	ACTUAL RESULTS			
	4th Qtr 2016-17	4th Qtr 2015-16	Difference	Percent Change
Ridership	1,494,721	1,418,215	76,506	5.4%
Revenue	$ 40,019,263	$ 36,581,345	$ 3,437,918	9.4%
Expense	$ 59,184,732	$ 58,036,374	$ 1,148,358	2.0%
Farebox Ratio	67.6%	63.0%	4.6 PP	
End Point On-Time Performance	80.0%	86.5%	-6.5 PP	

State-Supported Intercity Passenger Rail - State Fiscal Year 2016-17
All Routes

	ACTUAL RESULTS			
	SFY 2016-17	SFY 2015-16	Difference	Percent Change
Ridership	5,696,652	5,566,969	129,683	2.3%
Revenue	$ 154,588,605	$ 148,372,993	$ 6,215,612	4.2%
Expense	$ 239,262,166	$ 239,274,548	$ (12,382)	0.0%
Farebox Ratio	64.6%	62.0%	2.6 PP	
End Point On-Time Performance	81.7%	86.2%	-4.5 PP	

PP - Percentage Points

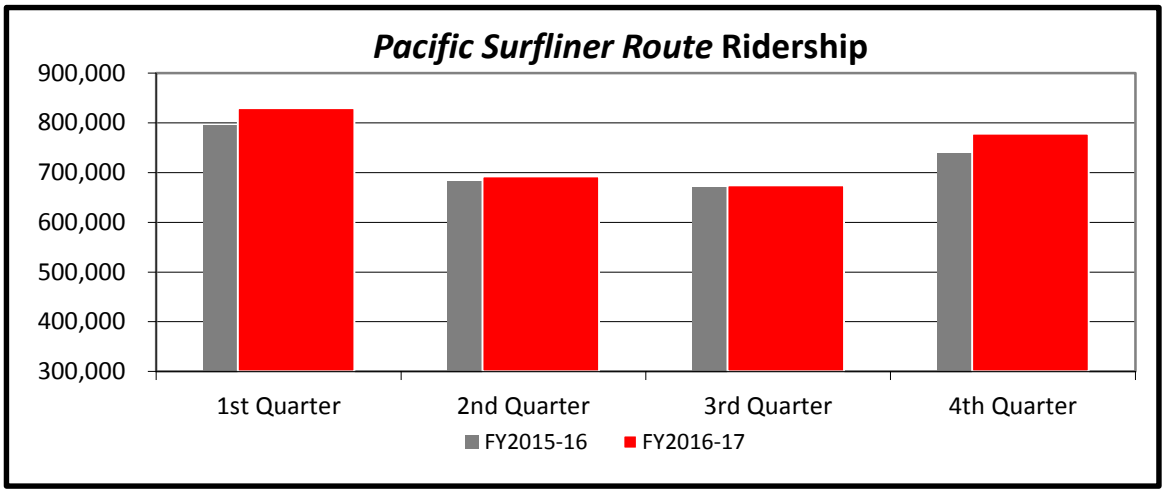
Route-specific graphs and tables are contained in the following sections.

PACIFIC SURFLINER ROUTE:

There are 12 daily round-trips between Los Angeles and San Diego, five of which are through-trains between San Diego and Goleta (Santa Barbara); two of which continue north allowing connectivity with San Luis Obispo.

RIDERSHIP

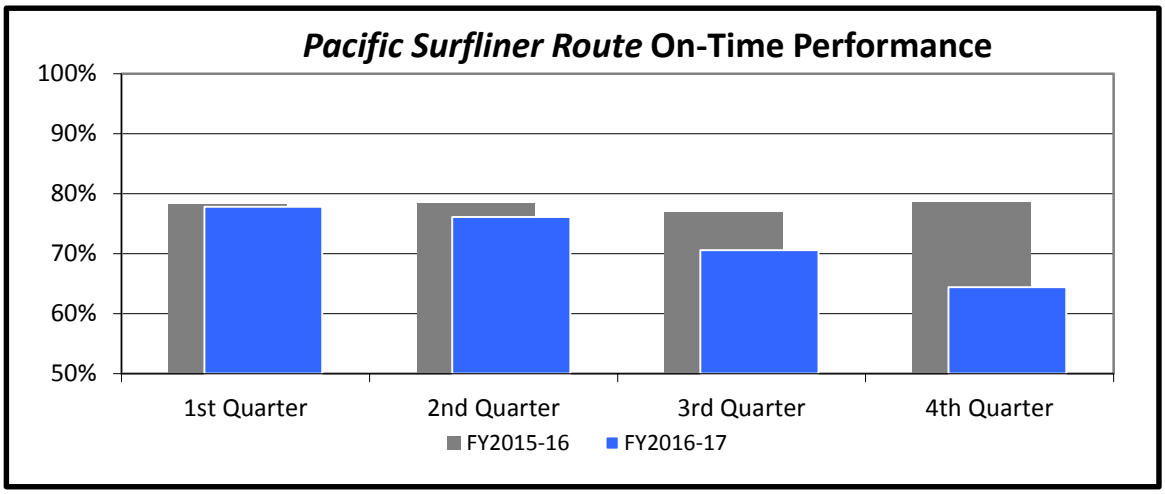
Ridership on the Pacific Surfliner Route for the fourth quarter of FY 2016-17 was 778,002, an increase of 5.2 percent when compared to 739,764 reported in the corresponding quarter of FY 2015-16.



For FY 2016-17, ridership was 2,973,807 an increase of 2.9 percent over FY 2015-16.

ON-TIME PERFORMANCE

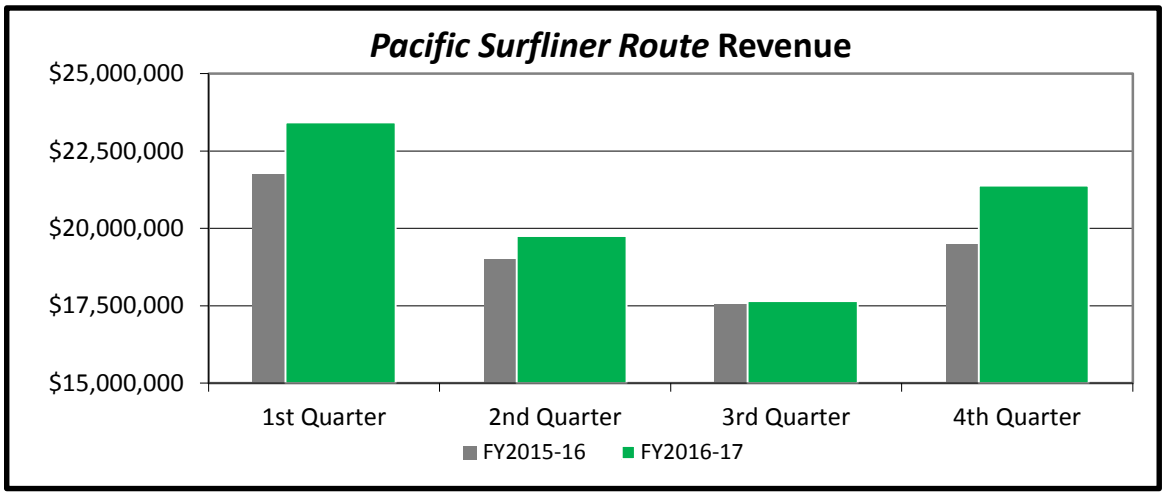
The On-Time Performance (OTP) for the Pacific Surfliner Route for the fourth quarter of FY 2016-17 was 64.4 percent, a decrease of 14.1 percentage points when compared to 78.5 percent reported in the corresponding quarter of FY 2015-16.



For FY 2016-17, OTP was 72.2 percent, a decline from 78.1 percent in FY 2015-16.

REVENUE and FAREBOX RATIO

Revenue for the Pacific Surfliner Route for the fourth quarter of FY 2016-17 was $21,382,471, an increase of 9.7 percent when compared to $19,484,145 reported in the corresponding quarter of FY 2015-16. Expenses for the fourth quarter of FY 2016-17 were $26,278,425, an increase of 6.4 percent compared to $24,702,605 reported in the corresponding quarter of FY 2015-16, resulting in a farebox ratio increase of 2.5 percentage points to 81.4 percent.



For FY 2016-17, revenue increased 5.7 percent, expenses declined 1.6 percent and the farebox ratio increased 5.5 percentage points over FY 2015-16 to 72.2 percent.

DATA SUMMARY

The following tables provide further detail on the ridership, revenue, expenses, farebox ratio, and the OTP for the Pacific Surfliner Route for the fourth quarter of FY 2016-17 compared to the corresponding quarter of FY 2015-16 as well as FY 2016-17 compared to FY 2015-16:

State-Supported Intercity Passenger Rail - 4th Quarter 2016-17
Pacific Surfliner Route

	ACTUAL RESULTS			
	4th Qtr 2016-17	4th Qtr 2015-16	Difference	Percent Change
Ridership	778,002	739,764	38,238	5.2%
Revenue	$ 21,382,471	$ 19,484,145	$ 1,898,326	9.7%
Expense	$ 26,278,425	$ 24,702,605	$ 1,575,820	6.4%
Farebox Ratio	81.4%	78.9%	2.5 PP	
End Point On-Time Performance	64.4%	78.5%	-14.1 PP	

PP - Percentage Points

State-Supported Intercity Passenger Rail - State Fiscal Year 2016-17 Pacific Surfliner Route				
	ACTUAL RESULTS			
	SFY 2016-17	SFY 2015-16	Difference	Percent Change
Ridership	2,973,807	2,891,111	82,696	2.9%
Revenue	$ 82,227,248	$ 77,797,081	$ 4,430,167	5.7%
Expense	$ 102,751,256	$ 104,403,356	$ (1,652,100)	-1.6%
Farebox Ratio	80.0%	74.5%	5.5 PP	
End Point On-Time Performance	72.2%	78.1%	-5.9 PP	

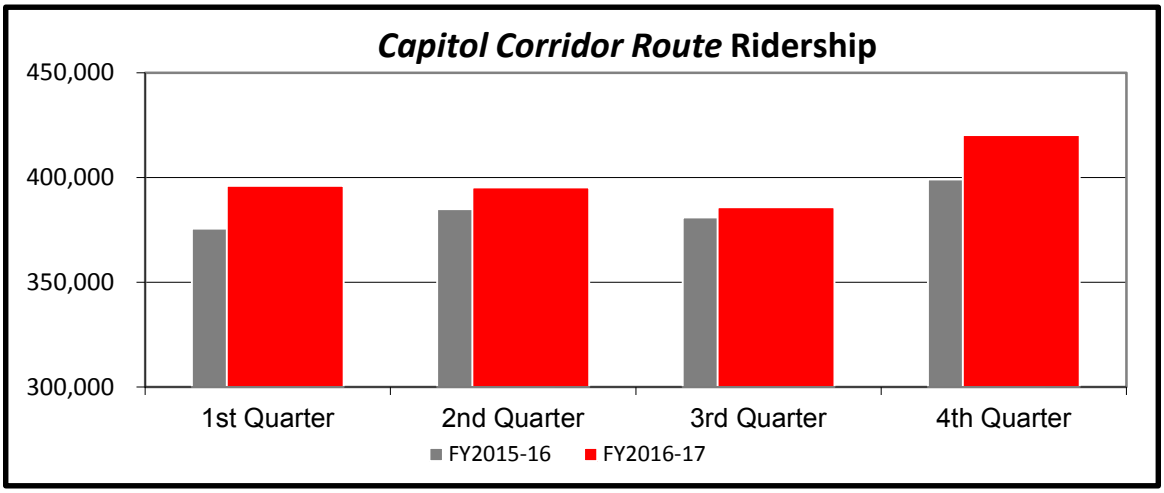
PP - Percentage Points

CAPITOL CORRIDOR:

There are 15 weekday round-trips between Oakland and Sacramento. One of the trains extends beyond Sacramento to Auburn, and seven of the trains extend beyond Oakland to San Jose. On weekends, there are 11 round-trips between Oakland and Sacramento, with one extension to Auburn and seven round trips to San Jose.

RIDERSHIP

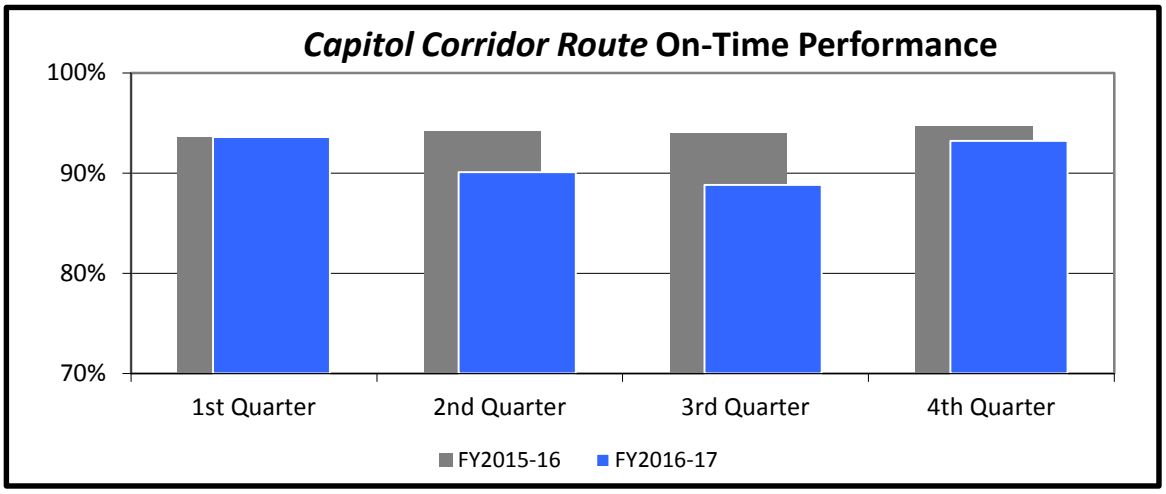
Ridership on the Capitol Corridor for the fourth quarter of FY 2016-17 was 420,227 an increase of 5.3 percent when compared to 399,009 reported in the corresponding quarter of FY 2015-16.



For FY 2016-17, ridership was 1,597,217, an increase of 3.7 over FY 2015-16.

ON-TIME PERFORMANCE

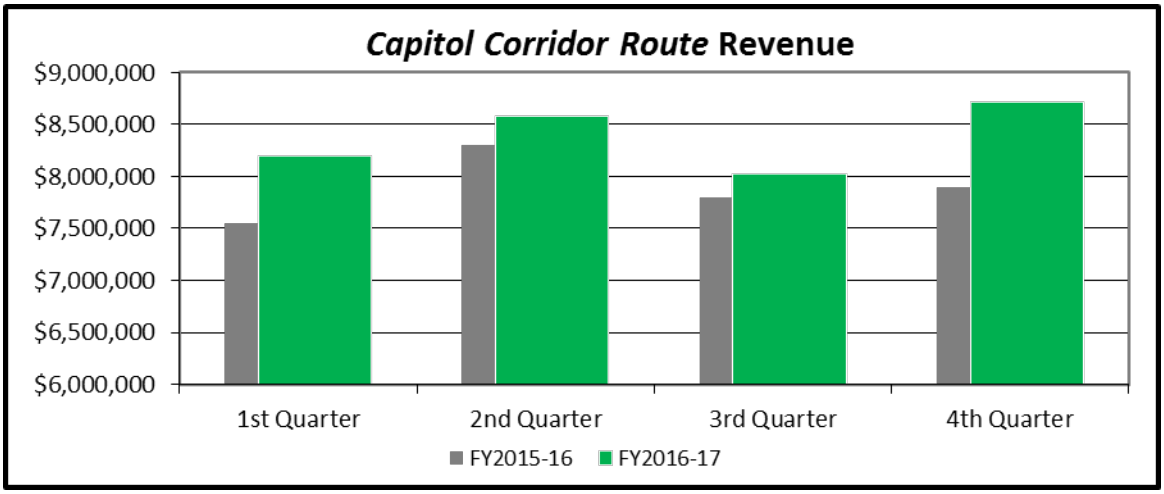
The OTP for the Capitol Corridor for the fourth quarter of FY 2016-17 was 93.2 percent, resulting in a decrease of 1.5 percentage points when compared to 94.7 percent reported in the corresponding quarter of FY 2015-16.



For FY 2016-17, OTP was 91.4 percent, a decline from 94.1 percent in FY 2015-16.

REVENUE and FARE BOX RATIO

Revenue for the Capitol Corridor for the fourth quarter of FY 2016-17 was $8,709,079, an increase of 10.4 percent when compared to $7,890,541 reported in the corresponding quarter in FY 2015-16. Expenses for the fourth quarter of FY 2016-17 were $14,311,830,a decrease of 0.2 percent compared to $14,338,221 reported in the corresponding quarter of FY 2015-16, resulting in a farebox ratio increase of 5.9 percentage points to 60.9 percent



For FY 2016-17, revenue increased 6.3 percent, expenses increased 1.4 percent and the farebox ratio increased 2.7 percentage points over FY 2015-16 to 57.5 percent.

DATA SUMMARY

The following table provides further detail on the ridership, revenue, expenses, farebox ratio, and the OTP for the Capitol Corridor Route for the fourth quarter of FY 2016-17 compared to the corresponding quarter in FY 2015-16, as well as FY 2016-17 compared to FY 2015-16:

State-Supported Intercity Passenger Rail - 4th Quarter 2016-17 Capitol Corridor Route				
	ACTUAL RESULTS			
	4th Qtr 2016-17	4th Qtr 2015-16	Difference	Percent Change
Ridership	420,227	399,009	21,218	5.3%
Revenue	$ 8,709,079	$ 7,890,541	$ 818,538	10.4%
Expense	$ 14,311,830	$ 14,338,221	$ (26,391)	-0.2%
Farebox Ratio	60.9%	55.0%	5.9 PP	
End Point On-Time Performance	93.2%	94.7%	-1.5 PP	

State-Supported Intercity Passenger Rail - State Fiscal Year 2016-17 Capitol Corridor				
	ACTUAL RESULTS			
	SFY 2016-17	SFY 2015-16	Difference	Percent Change
Ridership	1,597,217	1,540,434	56,783	3.7%
Revenue	$ 33,511,766	$ 31,535,573	$ 1,976,193	6.3%
Expense	$ 58,263,600	$ 57,482,974	$ 780,626	1.4%
Farebox Ratio	57.5%	54.9%	2.7 PP	
On-Time Performance	91.4%	94.1%	-2.7 PP	

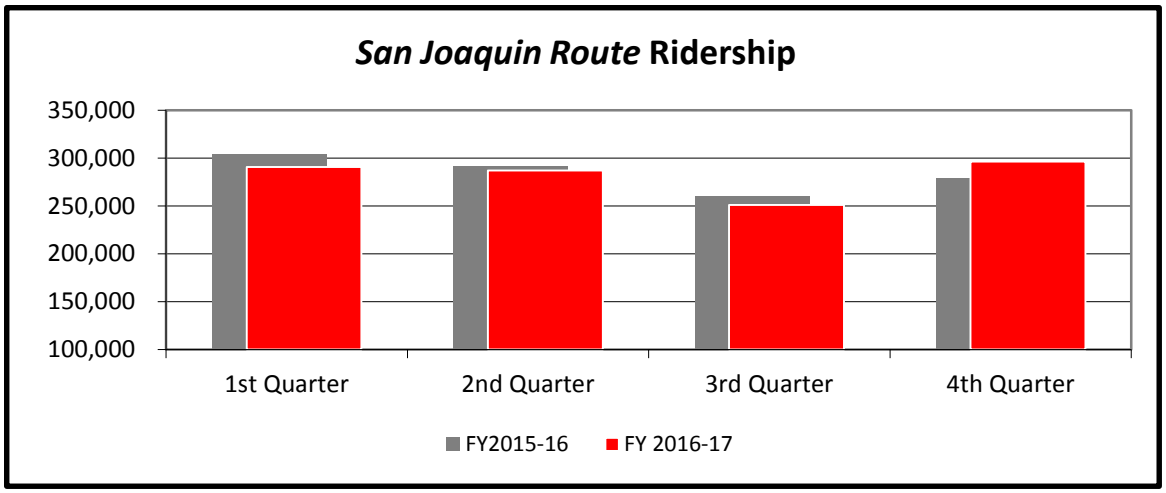
PP - Percentage Points

SAN JOAQUIN ROUTE:

Seven daily round-trips serve the San Joaquin Route, five operating between Oakland and Bakersfield and two between Sacramento and Bakersfield. All seven round-trips have dedicated bus connections between Bakersfield, Los Angeles, and other points throughout Southern California. On the north end, buses at Stockton connect Sacramento with Oakland trains and connect Oakland with Sacramento trains, thus providing seven daily arrivals and departures for both northern terminals. Additional connecting buses provide feeder service to communities throughout the north end of the State.

RIDERSHIP

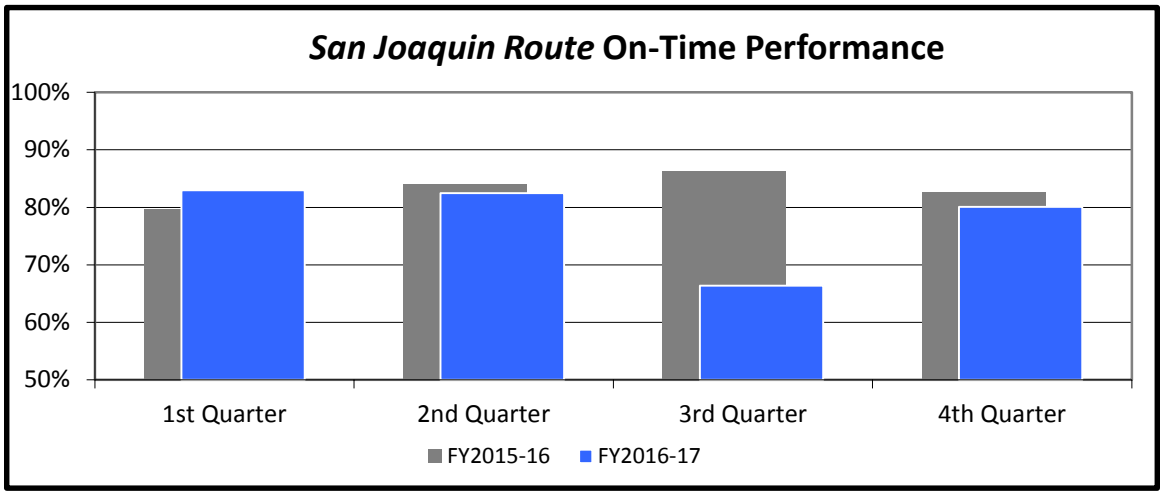
Ridership on the San Joaquin Route for the fourth quarter of FY 2016-17 was 296,492, an increase of 6.1 percent when compared to 279,442 reported in the corresponding quarter of FY 2015-16.



For FY 2016-17, ridership was 1,125,628, a decrease of 0.9 percent from FY 2015-16.

ON-TIME PERFORMANCE

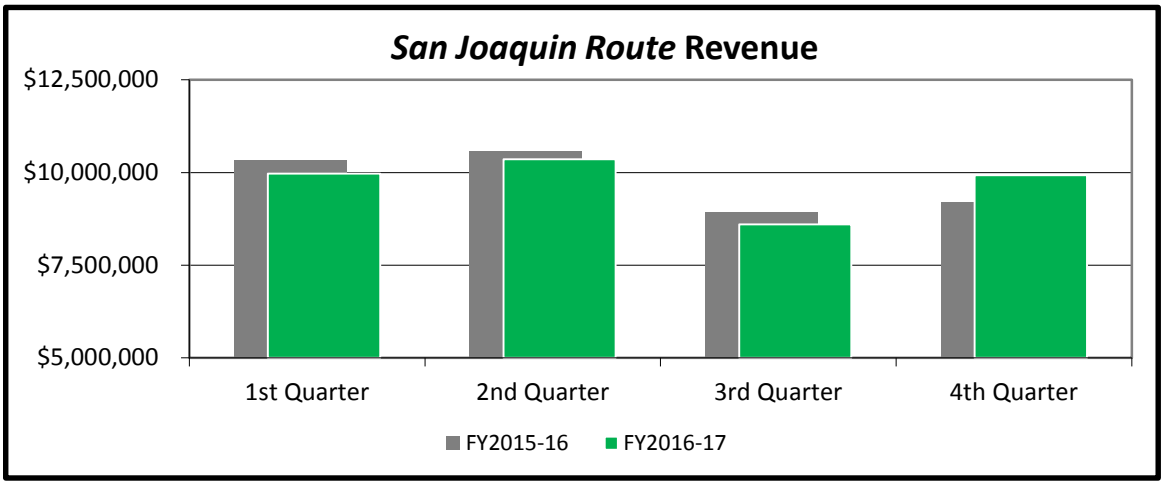
The OTP for the San Joaquin Route for the fourth quarter of FY 2016-17 was 80.1 percent, a decrease of 2.6 percentage points when compared to 82.7 percent reported in the corresponding quarter of FY 2015-16.



For FY 2016-17, OTP was 78.1 percent, a decline from 83.2 percent in FY 2015-16.

REVENUE and FAREBOX RATIO

Revenue for the San Joaquin Route for the fourth quarter of FY 2016-17 was $9,927,713, an increase of 7.8 percent when compared to $9,206,659 reported in the corresponding quarter in FY 2015-16. Expenses for the fourth quarter of FY 2016-17 were $18,594,477, a decrease of 2.1 percent compared to $18,995,548 reported in the corresponding quarter of FY 2015-16, resulting in a farebox ratio increase of 4.9 percentage points for 53.4 percent.



For FY 2016-17, revenue decreased 0.5 percent, expenses increased 1.1 percent and the farebox ratio decreased 0.8 percentage points over FY 2015-16 to 49.6 percent.

DATA SUMMARY

The following table provides further detail on the ridership, revenue, expenses, farebox ratio, and the OTP for the San Joaquin Route for the fourth quarter of FY 2016-17 compared to the corresponding quarter in FY 2015-16 as well as FY 2016-17 compared to FY 2015-16:

State-Supported Intercity Passenger Rail - 4th Quarter 2016-17
San Joaquin Route

	ACTUAL RESULTS			
	4th Qtr 2016-17	4th Qtr 2015-16	Difference	Percent Change
Ridership	296,492	279,442	17,050	6.1%
Revenue	$ 9,927,713	$ 9,206,659	$ 721,054	7.8%
Expense	$ 18,594,477	$ 18,995,548	$ (401,071)	-2.1%
Farebox Ratio	53.4%	48.5%	4.9 PP	
End Point On-Time Performance	80.1%	82.7%	-2.6 PP	

State-Supported Intercity Passenger Rail - State Fiscal Year 2016-17
San Joaquin Route

	ACTUAL RESULTS			
	SFY 2016-17	SFY 2015-16	Difference	Percent Change
Ridership	1,125,628	1,135,424	(9,796)	-0.9%
Revenue	$ 38,849,591	$ 39,040,339	$ (190,748)	-0.5%
Expense	$ 78,247,310	$ 77,388,218	$ 859,092	1.1%
Farebox Ratio	49.6%	50.4%	-0.8 PP	
On-Time Performance	78.1%	83.2%	-5.1 PP	

PP - Percentage Points

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 35

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 3.7
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FISCAL YEAR 2016-17 – FOURTH QUARTER FINANCE REPORT**

SUMMARY:

The California Department of Transportation (Department) will present the Division of Budget's Fiscal Year (FY) 2016-17 Finance Report, for the fourth quarter, to the California Transportation Commission (Commission) at its October 18-19, 2017, as in informational item.

BACKGROUND:

The purpose of the quarterly Finance Report is to provide the Commission with the status of capital allocations versus capacity and to report any trends or issues that may require action by the Department or the Commission regarding transportation funding policy, allocation capacity, or forecast methodology to ensure the efficient and prudent management of transportation resources.

Attachment

Department of Transportation Quarterly Finance Report

Fourth Quarter 2016-17

Department of Transportation
Division of Budgets

The purpose of the Quarterly Finance Report is to provide the California Transportation Commission (Commission) with the status of capital allocations versus capacity and to report any trends or issues that may require action by the California Department of Transportation or Commission regarding transportation funding policy, allocation capacity, or forecast methodology to ensure the efficient and prudent management of transportation resources. Below is the schedule of dates for the development of the fiscal year 2016-17 and 2017-18 Quarterly Finance Reports.

California Department of Transportation			
Quarterly Finance Report			
Schedule of Reports			
Fiscal Year	**Quarterly Report**	**Activity**	**Date**
2017-18	**2016-17 Q4**	**Close of Quarter**	**6/30/17**
		Quarterly Report to Commission Staff	**8/30/17**
		Presented to Commission	**10/18/17**
	2017-18 Q1	**Close of Quarter**	**9/30/17**
		Quarterly Report to Commission Staff	**11/15/17**
		Presented to Commission	**12/6/17**
	2017-18 Q2	**Close of Quarter**	**12/31/17**
		Quarterly Report to Commission Staff	**2/15/18**
		Presented to Commission	**3/21/18**
	2017-18 Q3	**Close of Quarter**	**3/31/18**
		Quarterly Report to Commission Staff	**5/15/18**
		Presented to Commission	**6/27/18**
2018-19	**2017-18 Q4**	**Close of Quarter**	**6/30/18**
		Quarterly Report to Commission Staff	**8/30/18**
		Presented to Commission	**10/17/18**

Department of Transportation Quarterly Finance Report

Fourth Quarter 2016-17

EXECUTIVE SUMMARY

2016-17 Capital Allocations vs. Capacity Summary through June 30, 2017[3] ($ in millions)								
	SHOPP[1]	**STIP[1]**	**TCRP**	**AERO**	**ATP**	**TIRCP**	**BONDS**	**TOTAL**
Allocation Capacity	$2,267	$236	$191	$3	$227	$171	$284	$3,379
Total Votes	2,124	190	189	3	187	183	75	2,952
Authorized Changes[2]	-123	1	0	0	0	0	0	-122
Remaining Capacity	**$266**	**$45**	**$2**	**$0**	**$40**	**-$11**	**$209**	**$549**

Note: Amounts may not sum to totals due to independent rounding.
[1]No Proposition 1B Bond included in totals for 2016-17.
[2]Authorized changes include project increases and decreases pursuant to the Commission's G-12 process and project rescissions.
[3]Includes changes made at June 28, 2017 Commission meeting.

Through the fourth quarter of Fiscal Year 2016-17, the California Transportation Commission (Commission) has allocated approximately $3 billion toward 1,087 projects. Adjustments totaled negative $122 million, leaving $549 million (16 percent) in remaining allocation capacity. Over $518 million in projects programmed in 2016-17 received extensions, and were voted during the August Commission meeting. AERO capacity decreased by $4 million due to the transfer from the Local Airport Loan Account (LALA) to the AERO not occurring as expected. Proposition 1B capacity increased approximately $14 million due to allocations made available to the Corridor Mobility Improvement Account (CMIA).

The State Highway Account (SHA) ended the fourth quarter with a higher than projected cash balance. The variance is primarily due to the timing of expenditure processing by the State Controller's Office and higher than projected transfers into the fund due to increased fuel consumption. The Traffic Congestion Relief Fund (TCRF) ended the fourth quarter with a higher than projected cash balance. This is due to delays in a one-time expenditure and transfers to other funds. The Public Transportation Account (PTA) and the Transportation Deferred Investment Fund (TDIF) each ended the fourth quarter within acceptable range of forecast (See Appendix C).

During the fourth quarter, Commercial Paper (CP) was issued for Proposition 1B Local Transit projects and High-Speed Rail projects. The California Department of Transportation (Department) received no upfront General Obligation (GO) bond sale proceeds during the quarter. In addition, two GO bond series were refunded; one administered by the Department and one administered by the Commission. Additional information regarding bonds can be located in the Proposition 1A and 1B Bonds section of this report.

State Budget Outlook

The 2017-18 Budget signed by Governor Brown on June 27, 2017 authorizes $11.9 billion and 19,021 positions for the Department. This represents an increase of approximately $2.2 billion and a decrease of 23 positions from 2016-17, and is primarily due to the Road Repair and Accountability Act of 2017, also known as Senate Bill (SB) 1.

After continued effort on the part of the Governor and Legislature to address the state's transportation funding shortfall, SB 1 was signed into law on April 28, 2017. This comprehensive funding package includes a combination of new taxes and fees, accelerated loan repayments and cost-saving reforms. It is expected to generate an average of $5.4 billion in new transportation revenue annually, and will be divided between state and local transportation priorities. These priorities include funding for the State Highway Operations and Protection Program (SHOPP) and Maintenance projects to repair roadways; additional resources for transit and intercity rail; funding for corridor mobility projects; investments in freight; and active transportation.

SB 1 also creates the Road Maintenance and Rehabilitation Account (RMRA) in the State Transportation Fund. Caltrans will be responsible for monitoring and reporting to the Commission on the new funds and programs. This has been included as part of the 2017-18 Allocation Capacity and Assumptions section. The Department will continue to monitor the impacts of SB 1 and advise the Commission of any concerns or changes.

STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

State Highway Operation and Protection Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
SHA	$402	$832	-$13	$819	-$417
FTF	1,865	1,292	-111	1,181	683
Proposition 1B	0	0	0	0	0
Total	**$2,267**	**$2,124**	**-$123**	**$2,000**	**$266**

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

Capital Allocations vs. Capacity

The Commission allocated approximately $2.1 billion toward 641 SHOPP projects through the fourth quarter. Adjustments totaled negative $123 million, leaving approximately $266 million (12 percent) that will be included as carryover capacity in 2017-18. This represents over half of the $518 million in SHOPP projects that were programmed in 2016-17, but were allocated in August. Although many of these projects were delivered in June, they could not meet the timelines for allocation at the June meeting.

Through the June 2017 vote month, the Department has allocated approximately $730 million in emergency projects, of which over $575 million was state funded from SHA. The Department expects the majority of the state funds to be converted to federal funds, and reimbursed by the Federal Highway Administration.

Outlook for Funding & Allocations

SHA. Effective July 1, 2016, the Board of Equalization (BOE) approved a decrease to the price-based excise tax from 12 cents in 2015-16 to 9.8 cents per gallon in 2016-17. The reduced rate was not expected to make a significant impact on SHOPP capacity, as the price-based excise tax represents only a small portion of SHOPP funding. On February 22, 2017, the BOE voted to increase the price-based excise tax for 2017-18 by 1.9 cents to 11.7 cents per gallon. This rate will take effect on July 1, 2017.

Federal Trust Fund (FTF). Net allocations totaling $1.2 billion were committed toward federally eligible SHOPP projects through the fourth quarter, leaving approximately $683 million in remaining allocation capacity.

Proposition 1B. There is no significant Proposition 1B allocation capacity for SHOPP in 2016-17.

Recommendations

Approximately $518 million in SHOPP projects were programmed in 2016-17, but were allocated in August, after receiving time-extensions. These projects will utilize the entirety of the carryover SHOPP capacity. The Department will continue to monitor SHOPP resources and emergency projects, advising the Commission of any concerns or changes.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

State Transportation Improvement Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
SHA	$74	$61	-$3	$57	$17
FTF	100	92	5	97	3
PTA	47	22	0	22	25
TDIF	15	15	0	15	0
Proposition 1B STIP	0	0	0	0	0
Total	**$236**	**$190**	**$1**	**$191**	**$45**

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

Capital Allocations vs. Capacity

The Commission allocated $190 million toward 92 STIP projects through the fourth quarter. Adjustments totaled $1 million, leaving approximately $45 million (19 percent) in remaining allocation capacity. This will be included as carryover capacity in 2017-18.

Outlook for Funding & Allocations

SHA. As mentioned previously, the BOE voted for a significant reduction to the 2016-17 price-based excise tax rate on gasoline, which translates into a large reduction in STIP revenue. On February 22, 2017, the BOE voted to increase the price-based excise tax for 2017-18 by 1.9 cents to 11.7 cents per gallon. This rate adjustment will take effect on July 1, 2017.

FTF. Net allocations totaling $97 million were committed toward federally eligible STIP projects through the fourth quarter, leaving approximately $3 million in remaining allocation capacity.

PTA. Net allocations totaling $22 million were committed toward PTA STIP projects during the fourth quarter, leaving approximately $25 million in remaining allocation capacity.

TDIF. Net allocations totaling $15 million were allocated toward TDIF STIP projects through the fourth quarter, leaving zero in remaining allocation capacity.

Proposition 1B. There is no significant allocation capacity available for STIP.

Recommendations

Approximately $45 million in remaining allocation capacity will be included as carryover capacity in 2017-18. There were no 2016-17 programmed projects that were voted in August. The Department will continue to monitor STIP resources and advise the Commission of any concerns or changes.

TRAFFIC CONGESTION RELIEF PROGRAM (TCRP)

Traffic Congestion Relief Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
TCRF	$191	$189	$0	$189	$2
Total	**$191**	**$189**	**$0**	**$189**	**$2**

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

Capital Allocations vs. Capacity

The Commission allocated $189 million toward 33 TCRP projects through the fourth quarter, leaving approximately $2 million (1 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

At the start of the fiscal year, the TCRF was owed approximately $482 million in Pre-Proposition 42 (Tribal Gaming) loan repayments. Assembly Bill (AB) 133, approved in March 2016, authorized a one-time repayment of $173 million to the TCRF, of which $25 million would be subsequently transferred to other funds for specific transportation purposes. The $173 million repayment was received in December 2016, and will provide sufficient resources for currently programmed TCRP projects. Of note, the subsequent transfers from the TCRF did not occur during the fiscal year, and are now expected in the next fiscal year. In addition, SB 1 includes the requirement that the remaining balance of loans outstanding to the TCRF be repaid by June 30, 2020. See Appendix D for additional details.

Recommendations

Pursuant to SB 1, TCRP is deemed complete and final as of June 30, 2017. Projects without approved applications will no longer be eligible for funding, and any savings at time of completion will be transferred to other transportation accounts. The Department will continue to monitor TCRP resources and advise the Commission of any concerns or changes.

AERONAUTICS (AERO) PROGRAM

Aeronautics Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
AERO Account	$2.8	$2.6	$0	$2.6	$0.2
Total	**$2.8**	**$2.6**	**$0**	**$2.6**	**$0.2**

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

Capital Allocations vs. Capacity

The Commission allocated approximately $2.6 million toward 11 AERO Program projects through the fourth quarter, leaving $200,000 (approximately 7 percent) in remaining allocation capacity. Final capacity decreased by $4 million due to the transfer from the Local Airport Loan Account (LALA) to the AERO that did not occur as expected. The $2.6 million in allocations were used for Acquisition and Development projects and Airport Improvement Program Matching Grants, of which, the Division has sub-allocated approximately $1.4 million toward 48 projects. A $4 million transfer request from the LALA to the AERO Account for 2016-17 was not approved by the Department of Finance (DOF), and allocation capacity decreased from approximately $6.8 million to $2.8 million as a result.

Outlook for Funding & Allocations

The 2016 AERO Account Fund Estimate included a $1.3 million transfer from the LALA to the AERO Account in 2015-16, plus an additional $4 million in each subsequent year over the FE period. The $1.3 million transfer occurred during the fourth quarter of 2015-16; however, subsequent annual transfers have yet to be approved by the DOF. If these resources are approved in a future year, they will be used to provide relief to the AERO Account in order to fund Program grants.

Recommendations

The $4 million transfer from the LALA was originally included in the 2016-17 allocation capacity, however, the DOF did not approve the transfer. The Program may request a similar transfer in subsequent years, but future transfers would also require approval by the DOF. The Department will continue to monitor and advise the Commission of any updates on this matter.

ACTIVE TRANSPORTATION PROGRAM (ATP)

Active Transportation Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
SHA	$42	$44	$0	$44	-$2
FTF	175	143	0	143	32
Cap-and-Trade	10	0	0	0	10
Total	**$227**	**$187**	**$0**	**$187**	**$40**

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

Capital Allocations vs. Capacity

The Commission allocated $187 million toward 257 ATP projects through the fourth quarter, leaving $40 million (approximately 17 percent) in remaining allocation capacity, including $10 million in proceeds from Cap-and-Trade.

Outlook for Funding & Allocations

The deadline to request 2016-17 funds was June 30, 2017. Through the June Commission meeting, approximately $49 million was approved for time extensions into 2017-18. SB 1 allocates $100 million in additional resources annually toward the ATP, and will be included as part of 2017-18 capacity.

Recommendations

Approximately $815,000 of 2016-17 programmed projects were voted in August. The final 2016-17 allocation capacity for the ATP is consistent with the Adopted 2017 ATP Fund Estimate. The Department will keep the Commission apprised of any further changes or issues.

TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP)

Transit and Intercity Rail Capital Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
Cap-and-Trade	$171	$183	$0	$183	-$11
Total	**$171**	**$183**	**$0**	**$183**	**-$11**

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

Capital Allocations vs. Capacity

The Commission allocated $183 million toward 16 TIRCP projects through the fourth quarter, resulting in an allocation of approximately $11 million more than the recommended capacity. 2017-18 capacity was reduced by $11 million in order to account for the allocation.

Outlook for Funding & Allocations

The TIRCP utilizes a percentage of the annual auction proceeds deposited into the Greenhouse Gas Reduction Fund (Cap-and-Trade). Actual proceeds vary throughout the year based on individual auction results, with the TIRCP receiving 10 percent of the total proceeds. The next auction is scheduled to occur on August 15, 2017. SB 1 allocates new resources toward the TIRCP, and will be included as part of 2017-18 capacity.

AB 133, approved in March 2016, authorized a $173 million tribal gaming loan repayment to the TCRF, earmarking $9 million to be subsequently transferred to the PTA for TIRCP. The $173 million loan repayment was received in the second quarter; however, the subsequent transfer to the PTA did not occur during the year. The Department is monitoring the status of the transfer and will inform the Commission of any changes. See Appendix D for additional information.

Recommendations

TIRCP revenues are subject to change, dependent on sales at Cap-and-Trade auctions. The Department will monitor the Program and, if necessary, will recommend modifications to the Commission.

PROPOSITION 1A & 1B BONDS

Proposition 1A & 1B Bonds ($ in millions)			
Fund	**Allocation Capacity**	**Allocations to Date**	**Remaining Capacity**
Proposition 1A	$128	$6	$122
CMIA	14	14	0
TCIF	44	25	19
Intercity Rail	36	4	31
Local Bridge Seismic	16	10	7
Grade Separations[1]	18	0	18
Traffic Light Synch.[2]	7	7	0
Route 99	20	9	11
Total	**$284**	**$76**	**$209**

Note: Amounts may not sum to totals due to independent rounding.
[1]Highway-Railroad Crossing Safety Account (HRCSA)
[2]Capacity increase due to Budget Revision.

Capital Allocations vs. Capacity

The Commission allocated $76 million toward 37 Bond projects through the fourth quarter, leaving approximately $209 million (73 percent) in remaining allocation capacity. CMIA capacity increased approximately $14 million, and was allocated in its entirety during the fourth quarter. Over half of the remaining capacity is for Proposition 1A projects.

Outlook for Funding & Allocations

In April 2017, the State Treasurer's Office (STO) issued approximately $9 million in CP for use on Proposition 1B Local Transit projects. In May 2017, the STO issued $20 million in CP for use on Proposition 1A High-Speed Rail projects. To date, over $131 million in CP has been authorized for Proposition 1B Local Transit projects and $121 million of that has been issued. Of that amount, $112 million has been refunded through GO bond sales. To date, the Department has been issued approximately $2 billion in CP for Proposition 1B and Proposition 1A projects, of which all but $50 million has been refunded. Remaining CP authority to issue is $311 million for Proposition 1B and $27 million for Proposition 1A. The Department received no upfront GO bond sale proceeds during the quarter.

In April 2017, the STO refunded one GO bond series administered by the Department under Proposition 192 – Seismic Retrofit Bond Act of 1996; and one series administered by the Commission under Proposition 116 – the Clean Air and Transportation Improvement Bond Act of 1990.

Taking into account CTC allocations through June 2017, $187 million of Proposition 1B authority is available for allocation in fiscal year 2017-18, plus an additional estimated authority of $217 million in future years. These amounts largely consist of authority for the use of potential savings consistent with the Proposition 1B savings policy adopted by the CTC in January 2014. For example, the TCIF program continues to actively de-allocate savings for use on future projects, and the program's 2017-18 authority of $20 million will enable it to make use of additional savings as they become available. Original allocations are nearly complete for all programs except the Local Bridge Seismic Retrofit Account program, which will continue to make original allocations for several more years. A remaining amount of $124 million is available for allocation on Proposition 1A connectivity projects.

Recommendations

The Department will continue to monitor Bond resources and advise the Commission of any concerns or changes.

APPENDICES

Appendix A ..... **Allocation Capacity and Assumptions**

Appendix B ..... **Authorized Changes**

Appendix C ..... **Cash Forecasts**

Forecast Methodology
State Highway Account
Public Transportation Account
Traffic Congestion Relief Fund
Transportation Deferred Investment Fund

Appendix D ..... **Transportation Loans**

Status of Outstanding Transportation Loans, as of June 30, 2017
Interfund Transportation Loans

APPENDIX A – ALLOCATION CAPACITY AND ASSUMPTIONS

2017-18 Final Allocation Capacity By Fund and Program[1] ($ in millions)							
Fund	**SHOPP**	**STIP**	**AERO[2]**	**ATP**	**TIRCP**	**BONDS**	**TOTAL**
SHA	$491	$117	$0	$49	$0	$0	$657
FTF	1,600	103	0	124	0	0	1,827
RMRA	293	0	0	100	0	0	393
PTA	0	45	0	0	323	0	368
TCRF	0	0	0	0	0	0	0
AERO	0	0	6	0	0	0	6
TDIF	0	0	0	0	0	0	0
Cap and Trade	0	0	0	10	139	0	149
Proposition 1A Bonds[3]	0	0	0	0	0	122	122
Proposition 1B Bonds[3]	53	63	0	0	0	135	251
Total Capacity	**$2,437**	**$327**	**$6**	**$283**	**$462**	**$257**	**$3,772**

Note: Amounts may not sum to totals due to independent rounding.
[1]Allocation capacity related to trade corridors is not included.
[2]Aeronautics allocation capacity is contingent upon DOF approval of $4 million LALA transfer.
[3]Subject to Bond sales.

The 2017-18 allocation capacity of approximately $3.8 billion is based on the following:

- The STIP SHA, SHOPP SHA, and FTF allocation capacities are based on:
  - The 2017-18 Enacted Budget revenue and expenditure estimates,
  - The Amended 2016 STIP FE estimated federal receipts,
  - The SHA prudent cash balance of $415 million,
  - 2016-17 carryover allocation capacity

- The SHOPP RMRA capacity is based on the 2017-18 Enacted Budget, and SB 1 projections provided by DOF.

- The STIP PTA allocation capacity of $45 million is based on the 2017-18 Enacted Budget, the PTA prudent cash balance of $100 million, and includes approximately $25 million in 2016-17 carryover allocation capacity.

- The AERO capacity is based on the Revised 2016 AERO Program FE and is contingent upon the DOF's approval of a $4 million transfer from the LALA.

- The ATP capacity is based on the Adopted 2017 ATP FE and projects with time extensions approved by the Commission. The ATP capacity also incorporates the following assumptions:
  - Federal Highway Safety Improvement Program funds are not incorporated into the ATP.
  - State and federal resources are forecasted to remain stable.
  - SB 1 statutory allocation of $100 million from RMRA.
  - AB 1613, approved on September 14, 2016, authorized $10 million from Cap-and-Trade proceeds for ATP.

- The TIRCP capacity is based on the 2017-18 Enacted Budget's projected Cap and Trade revenues in the GGRF and projected allocations into the PTA pursuant to SB 1. Capacity was reduced $11 million due to over allocation in 2016-17.

- Bond capacity is based on remaining bond authority, budget authority, and any administrative costs.
  - Proposition 1A and 1B capacities are based on the 2017-18 Enacted Budget and includes 2016-17 remaining authority. The bond capacities are also dependent on the sale of sufficient bonds for funding.
  - Allocation capacities for the Transportation Facilities Account (TFA), Highway-Railroad Crossing Safety Account (HRCSA), Trade Corridors Improvement Fund (TCIF), and State Route 99 Account are a result of project close-out and administrative savings.
  - Capacities for Inter-City Rail, Local Bridge Seismic Retrofit Account (LBSRA), and State Highway Operation and Protection Program (SHOPP) are based on the allocation of originally programmed projects.

APPENDIX B – AUTHORIZED CHANGES

2016-17 Authorized Changes Summary through June 30, 2017 ($ in millions)						
Program	**Increases**		**Decreases**		**Total Count[3]**	**Net $ Change**
	Count	**$**	**Count**	**$**		
SHOPP[1]	128	$35	225	-$158	353	-$123
STIP[2]	7	6	7	-4	14	1
TOTAL	**135**	**$41**	**232**	**-$162**	**367**	**-$122**

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

[1]Includes SHOPP and Proposition 1B Bond G-12 (SHOPP Augmentation) adjustments.

[2]Includes STIP and Proposition 1B Bond G-12 (TFA) adjustments.

[3]May include net zero adjustments.

Summary of Authorized Changes

SHOPP. The Department has processed 128 project increases, totaling $35 million (approximately $273,000 per authorization). The Department has also processed 225 project decreases, totaling negative $158 million (negative $702,000 per authorization). The net change of the 353 allocation adjustments represent a savings of $123 million.

STIP. The Department has processed seven project increases, totaling approximately $6 million (approximately) $857,000 per authorization. The Department has also processed seven project decreases, totaling negative $4 million (negative $571,000 per authorization). The net change of the 14 allocation adjustments is an increase of approximately $1 million.

Background

Commission Resolution G-16-12, which amends Resolution G-09-12, (Resolution G-12) allows for the Director of the Department to adjust project allocations within specific limits. It is intended that the Director's approved "decreases" will offset the Director's approved "increases." These authorized changes are known as G-12 authority. This delegation of authority greatly reduces the volume of financial transactions submitted to the Commission and increases the efficiency of the Department in processing changes. The Resolution G-12 requires that the Department report on all project capital outlay allocation changes made under this delegation to the Commission's Executive Director on a monthly basis. The Department provides a detailed, project by project, report to Commission staff each month.

APPENDIX C – CASH FORECASTS – FORECAST METHODOLOGY

Methodology and Assumptions

The cash forecasts for the SHA, PTA, TCRF, TIF and TDIF are used by the Department to estimate and monitor the cash balance of transportation funds to determine the level of allocations that can be supported, and to prepare for low or high cash periods. Variances are identified and reported to management and the Commission. If necessary, adjustments are made to capital allocation levels, funding policy, or forecast methodology. The 2016-17 cash forecasts are based on the following assumptions:

- State Operations projections are based on historical trends and assumes a 2.6 percent increase each year, based on the DOF's 2016-17 Price Letter.
- Includes the most current expenditure projections available for Right-of-Way SHOPP and STIP.
- Capital Outlay and Local Assistance expenditures are based on actual and projected Commission allocations using historical and seasonal construction patterns.
- Monthly adjustments are not forecasted, since they comprise timing differences between the Department's accounting system and the State Controller's Office (SCO). These adjustments include short-term loans made to the General Fund (GF), short-term loan repayments, Plans of Financial Adjustments, funds transferred in and out, and reimbursements.
- Federal receipts are based on the 2016 STIP FE.

SHA

- Weight fee and excise tax revenue projections provided by the DOF.
- All other revenues are based on historical trends.
- Continued monthly transfers of weight fee revenues to the Transportation Debt Service Fund (TDSF).
- Assumes a $119 million Public/Private Partnership Presidio Parkway project payment as part of capital outlay disbursement
- Prudent cash balance of $415 million.

PTA

- Revenue projections provided by the DOF.
- Repayment of an approximately $14 million Public Employees' Pension Reform Act of 2013 (PEPRA) loan in 2016-17.
- Prudent cash balance of $100 million.

TCRF

- One-time expenditure of $72 million will go towards Tier 2 projects in 2016-17.
- Tribal gaming loan repayment of $173 million transferred to the TCRF, however, $16 million will be subsequently transferred to the SHA and $9 million to the PTA for TIRCP.

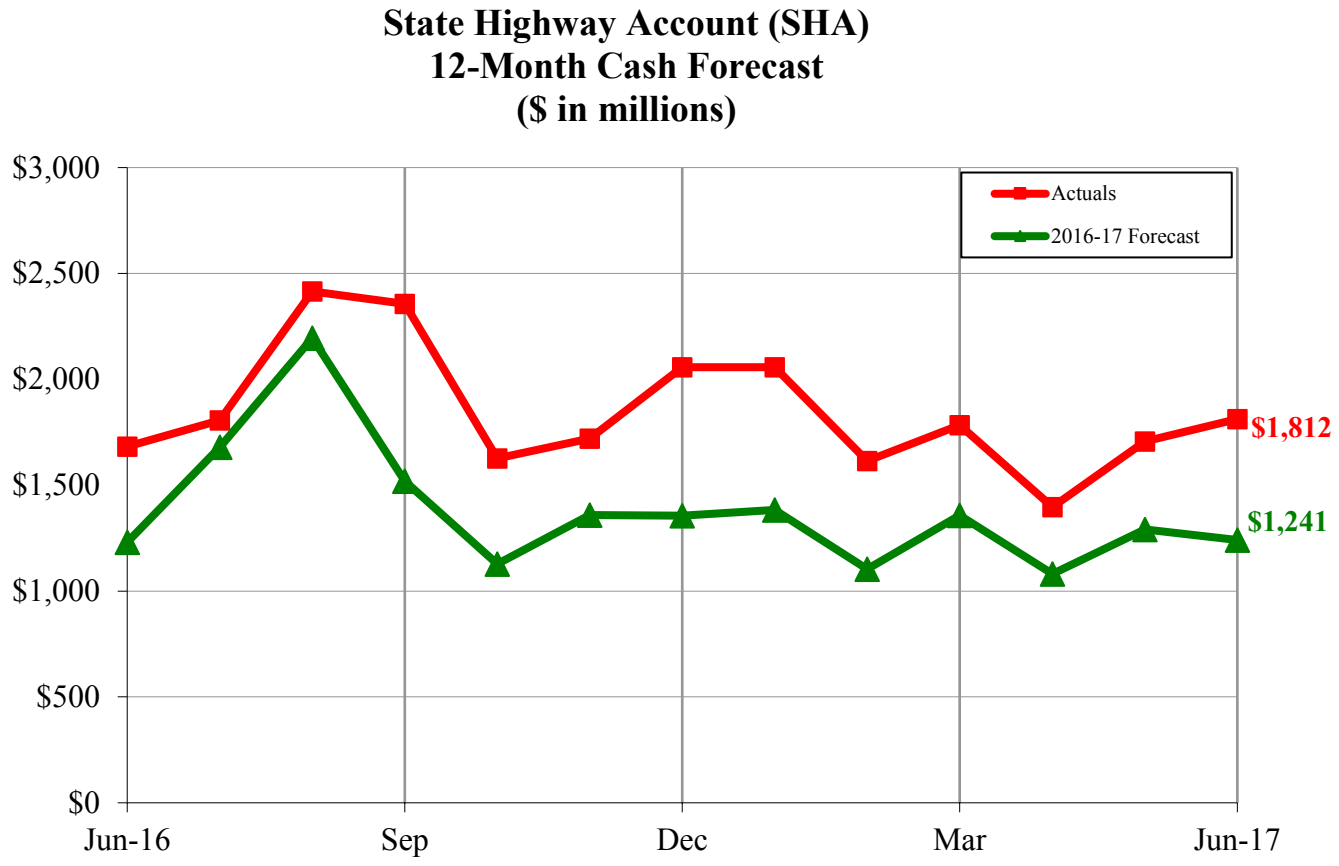
TIF

- As authorized by the 2015-16 Budget, all remaining assets and liabilities were transferred to the SHA, and the TIF is now closed.

TDIF

- Carryover capacity of approximately $15 million from 2015-16 for STIP projects.

APPENDIX C – CASH FORECASTS – STATE HIGHWAY ACCOUNT



Year-to-Date SHA Summary

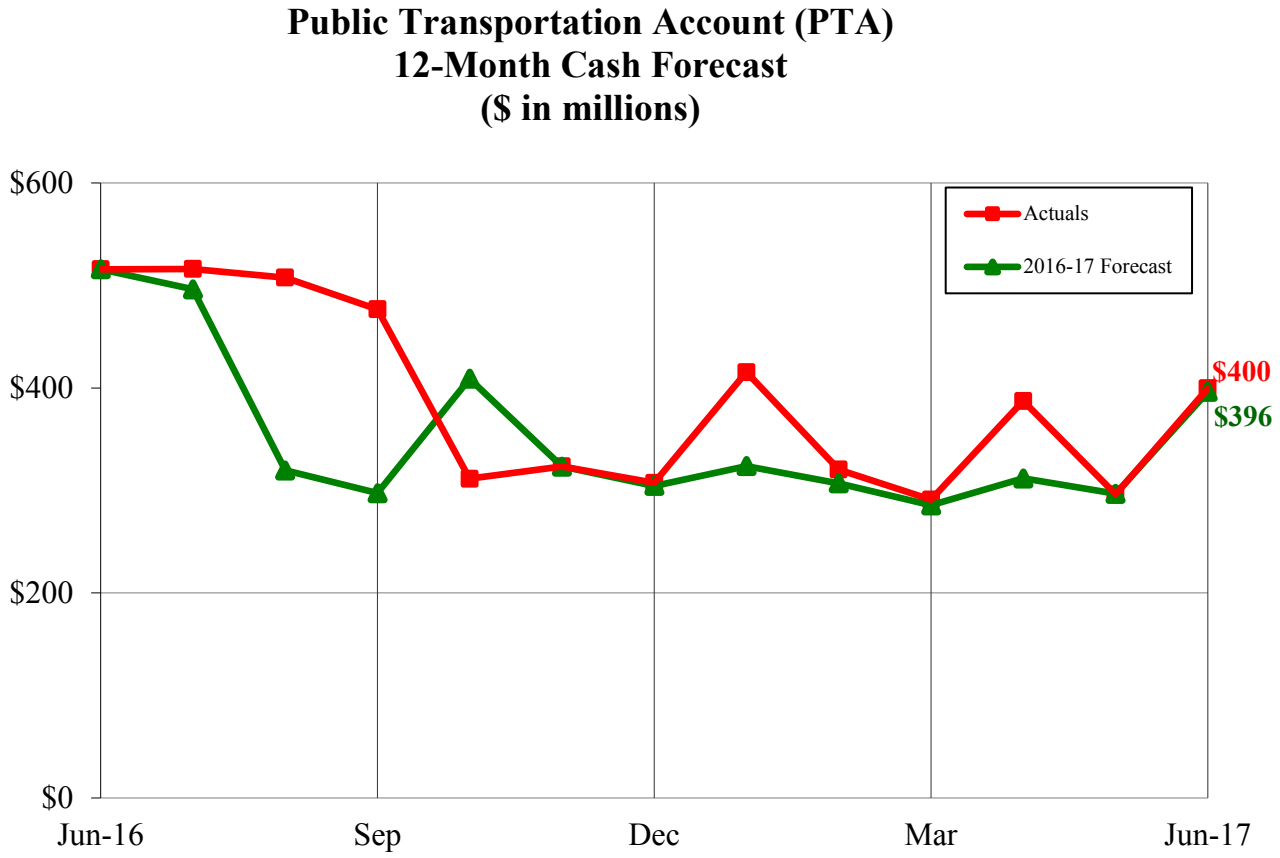
The SHA ending cash balance through the fourth quarter was approximately $1.8 billion, $571 million (46 percent) above the forecasted amount of $1.2 billion. The variance is primarily due to Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system and Highway Users Tax Account transfers that were higher than forecast. Revenues totaled $1.2 billion, $50 million (4 percent) above forecast. Net transfers totaled $2.1 billion, $172 million (9 percent) above forecast. Expenditures totaled $3.6 billion, and were in line with the forecast amount. Adjustments totaled a positive $395 million.

Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$1,683**	**$1,683**	**N/A**	
Revenues	1,154	1,204	50	
Transfers	1,963	2,134	172	
Expenditures	-3,560	-3,604	-45	
Adjustments		395	395	
Ending Cash Balance	**$1,241**	**$1,812**	**$571**	**46%**

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

APPENDIX C – CASH FORECASTS – PUBLIC TRANSPORTATION ACCOUNT



Year-to-Date PTA Summary

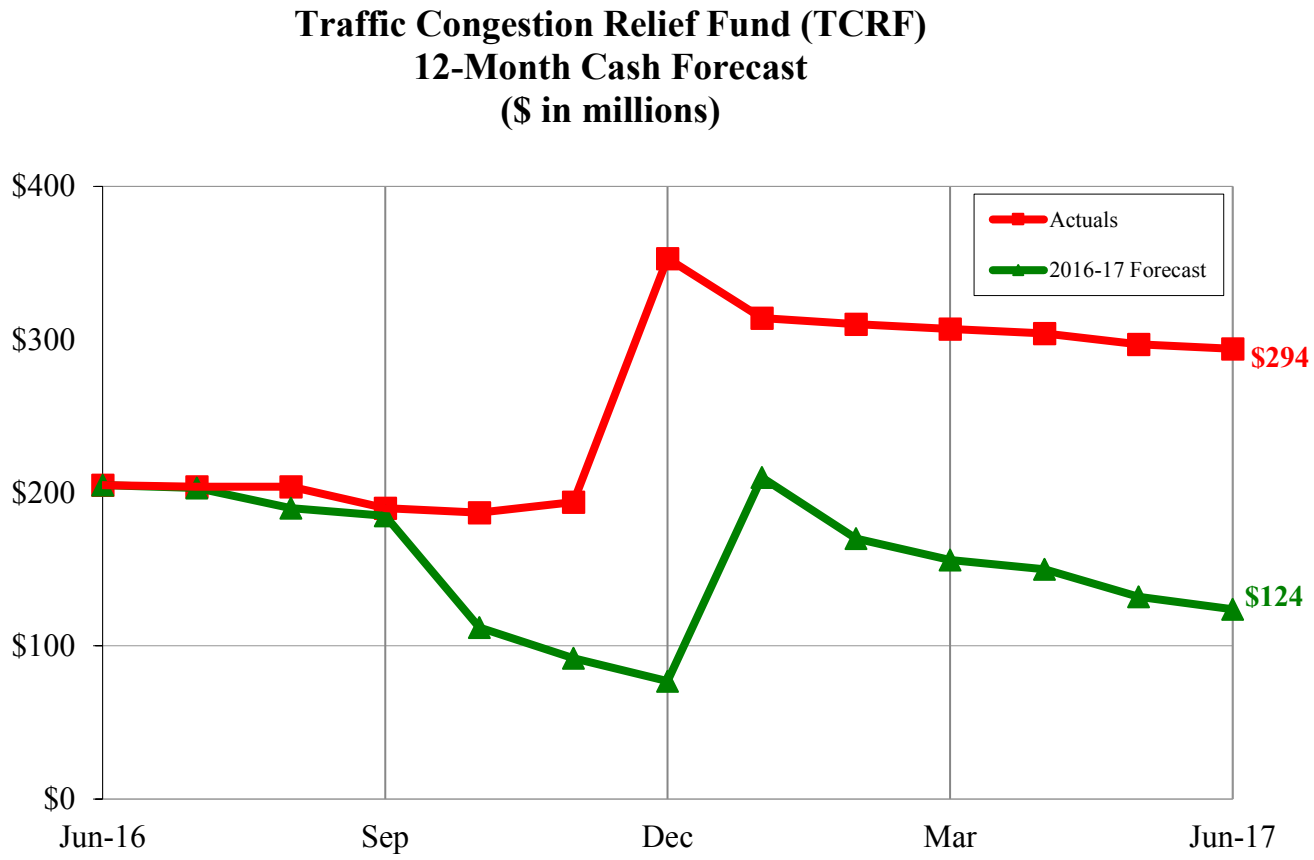
The PTA ending cash balance through the fourth quarter was $400 million, approximately $3 million (1 percent) above the forecasted amount of $396 million. Revenues, which primarily consists of sales tax revenue on diesel fuel, totaled $430 million, $69 million (14 percent) below the forecasted amount of $499 million. Revenues were less than anticipated due to the continued low price of diesel fuel, which results in lower sales tax receipts. Net transfers into the account totaled $25 million, $23 million (48 percent) lower than anticipated. The variance can be attributed to loan repayments that did not occur as forecasted; a $14 million Public Employees' Pension Reform Act of 2013 (PEPRA) loan and a $9 million General Fund loan. Expenditures totaled $357 million, approximately $53 million (13 percent) lower than anticipated. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled a negative $215 million.

Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$516**	**$516**	**N/A**	
Revenues	499	430	-69	
Transfers	48	25	-23	
Expenditures	-409	-357	53	
Adjustments	-258	-215	43	
Ending Cash Balance	**$396**	**$400**	**$3**	**1%**

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

APPENDIX C – CASH FORECASTS – TRAFFIC CONGESTION RELIEF FUND



Year-to-Date TCRF Summary

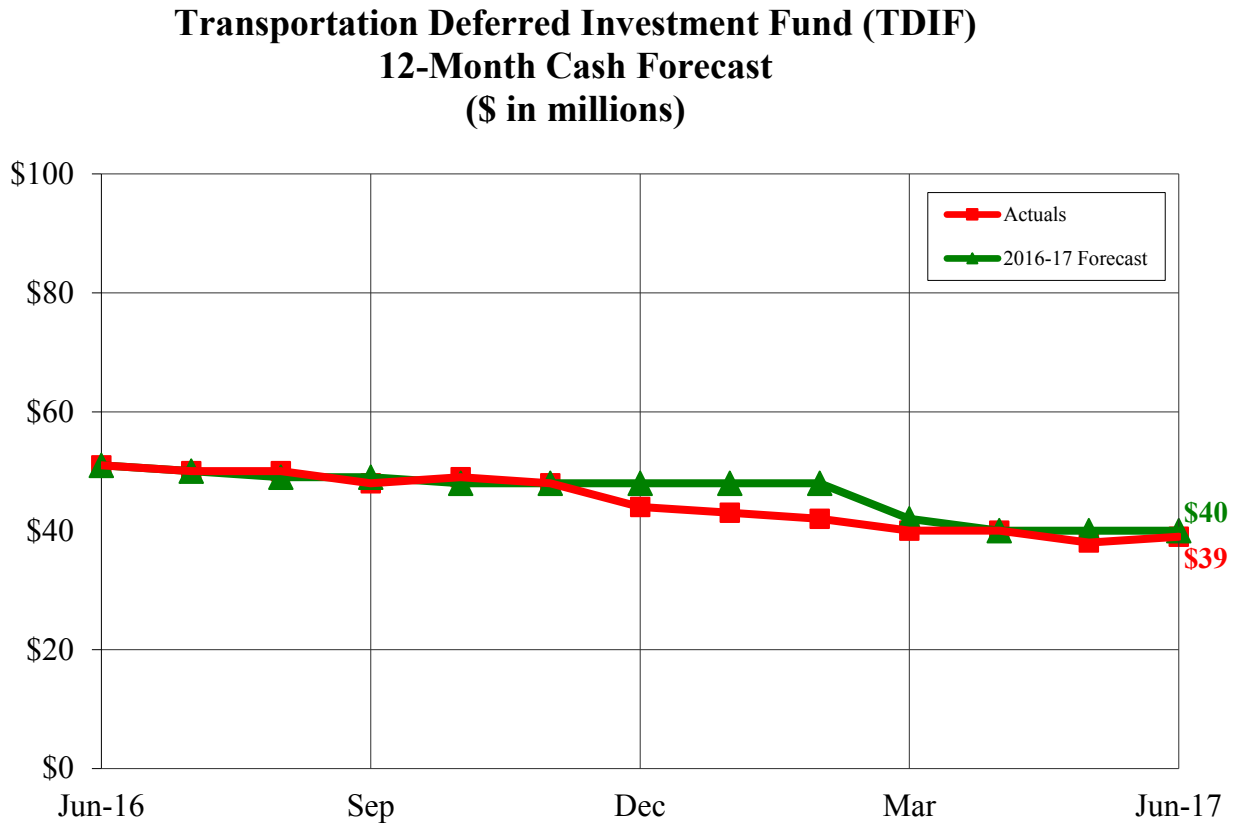
The TCRF ending cash balance through the fourth quarter was $294 million, $170 million (137 percent) above the forecasted balance of $124 million. The high cash balance is due to delays in a one-time expenditure and transfers to other funds. No revenues were received during the fourth quarter. Transfers totaled $173 million, $25 million (16 percent) above forecast. This variance is due to $25 million in transfers to the SHA and PTA that did not occur as projected. Expenditures totaled $96 million, $134 million (58 percent) below forecast. This is due to a delay in a one-time expenditure of $72 million. This is now expected to occur during fiscal year 2017-18. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled $11 million.

Year-to-Date Reconciliation

	($ in millions)			
	Forecast	**Actual**	**Difference**	**%**
Beginning Cash Balance	**$205**	**$205**	**N/A**	
Revenues	0	0	0	
Transfers	148	173	25	
Expenditures	-230	-96	134	
Adjustments		11	11	
Ending Cash Balance	**$124**	**$294**	**$170**	**137%**

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

APPENDIX C – CASH FORECASTS – TRANSPORTATION DEFERRED INVESTMENT FUND



Year-to-Date TDIF Summary

The TDIF ending cash balance through the fourth quarter was $39 million, $1 million (2 percent) below the forecasted balance of $40 million. No revenues or transfers occurred through the fourth quarter. Expenditures totaled $12 million, approximately $1 million (1 percent) higher than forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled negative $160,000.

Year-to-Date Reconciliation

	($ in millions)			
	Forecast	**Actual**	**Difference**	**%**
Beginning Cash Balance	**$51**	**$51**	**N/A**	
Revenues	0	0	0	
Transfers	0	0	0	
Expenditures	-11	-12	-1	
Adjustments		0	0	
Ending Cash Balance	**$40**	**$39**	**-$1**	**-2%**

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

APPENDIX D – TRANSPORTATION LOANS

Status of Outstanding Transportation Loans, as of June 30, 2017 ($ in millions)			
FUND	**Original Loan**	**Loans / Interest Paid-to-Date**	**Remaining Balance**
Pre-Proposition 42 (Tribal Gaming Revenue):			
State Highway Account (SHA)[1,2]	$473	$346	$127
Public Transportation Account (PTA)[2]	275	19	256
Traffic Congestion Relief Fund (TCRF)[2]	482	159	323
Subtotal Pre-Proposition 42 Tribal Gaming Loans:	**$1,230**	**$524**	**$706**
General Fund:			
State Highway Account - Weight Fee Revenues[1]	$227	$0	$227
State Highway Account - Weight Fee Revenues[1]	1,271	0	1,271
Subtotal General Fund Loans:	**$1,498**	**$0**	**$1,464**
High-Speed Passenger Train:			
2013-14 Public Transportation Account (PTA)[3]	$23	$0	$23
2014-15 Public Transportation Account (PTA)[3]	31	0	31
Subtotal High-Speed Passenger Train Loans:	**$54**	**$0**	**$54**
Local Mass Transit Providers (PEPRA):			
Public Transportation Account (PTA)[4]	$14	$0	$14
Subtotal Local Mass Transit Providers Loans:	**$14**	**$0**	**$14**
Totals:	**$2,796**	**$524**	**$2,272**

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

[1]Loan repayments will be directed to the TDSF for debt service payments.

[2]Pursuant to AB 133, $173 million in loan repayments will be allocated as such: $148 million to the TCRF, $11 million to SHA for trade corridors, $9 million to the PTA for TIRCP projects, and $5 million to the SHA for SHOPP. Balances reflect these allocations.

[3]Repayment will occur when the PTA is determined to be in need of the funds or when the High-Speed Passenger Train Bond Fund no longer needs the funds.

[4]Repayments must occur no later than January 1, 2019.

Pre-Proposition 42 Loans (Tribal Gaming)

The Pre-Proposition 42 (Tribal Gaming) loans occurred in 2001-02, when the State was faced with a growing budget deficit and looked to transportation funds to help fill the budget shortfall. The Transportation Refinancing Plan, Assembly Bill (AB) 438 (2001), authorized a series of loans that included delaying the transfers of gasoline sales tax to transportation for two years (until 2003-04), a loan from the TCRF to the GF, and loans from the SHA and the PTA to the TCRF.

In 2004-05, the Governor negotiated compacts that authorized the use of Tribal Gaming bond revenue to repay these loans in 2005-06, but legal challenges prevented the bonds from being issued. Due to the lack of Tribal Gaming bond proceeds, the GF was tasked with repayment of the loans. Between 2005-06 and 2007-08, the GF made partial loan repayments to the SHA and the PTA, totaling $351 million. However, since statute did not specify repayment dates and the State was facing continuing budget shortfalls, repayments were suspended. The 2011-12 Governor's Budget indicated that the remaining Tribal Gaming loan repayments would start no earlier than 2016-17, with the SHA as the first fund to be repaid.

AB 115 (2011) declared that the SHA loan repayments are revenues derived from weight fees. As such, future loan repayments made to the SHA are expected to be subsequently transferred to the Transportation Debt Service Fund (TDSF).

AB 133, approved on March 1, 2016, appropriated $173 million from the GF for partial repayment of outstanding Tribal Gaming loans. Pursuant to the bill, the funds would be deposited in the TCRF and subsequently allocated as such: $148 million to the TCRF; $11 million for trade corridor improvements; $9 million to the PTA for TIRCP projects; and $5 million to the SHA for the SHOPP. Because AB 133 contains language specifically allocating $5 million to the SHOPP, those funds are expected to remain with the program, rather than diverted for debt service. In December 2016, the TCRF received the $173 million loan repayment; however, none of the subsequent transfers occurred during the fiscal year.

SB 1, approved by the Governor on April 28, 2017, requires repayment of the remaining $706 million in outstanding Pre-Proposition 42 Loans by June 30, 2020. Pursuant to SB 1, the repayments will occur in equal installments over the next three fiscal years, and would be distributed between the SHA, PTA and to local agencies.

Weight Fees Loans

In 2010, California voters passed Proposition 22, which amended the California Constitution by significantly restricting the State from using fuel excise tax revenues for GF relief, which was previously allowed. Pursuant to AB 105 (2011), a "Weight Fee Swap" was created, which allowed the State to use weight fee revenues for GF relief rather than fuel excise tax revenues. Furthermore, the bill authorized transfers of weight fee revenues from the SHA to the TDSF for transportation debt service and loans. To offset this diversion, an equivalent amount from the new price-based excise tax is transferred to the SHA.

The 2010-11 Budget Act authorized a total of $227 million in loans from the SHA to the GF ($80 million and $147 million). Pursuant to AB 115, these loans were "grandfathered" into statute and characterized as being derived from weight fees; consequently, the repayment of these loans to the SHA will be transferred to the TDSF for transportation bond debt service.

An additional loan of $44 million to the GF was authorized by the 2011-12 Budget Act. At the end of 2011-12 and 2012-13, excess weight fees available in the SHA were transferred as loans to the GF in the amount of $139 million, $25 million, and $310 million. Pursuant to Section 9400.4(b)(2) of the California Vehicle Code, an additional $42 million was transferred as a loan from excess weight fee revenues in the SHA to the GF in July 2012. Per legislation, the $42 million shall be repaid no later June 30, 2021. In July 2012, $204 million was transferred to the GF from excess weight fees in 2010-11. In April 2013, $200 million was transferred to the GF from excess weight fees in 2010-11. In May 2013, $30 million was transferred to the GF from remaining weight fees in 2011-12. In July 2014, excess weight fees available in the SHA were transferred as loans to the GF in the amount of $92 million for 2013-14. In July 2015, excess weight fees available in the SHA were transferred as loans to the GF in the amount of $151 million for 2014-15. In December 2016, $33 million was transferred to the GF from excess weight fees in 2015-16. In total, there have been nearly $1.5 billion in weight fee revenue loans made to the GF. Based on the way current legislation is written, repayment of these loans is anticipated to be subsequently transferred to the TDSF for transportation bond debt service.

High-Speed Passenger Train Loans

The 2013-14 Budget Act authorized up to $26 million in loans from the PTA to the High-Speed Passenger Train Bond Fund to cover support costs incurred by the High-Speed Rail Authority. During 2013-14, a total of $23 million was loaned: $5.4 million on August 16, 2013; $8.9 million on October 8, 2013; $5.6 million on March 13, 2014; and $3 million on June 9, 2014. The 2014-15 Budget Act authorized an additional amount of up to $31.6 million for support costs, including an initial authorization of approximately $29.3 million and an additional authorization of $2.3 million. During 2014-15, a total of $31 million was loaned: $7.3 million on September 17, 2014; $7.3 million on December 18, 2014;

$7.3 million on February 17, 2015; $2.3 million on March 25, 2015; and $6.7 million on May 26, 2015. No additional loans are anticipated to occur. Pursuant to statute, loans will be repaid when the PTA is determined to be in need of the funds or when the High-Speed Rail Authority no longer needs the funds.

Local Mass Transit Providers Loans (PEPRA)

Section 13(c) of the Urban Mass Transportation Act of 1964 mandates that employee protections for specified transit workers must be certified by the United States Department of Labor (DOL) before federal transit grants can be released to local mass transit employers. The California Public Employees' Pension Reform Act of 2013 (PEPRA) established new retirement formulas for employees first employed by a public entity on or after January 1, 2013. PEPRA requires such employees to contribute a specified percentage of the normal cost of their defined benefit pension plans, and prohibits public employers from paying an employee's share of retirement contributions. The DOL determined that PEPRA interferes with collective bargaining rights of transit workers protected under Section 13(c). Subsequently, the DOL refused to certify millions of dollars in federal transit grants to California transit agencies.

As a result, the California Legislature enacted AB 1222, which authorized the DOF to loan up to $26 million from the PTA to local mass transit providers in amounts equal to federal transportation grants not received due to non-certification from the DOL. Concurrently, the State of California pursued litigation against the DOL, challenging its determination that PEPRA is incompatible with federal labor laws. On December 30, 2014, the court ruled that the DOL's determination that PEPRA precluded certification of federal transit grants under Section 13(c) was "arbitrary and capricious," and that the DOL "misinterpreted the law". The matter was remanded to the DOL "for further proceedings consistent with the court's order". The DOL later appealed the decision, but subsequently filed to have the appeal voluntarily dismissed, which was granted by the court on August 12, 2015. A hearing was scheduled on October 23, 2015, which resulted from the State of California filing a supplemental complaint to enforce the court's previous order remanding the case. On January 7, 2016, the court found that the DOL complied with its order to reconsider the relevant factors that were lacking in its original denial of grant certification. However, the court granted the State's motion for leave to file a supplemental complaint against the DOL. On August 22, 2016, the court again ruled, in part, that the DOL's actions were unlawful; however, no remedy was provided at that time. The court granted the DOL leave to file a supplemental brief in support of its motion regarding the denial of class certification relating to the Monterey-Salinas Transit's classic employees. The case remains in litigation. In total, $14.2 million has been loaned from the PTA to local mass transit providers (Sacramento Regional Transit and Monterey-Salinas Transit). Although ongoing litigation continues to cause delays in repayment, these loans are expected to be repaid no later than January 1, 2019, as mandated by statute.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 36

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 3.9
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Subject: **PROPOSITION 1B FISCAL YEAR 2016-17 FOURTH QUARTER REPORTS**

SUMMARY:

The attached package includes the California Department of Transportation's quarterly reports for the Proposition 1B Bond Program. These reports have been discussed with the California Transportation Commission's (Commission) staff, and will be presented as an informational item at the October 18-99, 2017 Commission meeting.

The Proposition 1B Fiscal Year 2016-17 Fourth 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
Fourth Quarter Report
Corridor Mobility Improvement Account

Quarterly Report to the California Transportation Commission

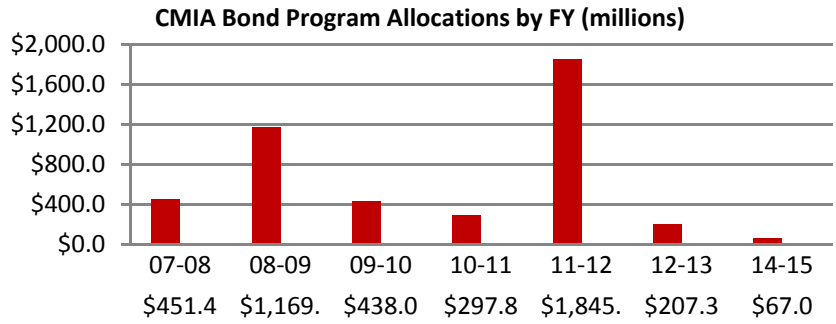
(1) CMIA Bond Program Summary

Fourth 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:	$4,272 million	95%
CMIA bond program funds expended reported last quarter:	$4,241 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, $7,901 million has been committed from other contributor funds to increase the total value of projects in the CMIA bond program to $12,378 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)

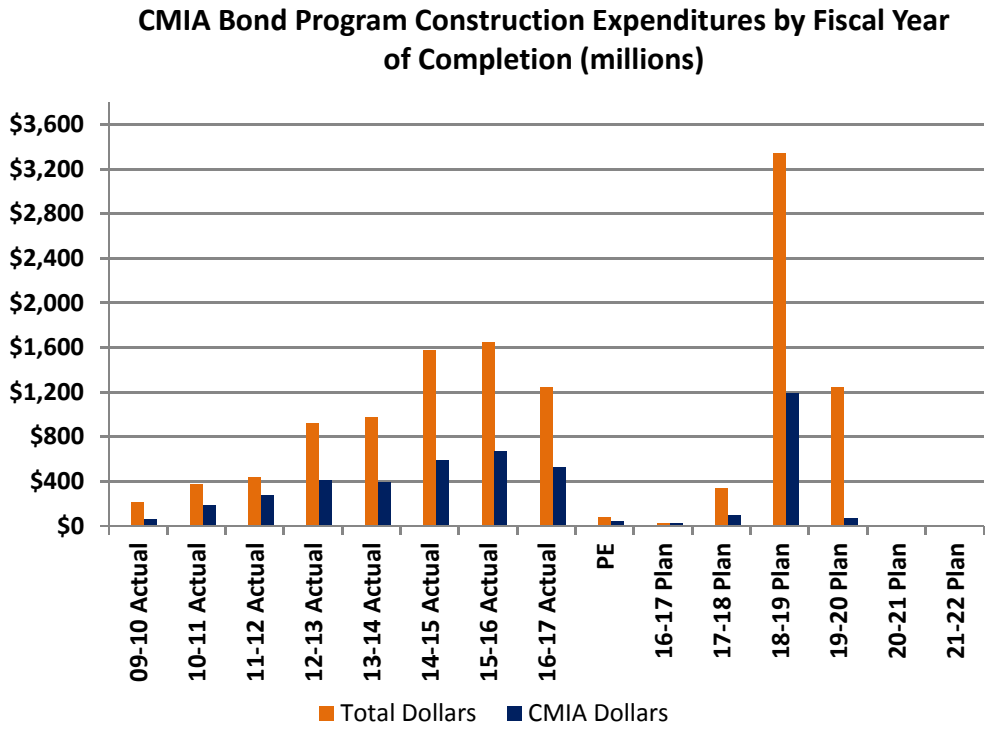
	Total Funds	Other Funds	CMIA Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	$ 1,140.5	$ 694.9	$ 445.6	$ 416.9	94%
Capital	$ 7,933.0	$ 3,908.4	$ 4,024.6	$ 3,832.9	95%
Right of Way					
Support	$ 142.4	$ 142.4			
Capital	$ 1,912.7	$ 1,912.5	$ 0.2	$ -	0%
Preliminary Engineering					
Support	$ 1,249.2	$ 1,242.8	$ 6.4	$ 6.3	98%
Committed Subtotal	$ 12,377.8	$ 7,901.0	$ 4,476.8	$ 4,256.1	95%
Administration			$ 23.2	$ 15.8	68%
Program Total			$ 4,500.0	$ 4,271.9	95%

(1c) CMIA Bond Program Project Completions

	# Contracts Completed	Percent Completed
CMIA bond program construction contracts completed to date:	114	88%
CMIA bond program construction contracts completed reported last quarter:	110	85%

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	$ 206	$ 60	4							4	$ 206	$ 60
FY 10-11	8	$ 374	$ 183	8							8	$ 374	$ 183
FY 11-12	8	$ 437	$ 274	8							8	$ 437	$ 274
FY 12-13	19	$ 923	$ 410	17							19	$ 923	$ 410
FY 13-14	19	$ 975	$ 387	18							19	$ 975	$ 387
FY 14-15	19	$ 1,577	$ 583	14							19	$ 1,577	$ 583
FY 15-16	26	$ 1,645	$ 666	7	1	$ 72	$ 36				27	$ 1,717	$ 702
FY 16-17	11	$ 1,240	$ 527	0				1	$ 8	$ 8	12	$ 1,248	$ 534
FY 17-18								3	$ 334	$ 94	3	$ 334	$ 94
FY 18-19								7	$ 3,344	$ 1,185	7	$ 3,344	$ 1,185
FY 19-20								3	$ 1,244	$ 65	3	$ 1,244	$ 65
Total Value	114	$ 7,375	$ 3,089	76	1	$ 72	$ 36	14	$ 4,931	$ 1,352	129	$ 12,378	$ 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

Fourth 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	
				$ 45,630	$ 4,904	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	$ 4,889		$ 35,162	$ 35,132	
				$ 147,749	$ 54,341	Corridor Summary				11/01/14	05/20/16			11/01/15	04/02/18				$ 14,290	$ 15,371		$ 117,775	$ 120,787	
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	$ 10,186		$ 73,769	$ 73,471	
				$ 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	$ 10,420		$ 53,010	$ 50,757	
				$ 160,377	$ 82,341	Corridor Summary				11/01/14	06/30/16			11/01/15	06/01/18				$ 17,615	$ 20,606		$ 126,779	$ 124,228	
I-580 / Isabel Interchange - Corridor Project																								
3	04	Ala	580	$ 43,495	$ 18,375	Corridor Project #1 (EA 17131)	12/11/08	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	
				$ 73,181	$ 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	
				$ 123,486	$ 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	$ 8,056		$ 50,607	$ 49,802	
				$ 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	$ 3,993		$ 25,765	$ 24,609	
				$ 102,986	$ 82,611	Corridor Summary				02/01/16	04/04/16			02/01/17	11/19/18				$ 11,415	$ 12,049		$ 76,372	$ 74,411	
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	

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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	$ 7,991	$ 48,717	$ 47,383
				$ 92,407	$ 39,200	Corridor Project #3 (EA 1G940)	1/25/12	05/25/12	100	12/01/14	06/29/17	100						Caltrans	$ 13,389	$ 10,883	$ 59,775	$ 56,662
				$ 79,307	$ -	Corridor Project #4 (EA 1G941)	8/22/12	11/14/12	100	08/01/15	07/31/17	99						CCTA	$ -	$ 7	$ 67,886	$ 60,981
				$ 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	$ 36,536
				$ 379,102	$ 100,086	Corridor Summary				08/01/15	12/21/16			12/01/18	06/01/19				$ 38,392	$ 24,523	$ 258,348	$ 246,717
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	09/29/17	82						ACCMA	$ -	$ 115	$ 7,584	$ 5,117
				$ 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	$ 5,023
				$ 1,857	$ 1,457	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	$ 7,068
				$ 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	$ 17,334
				$ 55,799	$ 46,039	Corridor Summary				04/01/15	05/22/17			10/01/15	12/29/17				$ 5,167	$ 4,990	$ 41,311	$ 35,998
US 50 HOV Lanes - Corridor Project																						
9	03	ED	50	$ 44,434	$ 19,866	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	$ -	$ 1,407	$ 8,794	$ 10,195
				$ 54,888	$ 26,160	Corridor Summary				10/01/13	06/17/13			10/01/14	07/01/17				$ 3,560	$ 8,446	$ 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	$ 94,274	$ 44,272	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	08/17/18	97		12/01/15	06/10/21			Metro	$ -	0	$ 979,700	$ 902,398
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	$ 28,650	$ 76,646	$ 50,532
				$ 110,516	$ -	Corridor Project #2 (EA 1218V)	Local	10/14/10	100	12/31/12	12/15/15	100	☒					Caltrans	$ 19,593	$ 19,287	$ 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	$ 22,510	$ 231,619	$ 124,550
				$ 649,380	$ 64,713	Corridor Summary				05/30/16	12/31/19			05/30/17	02/28/22				$ 92,914	$ 70,446	$ 379,265	$ 237,830
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	$ 16,397	$ 45,247	$ 43,719
				$ 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	12/07/18	89						Caltrans	$ 28,481	$ 25,392	$ 96,447	$ 75,471
				$ 323,285	$ 158,320	Corridor Project #4 (EA 21594)	4/26/12	08/23/12	100	04/01/16	08/20/19	71						Caltrans	$ 33,777	$ 26,543	$ 144,627	$ 93,940
				$ 211,747	$ -	Corridor Project #5 (EA 21595)	8/6/13	04/24/14	100	12/01/16	03/13/20	50						Caltrans	$ 25,768	$ 14,474	$ 116,632	$ 39,896
				$ 1,468,445	$ 315,011	Corridor Summary				03/31/17	02/07/20			05/31/20	10/30/23				$ 139,670	$ 82,806	$ 572,953	$ 253,026

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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	$ 6,323		$ 26,950	$ 25,233	
				$ 136,148	$ 72,717	Corridor Project #2 (EA 2640U)	5/23/12	11/01/12	100	06/01/15	06/30/17	100						Caltrans	$ 17,716	$ 16,242		$ 79,500	$ 78,821	
				$ 48,672	$ 28,603	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	
				$ 3,904	$ 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	$ 25,584	
				$ 323,634	$ 179,346	Corridor Summary				06/01/15	05/30/17			12/30/16	03/15/19				$ 37,589	$ 37,254		$ 178,426	$ 173,586	
16	04	Mrn	580	$ 16,985	$ 16,985	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	$ 4,853		$ 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	$ 8,607		$ 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	$ 11,353		$ 43,293	$ 42,122	
				$ 120,080	$ 54,867	Corridor Summary				08/01/13	05/10/16			12/29/17	03/30/18				$ 14,100	$ 19,960		$ 73,821	$ 72,592	
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	$ 3,410		$ 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	$ 77,302	$ 54,045	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	$ 24,474		$ 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	$ 2,639		$ 19,499	$ 18,121	
				$ 315,302	$ 68,934	Corridor Summary				12/15/14	10/01/14			12/15/16	04/05/18				$ 24,751	$ 27,113		$ 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	

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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	$ 22,057	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	$ 30,699		$ 129,924	$ 156,045	
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	$ 16,322	$ 12,822	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	
				$ 133,613	$ 110,595	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	
				$ 331,081	$ 275,596	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	$ 15,316		$ 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	$ 6,705		$ 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	$ 10,830		$ 44,791	$ 42,428	

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	$ 21,085	$ 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	$ 16,889	
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	$ 41,457	$ 18,880	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	
				$ 7,884	$ 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	
				$ 79,637	$ 24,965	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	$ 9,887		$ 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	$ 44,353	$ 8,617	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	$ 4,170		$ 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	$ 6,541		$ 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	06/27/17	100		07/31/19	04/25/19			Caltrans	$ 15,300	$ 13,736		$ 65,993	$ 60,314	
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	99		11/01/16	11/01/18			Caltrans	$ 19,000	$ 19,162		$ 104,588	$ 103,772	
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	$ 17,329		$ 97,708	$ 94,491	
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	$ 5,537		$ 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	$ 8,058		$ 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	$ 3,822		$ 25,085	$ 24,303	
				$ 97,402	$ -	Corridor Project #2 (EA 29762)	3/26/15	09/30/15	100	10/01/15	08/24/18	45						Caltrans	$ 8,005	$ 4,675		$ 48,000	$ 16,833	
				$ 138,467	$ 16,057	Corridor Summary				10/01/15	12/01/17			07/01/18	12/29/17				$ 11,785	$ 8,497		$ 73,085	$ 41,136	
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	$ 4,409	$ 33,813	$ 31,610
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	$ 44,461
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	$ 25,319
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	$ 5,373	$ 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	$ 7,697	$ 34,278	$ 33,408
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	$ 7,108	$ 38,088	$ 35,404
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	$ 8,297	$ 30,231	$ 25,517
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	$ 17,869	$ 86,419	$ 80,836
76	02	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	03	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	$ 33,975
78	05	Mon	101	$ 91,150	$ 30,825	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	$ 8,255	$ 48,700	$ 42,655
79	05	SB	101	$ 17,618	$ 4,442	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	08	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	03	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	03	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	08	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	$ 90,649
85	08	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	$ 6,187	$ 40,148	$ 35,433
86	04	Ala	680	$ 7,860	$ 5,740	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	08	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	$ 4,550	$ 26,054	$ 24,315
88	12	Ora	405	$ 3,058	$ 2,238	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	07	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	71		05/21/21	05/21/21			Port of Long Beach	$ 97,000	$ 89,536	$ 864,260	$ 474,407
90	08	SBd	15	$ 325,365	$ 53,743	I-15 Devore Widening, IC (EA 0K710)	12/6/12	11/13/12	100	03/25/16	06/30/17	100		10/25/19	06/11/19			SANBAG	$ 26,951	$ 24,562	$ 239,662	$ 230,858
		Totals		$ 12,377,890	$ 4,476,786																	

** 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

Fourth Quarter FY 2016-17

(3a) Major Project Issues

The following project(s) have major issues that may impact the project schedule or budget.

(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 (Con Support $227) will be addressed with non-bond funds. Expenditure adjustment will be completed by end of September 2017.

Project #2 – Eastbound I-580 Westbound HOV Ln (Seg 1) – Project overrun (Con Cap $339) will be addressed with non-bond funds. Expenditure adjustments will be completed by the end of September 2017.

Project #7 – SR-4 E Widening between Somersville & SR-160 (#3A) – Project overrun will be addressed with local funds. Expenditure adjustment is processed. Target completion date is June 2017.

Project #15 – Marin-Sonoma Narrows, Segment 4 – Project overrun (Con Support $42,006) 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 Con Cap $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. The Final Vouchering Unit has until Final Project Closeout which is expected 7/5/2019 to make the expenditure adjustment.

Project #62 – SR-84 Expressway Widening – Seg. 1 – Timesheet corrections underway to address $9,534 con support overrun. Expected to be completed by 8/15/2017.

Project #73 – SR-46 Corridor Improvements (Whitley 2A) – Project overrun (Con Support $107,719) will be addressed with corridor options. Construction claims process continues. Expenditures will be adjusted as necessary. Construction arbitration has begun. Target completion is December 2019. Project overruns will be addressed with non-bond funds.

(4) CMIA Bond Program Funding Adjustments

Fourth 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 $86.4 million in savings ($19.4 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	-$ 19.4 million	
Project Closeout Savings – re-allocated to projects	$ 19.4 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
Fourth Quarter Report
State Route 99 Program

Quarterly Report to the California Transportation Commission

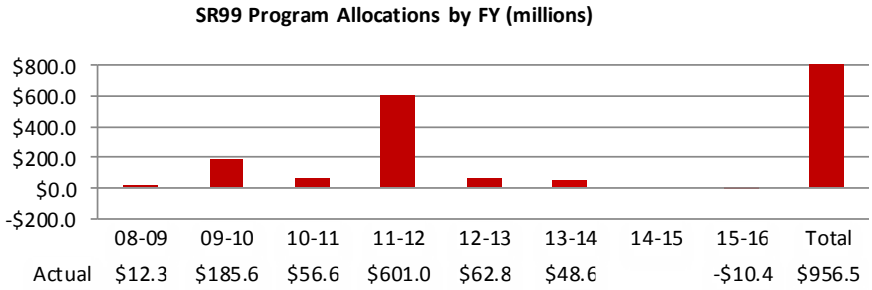
(1) SR99 Bond Program Summary

Fourth 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.



(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:	$872 million	87%
SR99 bond program project funds expended reported last quarter:	$867 million	87%

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.

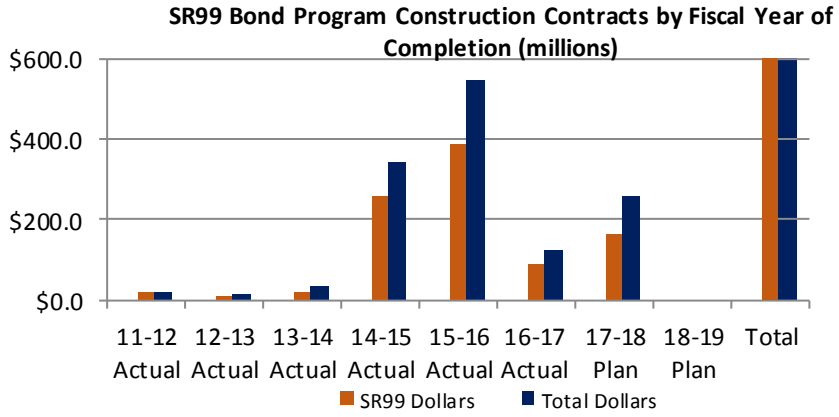
SR99 Bond Program Funding and Contributor Funds by Component (millions)

	Total Funds	Other Funds	SR99 Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	$ 127.1	$ 12.2	$ 114.9	$ 113.2	99 %
Capital	$ 878.5	$ 115.4	$ 763.1	$ 696.9	91 %
Right of Way					
Support	$ 19.2	$ 8.2	$ 11.0	$ 8.8	80 %
Capital	$ 187.1	$ 133.2	$ 53.9	$ 34.9	65 %
Preliminary Engineering					
Support	$ 134.7	$ 121.0	$ 13.7	$ 13.7	100%
Committed Subtotal	$ 1,346.6	$ 390.0	$ 956.6	$ 867.5	91%
Uncommitted			$ 23.4		
Percent uncommitted			2.3%		
Bond Administration			$ 20.0	$ 4.1	20 %
Program Total			$ 1,000.0	$ 871.6	87 %

(1d) SR99 Bond Program Project Completions

	# Contract Completed	Percent Contracts Completed
SR99 bond program construction contracts completed to date:	25	93%
SR99 bond program construction contracts completed reported last quarter:	23	85%

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	$340	$259	6							8	$ 340	$ 259
FY 15-16	10	$547	$388	3							10	$ 547	$ 388
FY 16-17	3	$130	$ 93	5							3	$ 130	$ 93
FY 17-18								2	$257	$166	2	$ 257	$ 166
FY 18-19								0	$ 0	$ 0	0	$ 0	$ 0
Total Value	25	$1,086	$792	18	0	$ 0	$ 0	2	$ 257	$ 165	27	$1,345	$ 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

Fourth 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	$ 8,601		$ 44,000	$ 43,592	
				$ 87,794	$ 87,794	Corridor Summary				7/1/16	5/20/16	100		7/1/18	7/1/19				$ 11,813	$ 11,914		$ 60,915	$ 60,506	
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	$ 7,947		$ 48,802	$ 43,746	
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	$ 9,125		$ 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	7/10/18			Caltrans	$ 10,000	$ 9,075		$ 51,398	$ 44,845	
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	9/29/16		☒	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	$ 24,750	
8	10	SJ	99	$ 214,458	$ 132,256	SR 99 (South Stockton) Widening	6/27/12	10/16/12	100	12/30/16	8/31/17	96		12/5/18	7/1/20			Caltrans (FY 16-17 Q3)	$ 20,000	$ 20,286		$ 113,958	$ 101,016	
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	$ 6,589		$ 29,543	$ 27,348	
				$ 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	$ 6,867		$ 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	$ 18,583		$ 89,668	$ 83,901	
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	7/1/18			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	2/1/24			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	2/24/17	PE						Caltrans (FY16-17 Q1)	$ 700	$ 809		$ 3,752	$ 3,014	
				$ 106,389	$ 91,619	Corridor Summary				8/1/18	8/1/18	100		10/1/20	10/1/20				$ 14,150	$ 15,265		$ 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	2/1/16		☒	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	$ 8,410		$ 38,727	$ 37,186	
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	$ 32,766	
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	10/12/16	100	☒	2/28/19	5/28/19			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	10/1/17			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	6/30/17	100		12/1/18	8/1/19			Modesto	$ 50	$ -		$ 42,130	$ 38,319	
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

Fourth 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 costs 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
Fourth Quarter Report
Local Bridge Seismic Retrofit Program

Federal Fiscal Year 2017

Quarterly Report to the California Transportation Commission

Local Bridge Seismic Retrofit Program Status

Fourth 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 $8.8 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 $59.95 million of seismic bond funds have been sub-allocated to local agency bridges for a total of $81.59 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 324 bridges, construction is underway on 14 bridges, and retrofit is complete on 310 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
Los Angeles County	53C0045	Beverly-First Street, over Beverly/Glendale Separation	Construction
Stanislaus County	38C0003	Santa Fe Avenue, over Tuolumne River	Construction
Monterey County	44C0151	Peach Tree Road, Over Pancho Rico Creek	Complete
Colton	54C0375	UP RR over West C Street	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 3/31/17	Design Phase (% Complete) as of 6/30/17
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
07	Los Angeles	53C1	The Old Road	$	3/3/21	82	83
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

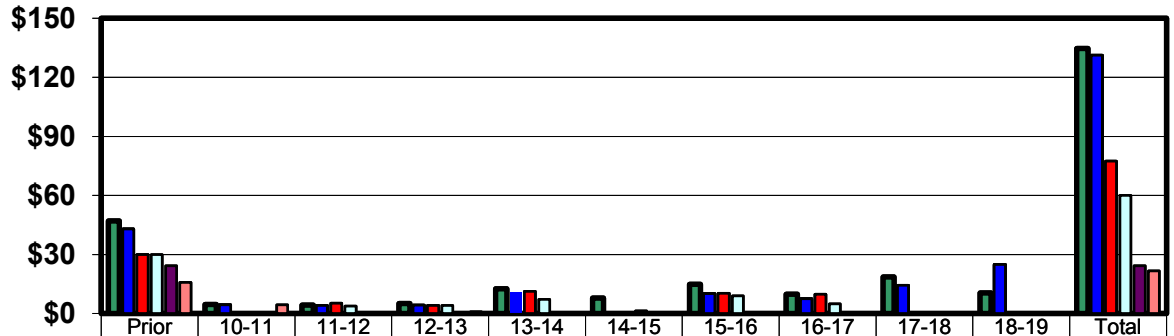
District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Funds Sub-Allocated as of 6/30/17	State Fund
04	San Francisco County Transportation Authority	YBI	On east side of Yerba Buena Island, Reconstruct ramps on and off of I-80	Construction (AC Conversion)	$713,062	$713,062	
04	Sonoma 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	$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	$2,886,098	
08	Indio	56C0084	Jackson Street, over Whitewater River	Construction	$277,777		
10	Stanislaus County	38C0003	Santa Fe Avenue, over Tuolumne River	Construction	$463,000	$463,000	
			Total		**$9,793,335**	**$4,910,940**	

Allocation Summary

	Funds allocated for FY 2016-17	Sub-allocation as of 6/30/2017				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	4	$4,910,940	0	$0	$4,882,395
State	$2,645,341*	0	$0	0	$0	$2,645,341
Total	**$12,438,676**	**0**	**$4,910,940**	**0**	**$0**	**$7,527,736**

*Remaining state allocation carried over from FY 2008-09

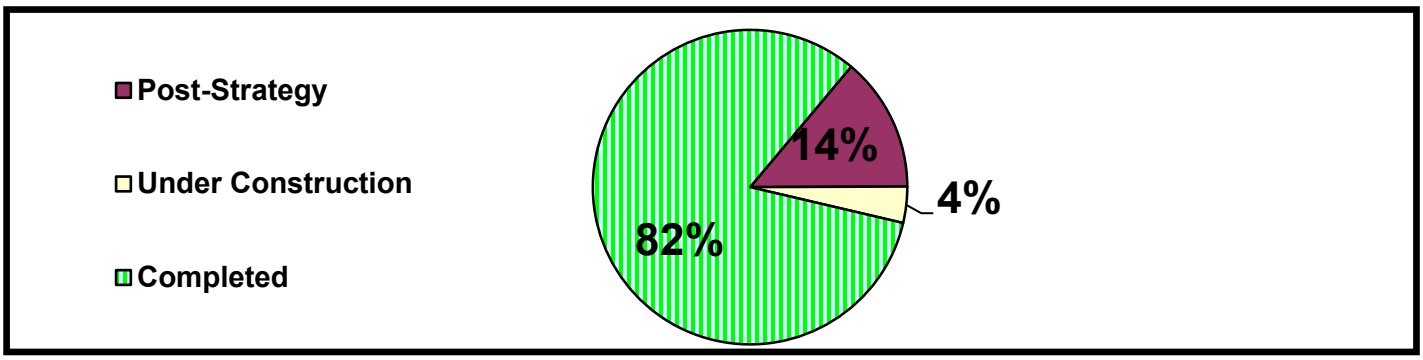
LBSRP Bond and State Capital Allocations (millions)



	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	$7.45	$14.25	$24.95	$131.28
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	$4.92			$59.95
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 fourth 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	$59.95
State RW & Const.	$32.9	$24.3	$21.64
Total	$155.4	$101.75	$81.59
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	6	4	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	39	9	76	124
Total	**63**	**0**	**52**	**14**	**310**	**376**
Status per March 31 , 2017 Report	**63**	**0**	**54**	**14**	**308**	**376**
Status per Year-End Report for September 30, 2016	**63**	**0**	**55**	**22**	**301**	**378**

Some agencies have requested to Re-Strategy five 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
427	1		Santa Clara County	Funded by other sources	426

Total Bridges in the Program	Number of Bridges Removed	Number of Bridges Added	Responsible Agency	Justification	Remaining Bridges in the Bond Program
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 – 310 Bridges Completed = 66 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				12/1/17	99% Construction	☑	⊗	⊗	
01	Mendocino County	10C0034	Eureka Hill Road	$10,218	$464,535		3/15/18	8/15/18	3/31/20	68% Design 25% 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	$589,299				11/30/17	75% Construction	☑	☑	⊗	
04	Oakland	33C0030	Embarcadero Street	$0	$1,742,450				6/30/18	35% Construction	☑	⊗	⊗	
04	Oakland	33C0148	23rd Avenue	$108,965	$1,003,625		9/30/17	12/31/17	6/30/19	90% Design 75% ROW	☑	⊗	⊗	
04	Oakland	33C0215	Leimert Boulevard	$28,675	$557,968		3/26/19	11/26/18	10/19/20	5% Design	☑	⊗	⊗	
04	Orinda	28C0330	Miner Road	$3,854	$141,091		7/27/18	5/25/18	10/31/19	80% Design 10% Design	☑	☑	⊗	
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		9/8/17	No R/W	1/26/18	99% Design	☑	☑	⊗	
04	San Francisco County Transportation Authority	01CA0001	West Bound SFOBB on ramp West of Yerba Buena Island	$0	$47,890		12/31/17	12/31/17	12/30/19	75% Design 75% ROW	☑	⊗	⊗	
04	San Francisco County Transporation Authority	01CA0002	West Bound I-80 on ramp West of Yerba Buena Island	$63,085	$2,471,629		12/31/17	12/31/17	12/30/19	75% Design 75% 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		12/31/17	12/31/17	12/30/19	75% Design 75% ROW	☑	⊗	⊗	
04	San Francisco County Transporation Authority	01CA0004	Treasure Island Road West of SFOBB	$0	$223,487		12/31/17	12/31/17	12/30/19	75% Design 75% ROW	☑	☑	⊗	
04	San Francisco County Transporation Authority	01CA0006	Hillcrest Road West of Yerba Buena Island	$0	$264,672		12/31/17	12/31/17	12/30/19	75% Design 75% ROW	☑	⊗	⊗	
04	San Francisco County Transporation Authority	01CA0008	Treasure Island road West of SFOBB	$0	$65,450		12/31/17	12/31/17	12/30/19	75% Design 75% ROW	☑	☑	⊗	
04	San Francisco County Transporation Authority	01CA007A	Treasure Island Road West of SFOBB	$0	$35,119		12/31/17	12/31/17	12/30/19	75% Design 75% ROW	☑	☑	⊗	
04	San Francisco County Transporation Authority	01CA007B	Treasure Isand Road west of SFOBB	$0	$46,294		12/31/17	12/31/17	12/30/19	75% Design 75% 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				12/31/17	99% Construction	☑	⊗	⊗	
04	Sonoma County	20C0017	Watmaugh Road	$22,740	$573,500		8/13/18	12/29/18	12/27/19	85% Design	☑	☑	⊗	

☑ 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
04	Sonoma County	20C0018	Bohemian Highway	$57,028	$2,992,454		2/1/20	12/1/21	10/15/23	8% Design	☑	⊗	⊗	
04	Sonoma County	20C0155	Wohler Road	$4,548	$481,740		10/30/17	9/30/17	12/28/19	97% Design 85% ROW	☑	⊗	⊗	
04	Sonoma County	20C0262	Boyes Boulevard	$56,850	$581,394		2/1/18	12/5/17	10/15/20	95% Design 85% 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	$34,337	$0		12/31/17	12/31/17	12/31/17	96% Design 90% ROW	☑	⊗	⊗	
05	Santa Barbara County	51C0001	Cathedral Oaks Road	$0	$229,400				6/19/19	99% Construction	☑	⊗	⊗	
05	Santa Barbara County	51C0006	Floradale Avenue	$29,822	$1,243,578		10/17/18	12/31/18	10/31/20	98% Design	☑	☑	⊗	
05	Santa Barbara County	51C0017	Jalama Road	$9,176	$244,175				8/31/18	95% Construction	☑	⊗	⊗	
05	Santa Barbara County	51C0039	Rincon Hill Road	$5,735	$71,841				8/31/17	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		8/31/17	No R/W	10/31/19	90% Design	☑	☑	⊗	
06	Bakersfield	50C0021R	Manor Street South Bound	$0	$298,220		8/31/17	No R/W	10/31/19	90% Design	☑	☑	⊗	
07	Los Angeles	53C0045	Beverly-First Street	$0	$848,780				2/28/19	Waiting Award	☑	☑	⊗	
07	Los Angeles	53C0859	North Spring Street	$0	$229,400				3/31/18	80% Construction	☑	☑	⊗	
07	Los Angeles	53C1880	Sixth Street	$0	$32,091,886		12/31/17	12/31/20	3/31/22	98% Design 94% ROW 22% Construction	☑	⊗	⊗	
07	Los Angeles	53C1881	Hyperion Avenue	$0	$1,220,371		9/30/18	9/30/18	3/31/22	85% Design	☑	⊗	⊗	
07	Los Angeles	53C1882	Hyperion Avenue	$0	$290,191		9/30/18	No R/W	3/31/22	85% Design	☑	☑	⊗	
07	Los Angeles	53C1883	Glendale Boulevard	$0	$114,700		9/30/18	9/30/18	3/31/22	85% Design	☑	☑	⊗	
07	Los Angeles	53C1884	Glendale Boulevard	$0	$114,700		9/30/18	9/30/18	3/31/22	85% Design	☑	☑	⊗	
07	Los Angeles County	53C0084	Slauson Avenue	$0	$128,805				1/31/20	Waiting Award	☑	☑	⊗	
07	Los Angeles County	53C1403	The Old Road	$0	$402,429		9/29/20	11/30/20	3/31/23	83% Design	☑	☑	⊗	
08	Barstow	54C0088	North 1st Avenue	$0	$350,000		5/6/19	5/1/19	5/3/21	5% Design	☑	⊗	⊗	

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◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

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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
08	Barstow	54C0089	North 1st Avenue	$0	$82,010	1/2/18	7/5/20	7/5/20	3/5/22	5% 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		12/31/17	No R/W	12/30/19	95% Design	☑	☑	⊗	
08	Colton	54C0100	Mount Vernon Avenue	$0	$71,285		12/30/17	No R/W	12/31/18	90% Design	☑	☑	⊗	
08	Colton	54C0101	Mount Vernon Avenue	$0	$19,384		9/30/17	No R/W	12/31/19	95% Design	☑	☑	⊗	
08	Grand Terrace	54C0379	Barton Road	$0	$52,188				12/31/19	Waiting Award	☑	☑	⊗	
08	Indio	56C0084	Jackson Street	$0	$277,777				6/29/19	95% ROW	☑	⊗	⊗	
08	Indio	56C0292	North Bound Indio Boulevard	$5,735	$241,868				8/30/19	90% ROW	☑	⊗	⊗	
08	Lake Elsinore	56C0309	Auto Center Drive	$0	$379,794	7/26/17	4/23/18	No R/W	4/29/22	90% 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	47% 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	Construction Phase Started	☑	☑	⊗	
10	Stanislaus County	38C0003	Santa Fe Avenue	$0	$536,796				12/31/19	Waiting Award	☑	☑	⊗	
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	☑	☑	⊗	
10	Stanislaus County	39C0001	River Road	$0	$670,995		6/15/19	4/15/19	2/25/21	Design Phase Started	☑	☑	⊗	
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		12/31/17	No R/W	5/31/18	15% Design	☑	⊗	⊗	

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Local Bridge Seismic Retrofit Program Delivery Report

(Projects Completed)

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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	$5,337	$169,229					Project Complete	☑	☑	☑	
01	Mendocino County	10C0084	School Way	$0	$476,025					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

☑ No known scope, budget, or schedule impacts ⊗ Known scope, budget, or schedule impact
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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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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
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	44C0151	Peach Tree Road	$12,871	$202,846					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	$181	$107,151					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	☑	☑	☑	
06	Department of Water Resources	42C0371	South El Dorado Avenue	$0	$26,933					Project Complete	☑	☑	☑	

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Local Bridge Seismic Retrofit Program Delivery Report

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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
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

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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
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
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

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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
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
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	☑	☑	☑	

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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
08	Colton	54C0375	West C Street	$0	$7,527					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
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	☑	☑	☑	

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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
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	**$1,823,033**	**$129,474,732**									

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Local Bridge Seismic Retrofit Program Delivery Report
(Projects Removed)

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				

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Local Bridge Seismic Retrofit Program Delivery Report

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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				

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CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2016-17
Fourth Quarter Report
State-Local Partnership Program

Quarterly Report to the California Transportation Commission

State-Local Partnership Program
Progress Report

SUMMARY:

This report covers the fourth 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 programmed 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. Based on the programmed amounts for the open projects and the actual amounts for the closed projects, these 257 projects have a total project cost of $11.6 billion (B), total construction cost of $9.4B and a total SLPP amount of $972M. Currently there are 23 projects still in construction and 193 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. Based on guidelines and legislation, the remaining funds after final expenditures are no longer available for programming.

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.

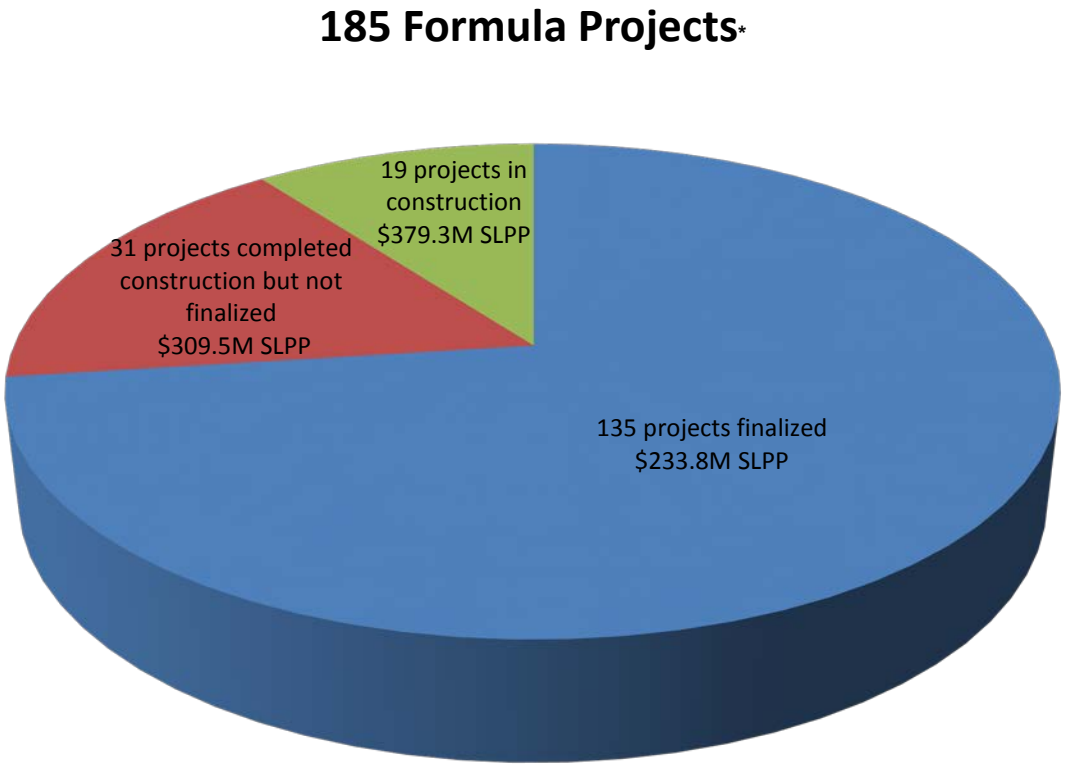
- Cycle 2: In FY 2009-10, 16 projects were allocated for formula share funding totaling $126.4M in SLPP funds. Five projects had an approved LONP prior to allocation and 13 of these projects are complete with construction.

- 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 13 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 137 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.

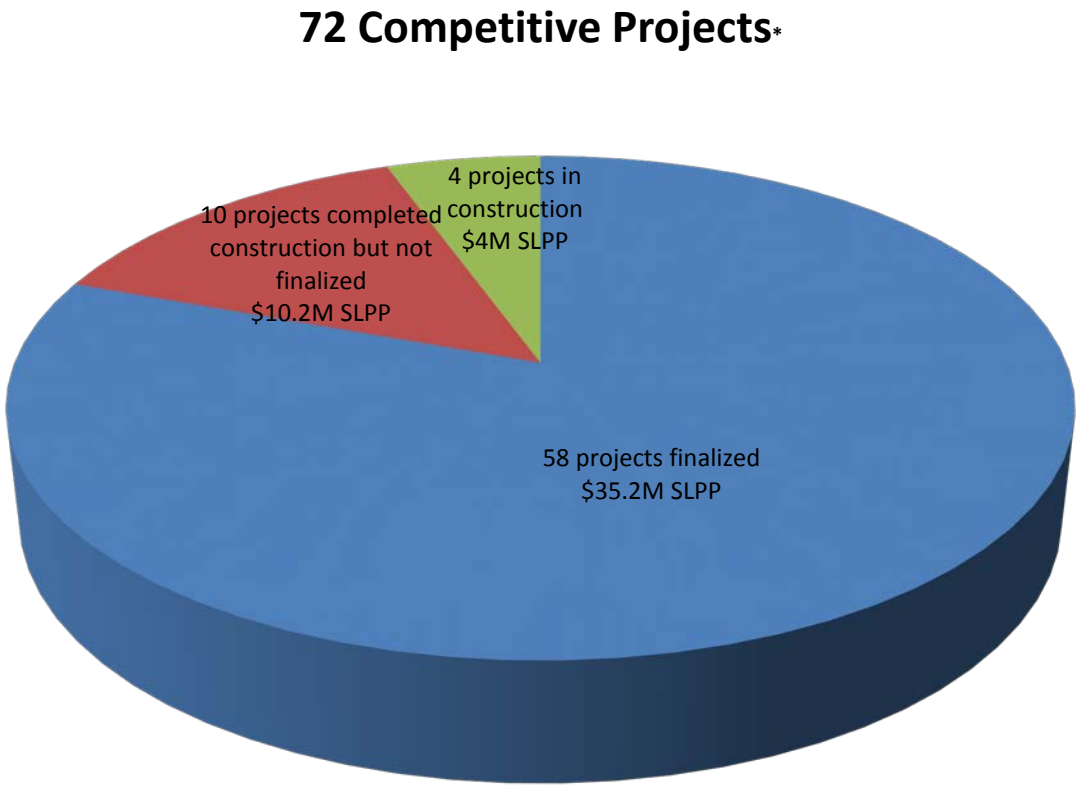
- Cycle 2: In FY 2009-10, 13 projects were allocated for competitive share funding totaling $9M in SLPP bond funds. That amount was reduced to $7.8M after bid savings were accounted for on the completed projects. Five of these projects had an approved LONP prior to allocation and all 13 of these projects 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 all 13 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. Eight 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	100%	6/2017	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	90%		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%	5/2016	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	100%	6/2017	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	95%		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	100%	6/2017	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	97%		X		●	●	●
29	7	LA	Caltrans		I-5 HOV Empire Ave I/C (4)	$341,859	$195,787	$13,061	10/2012	5/2012	60%		X		●	●	●
30	8	RIV	City of Corona	7546	Foothill Parkway Westerly Extension (5)	$23,500	$23,500	$7,000	12/2013	3/2013	100%	4/2017	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	88%		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	98%		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	98%		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	77%		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%	9/2014	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	89%		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

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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

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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

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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 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
Final paperwork has been submitted and is under review.

Project 44: Brookhurst Street Widening
Waiting for final paperwork and the FDR for this project.

Project 45: Harbor Boulevard and Adams Avenue
Waiting for final paperwork and the FDR for this project.

Project 47: Bristol Street Widening
Waiting for final paperwork and the FDR for this project.

Project 48: Street Rehab
Final invoice has been submitted. Waiting for the completed FDR for this project.

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	100%	6/2017	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	98%		X		●	●	●
Totals						$360.9M	$300.2M	$14.2M									

● 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
200	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
201	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
202	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
203	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
204	3	ED	El Dorado County	White Rock Road Widening & Signal (2) 7415	$1,132	$1,322.1	$1,000	$995.1	$500	$498	$2		4/2010	10/29/10	4/13/12
205	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
206	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
207	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
208	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
209	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
210	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
211	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
212	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
213	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
214	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
215	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
216	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
217	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
218	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
219	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
220	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
221	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
222	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
223	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
224	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
225	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
226	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
227	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
228	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
229	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
230	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
231	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
232	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
233	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
234	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
235	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
236	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
237	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
238	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
239	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
240	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
241	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
242	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
243	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
244	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
245	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
246	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
247	8	SBD	City of Redlands	Redlands Blvd / Alabama Street Improvements (5) 7634	$5,581	$6,339.4	$5,581	$6,339.4	$1,000	$1,000			6/2013	11/19/13	3/24/16
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					$198.6M	$225.4M	$191.8M	$191.7M	$38M	$35.2M	$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
Waiting for a copy of the closeout package and invoicing. 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
Fourth 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 Fourth Quarter Progress Report for fiscal year 2016-2017.

The CTC has allocated a total of $243,845,933 to 81 TLSP projects for a total construction cost of $338,122,575. The City of Los Angeles has received allocations for 22 projects, totaling $147,000,000 with a total construction cost 178,225,820 while agencies other than the City of Los Angeles have received allocations for 59 projects, totaling $96,845,933 with a total construction cost of $159,896,755. Of the 81 TLSP projects receiving an allocation, 73 have completed construction leaving 8 projects still active. The City of Los Angeles has 6 projects currently active for total construction cost of $44,274,120, while agencies other than the City of Los Angeles have 2 projects currently active for a total construction cost of $60,967,405.

At the close of the Fourth Quarter ending June 30, 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	CURRENT BEGIN CONST. DATE	CURRENT END CONST. DATE	CONST. PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	CURRENT CLOSEOUT REPORT	COMMENTS
7	LA	Los Angeles	6760	ATCS - Central Business District	$748,000	$9,215,000	$0	Oct -16	Dec-16	Mar-18	05	●	●	●		
7	LA	Los Angeles	6761	ATCS - Central City East	$0	$4,885,000	$0	Oct -16	Aug-16	Aug-17	60	●	●	●		
7	LA	Los Angeles	6826	ATCS - Echo Park / Silver Lake Phase 2	$4,076,500	$4,361,900	$2,157,812	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	$2,227,475	Jun-14	Nov-14	Nov-15	99	●	●	■		See pg 6
7	LA	Los Angeles	6768	ATCS - Wilshire East	$4,877,900	$5,597,300	$4,337,546	Feb-14	May-14	May-15	99	●	●	■		See pg 6

Los Angeles Prog Total	$25,481,700	$44,274,120	$8,722,833

Project Status – Other Agencies (Active Projects)

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	TLSP PROG. COST	TOTAL CONST. COST	CURRENT TLSP EXPENDITURE	ALLOCATION DATE	CURRENT BEGIN CONST. DATE	CURRENT END CONST. DATE	CONST. PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	CURRENT CLOSEOUT REPORT	COMMENTS
4	Ala	Alameda CMA**	6744	San Pablo Corridor	$18,718,405	$25,618,405	$18,058,030	Jan-11	Jan-11	Oct-13	97	●	●	■		See pg 6
4	SM	San Mateo C/CAAG**	6805	SMART Corridor Projects	$17,500,000	$35,349,000	$16,006,090	Sep-12	Dec-09	Mar-16	98	●	●	■		See pg 6

Agencies other than City of Los Angeles Prog Total	$36,218,405	$60,967,405	$34,064,120

** *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. Close out dates are estimates.

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	$3,257,750	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	$4,017,960	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	$1,742,100	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	$6,922,200	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	$10,441,479	Jan-11	Jul-11	Apr-14	●	●	●	●	
7	LA	Los Angeles	6779	ATSAC - Coliseum / Florence	$8,107,000	$9,007,500	$6,844,680	Oct-11	Jul-11	Jul-14	●	●	●	☒	
7	LA	Los Angeles	6780	ATSAC - Coliseum / Florence Phase 2	$10,441,800	$11,342,300	$8,967,230	Oct-11	Jul-11	Jul-14	●	●	●	☒	

Los Angeles Prog Total	$121,518,300	$133,951,700	$108,869,142

** *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	$807,925	Jan-12	Jul-12	Mar-13	●	●	●	■	See pg 7
7	LA	Glendale	6755	Colorado Street / San Fernando Road	$523,000	$820,000	$502,901	Jan-12	Jul-12	Mar-13	●	●	●	■	See pg 7
7	LA	Glendale	6756	Glendale Avenue / Verdugo Road	$1,658,000	$2,531,000	$1,407,460	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	$51,909	Jan-12	Apr-12	Apr-13	●	●	●	■	See pg 7
7	LA	Pasadena	6788	Los Robles Avenue	$107,000	$134,000	$98,258	Jan-12	Apr-12	Apr-13	●	●	●	■	See pg 7
7	LA	Pasadena	6791	Sierra Madre Boulevard	$110,000	$138,000	$110,000	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	●	●	●	●	
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	$335,386	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	$59,272,124

** *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 du0e to conflicts in construction schedules between multiple projects. The agency submitted their final invoice in 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 agency is currently working on the closeout reports for the project.

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 agency is currently working on the closeout reports for the project.

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 agency is currently working on the closeout reports for the project.

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 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 projects.

City of Pasadena – Total of three projects (Project IDs 6784, 6788, 6791)
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 projects.

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
Fourth 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 fourth 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 $219,215,000 has been expended, and $243,788,000 has been allocated to 37 projects. Included are the administrative costs of $5.0 million. Thirty-two of the allocated projects have completed construction. Two projects are pending the final project delivery report.

At the close of the fourth quarter ending June 30, 2017, two projects have been closed out and final project delivery report has been submitted:

- Southern California Regional Rail Authority, Branford Road Grade Crossing Safety Improvements.
- City of Fremont, Warren Avenue Grade Separation.

FUNDING SUMMARY:

2008 Sixteen projects have been allocated in the amount of $116,682,000. The total expenditure is $116,289,000. Fifteen projects have completed construction.

2010 Eight projects have been allocated in the amount of with $66,035,000. The total expenditure is $60,544,000. Seven projects have completed construction.

2012 Thirteen projects have been allocated in the amount of $42,765,000. The total expenditure is $39,971,000. Ten projects have completed construction.

2014 One project has been allocated in the amount of $18,306,000. The total expenditure is $2,411,000.

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	$4,607	6/30/10	June-11	June-11	Jun-14	98%	●	●	■
#2	10	1	7	LA	City of LA	North Spring Street GS	$48,766	$5,001	$5,001	$3,160	5/23/12	June-12	May-13	Dec-14	88%	●	●	■
#3	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%	●	●	■
#4	12	2	7	LA	SCRRA	Moorpark Avenue GS Safety	$5,041	$4,841	$4,841	$4,387	6/25/14	Dec-14	Dec-14	Feb-16	99%	●	●	■
#5	14	1	7	LA	ACE	Fullerton Road GS	$153,184	$18,306	$18,306	$2,411	12/10/16	March-16	July-16	Sept-19	12%	●	●	●
#6	16	1-2	7	LA	ACE	Durfee Avenue GS	$78,381	$2,706	$0	$0	-	Oct-17	-	Aug-20	0%	●	●	■
							$376,336	**$44,854**	**$42,148**	**$23,429**								

● 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
#7	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
#8	08	1	4	SM	PCJPB	San Mateo Bridges GS	$10,774	$955	5/19/10	Nov-10	May-13	Dec-13	$955
#9	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
#10	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
#11	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
#12	08	1	4	SM	PCJPB	San Bruno GS	$160,169	$26,727	6/30/10	Sept-10	July-14	Dec-14	$26,727
#13	08	1	10	SJ	City of Stockton	Lower Sacramento	$23,619	$6,484	4/7/10	July-10	Sept-14	Mar-15	$6,484
#14	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
#15	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
#16	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
#17	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
#18	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

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
#19	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
#20	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
#21	08	2	12	ORA	OCTA	Sand Canyon GS	$55,590	$6,618	6/30/10	Sept-11	Jan-16	Dec-16	$6,618
#22	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
#23	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
#24	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
#25	10	2	7	LA	SCRRA	Broadway-Brazil Street Grade Xing	$9,100	$233	2/22/12	March-12	Dec-13	Mar-16	$233
#26	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
#27	10	1	7	LA	ACE	Nogales Street GS	$85,430	$25,600	4/25/12	Feb-12	-	*FDR Pending	$23,867
#28	10	1	4	ALA	City of Fremont	Warren Avenue GS	$60,558	$9,600	3/28/12	June-12	Jan-17	Apr-17	$7,812
#29	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
#30	12	2	7	LA	SCRRA	Grandview Ave Grade Xing Safety	$2,630	$580	5/7/13	Mar-13	Oct-14	Sept-15	$580
#31	12	2	7	LA	SCRRA	Sonora Avenue Grade Xing Safety	$2,630	$580	5/7/13	Sept-12	Oct-14	Sept-15	$580
#32	12	2	7	LA	SCRRA	Woodley Avenue Grade Xing Safety	$1,000	$438	12/10/16	May-13	May-15	Mar-16	$438
#33	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

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
#34	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
#35	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
#35	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
#36	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
#37	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
#38	12	2	7	LA	SCRRA	Branford Road Grade Xing Safety	$2,526	$1,325	12/11/13	March-13	Nov-16	June-17	$1,220
							$817,827	**$201,640**					**$195,786**

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 was constructed, the bridge railing installation was completed for the pedestrian and bicycle lane, street improvements are completed, structure demolition of the old bridge foundation is completed, and the traffic signals and signs are completed. Expect the final completion and close out in Fall 2017.

PROJECT #2: 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. Anticipate final closeout June 2018.

PROJECT #3: 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 Fall 2017.

PROJECT #4: Southern California Regional Rail Authority – Moorpark Avenue Grade Separation
Continued negotiations of final change orders. Project Manager will go to SCRRA Board with final change order package in the first week of September. Anticipate final closeout by December 2017.

PROJECT #27: 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 Summer 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 #36: 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 Fall 2017.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2016-17
Fourth Quarter Report

Intercity Rail Improvement Program

Quarterly Report to the California Transportation Commission

SUMMARY

This report is for the fourth quarter of Fiscal Year (FY) 2016-17 for the Proposition 1B Intercity Rail Improvement Program (IRI), which consists of 28 projects. To date California Transportation Commission (CTC) has allocated a total of $342,525,000 in funding to 24 projects; 10 projects totaling $186,949,000 are currently in construction, 14 projects totaling $155,576,000 are completed with $145,753,168 in expenditures and a potential for over $8,500,000 in savings and $8,000,000 for administration, and 4 projects totaling $50,756,000 remains unallocated. *

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.

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.

The IRI program amendments as follows:

- $1 million moved from Capitalized Maintenance project to program the Left Hand Turnout Project.
- Moved all money from Northern California Maintenance Facility (deleted) and add the Sac-Roseville third Track Project with a total of $18,251,000.

* Previous tally of projects in the CTC Semi-Annual report program show 22 projects. This report has been revised to display each allocation as a project.

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	◆	◆	◆
11	CC,PS,SJ	Capitol Corridor, LOSSAN, San Joaquin	Capitalized Maintenance	CON	VAR	VAR	VAR	VAR	$1,025	◆	◆	☒
21.1	CC	CCJPA	Sacramento to Roseville 3rd Track	CON	03/01/2019	10/01/2019	09/01/2022	03/01/2023	$16,225	◆	◆	☒
								TOTAL	$50,756			

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	☑	☑	☒
5.2	PS	SCRRA	Van Nuys North Platform	CON	01/2016	04/2017	04/2019	0%	01/2020	$30,500	$30,500	$229	☑	☑	☑
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	$50 * ~~$603~~	☑	☑	☑
9.1	PS	Caltrans, UPRR	Seacliff Siding	PA&ED	10/2016	11/2013	06/2019	30%	12/2019	$1,000	$1,000	$0	☑	☑	☑
20	PS	North County Transit District	Left Hand Turnout Project	CON	03/2017	9/2017	3/2019	0%	6/2019	$1,000	$1,000	$0	☑	☑	☑
21	CC	CCJPA	Sacramento to Roseville third trach phase 1	PS&E ROW	03/2017	09/2017	06/2018	0%	03/2019	$2,026	$2,026	$0	☑	☑	☑
									TOTALS	$186,949	$186,949	$19,466			

CC Capitol Corridor
PS Pacific Surfliner
SJ San Joaquin

* Wayside Power and Storage expenditure correction.

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	☑
3	SJ	Caltrans	Oakley-Port Chicago Double Track Segment 3	CON	10/2011	12/2012	02/2017	08/2017	$25,450,000	$25,450,000	$23,019,000	☑
5.1	PS	SCRRA	Van Nuys North Platform	PS&E	12/2013	06/2014	02/2017	08/2017	$4,000,000	$4,000,000	$3,532,000	☑
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	$155,576,000	$155,576,000	$145,753,168	

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.

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. Southern California Regional Rail Authority (SCRRA) is expected to award the construction contract and issue notice to proceed.

Project 5.2 - Van Nuys North Platform - Construction

Southern California Regional Rail Authority (SCRRA) is scheduled to award the construction contract. 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

Prop 1B funds moved from the Northern California Maintenance project (Deleted) to Capitol Corridor Sac to Roseville Third Track Phase 1 project 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
Fourth 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 fourth quarter of Fiscal Year (FY) 2016-17 (April through June) for the Trade Corridors Improvement Fund (TCIF) program. At the close of the fourth quarter, there were a total of 98 projects with a TCIF programmed value of $2,442,258,960 and a total project value of $9,393,953,000. 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, 94 projects have received bond allocations totaling $2,427,835,960. Fifty-eight of the allocated projects have been completed. The available unallocated TCIF funds from savings, total $22,164,040, of which $7,741,040 is available for programming.

	Target Available per AB 268	Programmed	Allocated	Available Funds Unallocated
SCCG Total	**$1,500,000,000**	**$1,497,452,000**	**$1,486,029,000**	**$13,971,000**
Bond	$1,200,205,000	$1,197,657,000	$1,186,234,000	$13,971,000
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**	**$2,442,258,960**	**$2,427,835,960**	**$22,164,040**

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							
ID	**D**	**Co.**	**Rte.**	**Project Title/Amendment Resolution**	**Bond $ x1000**	**Total $ x1000**	**Action**
121	7	LA		Middle Harbor Terminal Redevelopment Project Phase 2, *Resolution TCIF-A-1617-03, Approved 06/28/17*	$15,436	$156,355	Allocation

Programming Actions
None this quarter

Baseline Agreement Approvals							
None this quarter							
121	7	LA		Middle Harbor Terminal Redevelopment Project Phase 2, *Resolution TCIF-A-1617-12B, Approved 05/17/17*	$15,436	$156,355	Approve Baseline Agreement.
125	7	LA		Durfee Avenue Grade Separation Project, Resolution TCIF-P-1617-11B, Approved 06/28/17	$2,620	$91,143	Approve Baseline Agreement.

Baseline Agreement Amendments							
ID	**D**	**Co.**	**Rte.**	**Project Title/Amendment Resolution**	**Bond $ x1000**	**Total $ x1000**	**Action**
121	7	LA		Middle Harbor Terminal Redevelopment Project Phase 2, *Resolution TCIF-P-1617-11, Approved 05/17/17*	$15,436	$156,355	Update TCIF program amount

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	BEGIN 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 (PSE)(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	7/29/2017	12/29/2017	7/29/2018	7/30/2019	7/29/2021	Env 100% Des 100% RW 100% Const	$39,080	$5,709	$2,530	$2,350	$2,500	$31,700	☑	☑	☑
123	12	ORA	Orange County Transportation Authority		San Juan Creek Bridge Replacement	DPM	2/28/2017	5/31/2017	2/6/2018	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	10/29/2009	8/11/2017	8/11/2017	12/30/17	12/31/19	Env 100% Des % RW % Const %	$37,662	$3,000	$0	$2,642	$20	$35,000	☑	☑	☑
125	7	LA	Alameda Corridor East Construction Authority		Durfee Avenue Grade Separation Project	DLA	7/31/2014	11/30/2017	10/31/2017	04/30/18	10/31/20		$91,143	$2,620	$0	$9,046	$32,624	$49,473	☑	☑	☑
													$ 202,085	**$ 14,423**							

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Allocated Projects

Behind Schedule
Awarded / Begin Construction
Allocated but Not Awarded

☑ No Known Scope, Budget, or Schedule
☒ Impact Known Scope, Budget, or Schedule
◆ 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 56%	08/31/18	$97,912	$73,000	$4,200	$7,387	$6,325	$80,000	$47,416	☑	☑	☑
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 93%	12/01/17	$165,678	$69,458	$4,000	$10,400	$44,600	$106,678	$73,130	☑	☑	☒
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 96%	06/30/14	$15,000	$7,200	$100	$500	$0	$14,400	$5,422	☑	☑	☒
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 91%	10/31/18	$302,758	$233,778	$0	$34,021	$33,034	$235,703	$315,366	☑	☑	☑
15.12	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Motebello Corridor - Match]*	N/A		11/30/19	11/30/22	Env. 100% Des. 100% RW	05/31/23	$142,000	$0		$8,738	$28,771	$40,872		☑	☑	☑
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 71%	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 92%	08/01/19	$74,644	$35,890	$305	$3,595	$19,092	$51,652	$42,315	☑	☑	☒
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	$25,477	☑	☑	☒
53	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	06/11/13	12/10/13		06/01/16	Const 96%	11/30/16	$51,609	$17,673	$563	$3,700	$1,923	$45,423	$43,230	☑	☑	☒
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 98%	02/01/17	$75,649	$21,846	$750	$4,745	$5,221	$64,933	$50,889	☑	☑	☒
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	$0	☑	☑	☒
68.3	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Segment 3 - East Otay Mesa Land POE]*	N/A		09/30/13	03/31/16	Des 35% Const	04/30/18	$336,900	$0	$0	$10,000	$41,900	$285,000	$0	☑	☑	☒
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 99%	01/31/17	$101,580	$22,847	$3,500	$8,880	$23,160	$66,040	$59,854	☑	☑	☒
91	7	VEN	Ventura County Transportation Commission	101	Route 101 Improvements	06/11/13	11/21/13		08/10/15	Const 99%	12/08/15	$46,525	$10,346	$1,600	$5,197	$500	$39,228	$37,995	☑	◆	☒
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

Behind Schedule
Awarded / Begin Construction
Allocated but Not Awarded

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ALLOCATION DATE	AWARD DATE	BEGIN CONSTR	APPROVED END CONSTR	CURRENT PHASE (% COMPLETE)	APPROVED END CLOSEOUT	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED) (x 1,000)	DESIGN COST (PSE) (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	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	$30,140	☑	☑	☑
96	7	LA	Alameda Corridor East Construction Authority		ACE Fairway Drive Grade Separation	06/25/14	10/27/14		06/30/18	Const 30%	12/31/18	$142,213	$71,000	$300	$8,456	$38,655	$94,802	$28,698	☑	☑	☑
99	12	ORA	Orange County Transportation Authority		Raymond Avenue Grade Separation	01/29/14	02/04/14		07/15/18	Const 84%	07/15/21	$112,190	$11,890	$0	$5,370	$34,901	$71,919	$56,786	☑	☑	☑
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 91%	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	$15,086	☑	☑	☒
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	$2,367	☑	☑	☒
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	$7,548	☑	☑	☑
110	8	SBD	Southern California Regional Rail Authority		Hellman Avenue Crossing Improvements	06/30/16	11/02/16	08/01/16	12/31/16	Const 5%	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	12/09/16	10/30/16	04/30/18	Const 30%	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	12/09/16	10/30/16	04/30/18	Const 10%	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	11/18/16	10/01/16	04/30/18	Const 5%	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		9/30/2019	Const 11%	03/30/20	$145,184	$35,060	$0	$11,107	$32,123	$101,954	$10,631	☑	☑	☑
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 18%	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		☑	☑	☒
121	7	LA	Port of Long Beach		Middle Harbor Terminal Redevelopment Project Phase 2	06/28/17		12/01/17	09/30/20	Const 0%	11/30/2020	$156,355	$15,436	$0	$0	$0	$156,355		☑	☑	☑
122	12	ORA	Orange County Transportation Authority		I-405 HOV Lane [Design-Build]	10/19/16	01/13/17	01/31/17	08/31/26	Const 0%	8/31/2027	$1,506,136	$7,771	$84,622	$269,052	$298,651	$853,771	$0	☑	☑	☒
												$ 6,024,916	**$ 1,247,439**					**$ 4,100,142**			

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	FORECAST 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 - CTC ACTIONS DURING QUARTER
2	4	CC	Caltrans / BNSF		Richmond Rail Connector	12/31/16	10/01/15	09/30/17	06/30/17		$22,650	$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	$54,877	☒	
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	$60,581	☒	
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	02/31/09		$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	10/30/08		$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	01/31/09		$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	06/30/11		$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	09/30/10		$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
20	7	LA	Port of Los Angeles	110	I-110 Freeway & C Street Interchange Improvements	06/30/17	04/30/17	10/15/19	12/30/17		$39,385	$8,300	$801	$3,491	$0	$35,093	$25,990		
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	☒	Segmented project. Requested FDR/SFDR to conform with updated policy.
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	06/30/16		$62,977	$27,227	$1,400	$6,234	$7,066	$48,277	$38,713	☒	

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	FORECAST 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 - CTC ACTIONS DURING QUARTER
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	$59,242	☒	
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
40	12	ORA	Orange County Transportation Authority		Lakeview Avenue Overcrossing	06/30/17	12/01/18	06/30/17	12/30/17		$87,873	$27,629	$631	$7,867	$39,688	$39,687	$37,704		
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	$39,599	☒	
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	09/30/15	05/30/14	10/30/16	03/30/16		$32,675	$16,000	$630	$1,370	$2,720	$27,955	$16,026	☒	
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.
48	8	RIV	Riverside County		Avenue 56 Grade Separation	06/30/17	10/15/16	10/15/16	12/30/17		$29,394	$12,802	$295	$2,268	$3,289	$23,542	$35,600		
50	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing	06/30/17	12/15/16	12/15/16	12/30/17		$30,806	$13,247	$502	$2,843	$7,385	$20,076	$20,232		
51	8	RIV	City of Riverside		Riverside Avenue Grade Separation					06/30/17	$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	05/07/16	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	06/02/15	09/01/15	12/23/16	12/02/15	06/02/16	$22,597	$1,900	$774	$2,024	$8,320	$11,479	$11,245	☒	Agency is working on FDR
64	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation	09/18/15	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	☒	Agency is working on FDR
66	7	VEN	City of Oxnard	101	Route 101 Rice Avenue Interchange Reconstruction					12/21/16	$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]*		04/01/18	04/01/18			$12,300	$0	$12,300	$0	$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						$4,551	$748	$1,121	$880	$186	$2,364	$1,759	☑	

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	FORECAST 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 - CTC ACTIONS DURING QUARTER
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	$2,576	☑	FDR Approved. Agency is working on SFDR.
74	11	SD	San Diego Association of Governments		Southline Rail Improvements - San Ysidro Yard Expansion	07/31/16	04/02/15	01/31/17	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	01/31/13		$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	12/01/14		$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*	07/03/15	12/21/15	08/24/16	01/03/16		$3,445	$3,445	$0	$0	$0	$3,445	$3,445	☑	Segmented project. Requested FDR/SFDR to conform with updated policy.
75.4	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 4 - Final Palomar Siding and System Upgrades]*	11/30/16	01/01/16	02/28/17	05/30/17		$30,591	$21,621	$220	$8,750	$0	$21,621	$21,621	☑	Segmented project. Requested FDR/SFDR to conform with updated policy.
76	11	SD	San Diego Association of Governments		LOSSAN N Rail Corridor at Sorrento						$44,000	$10,800	$2,024	$3,774	$2,553	$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	$43,058	☑	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						$83,477	$27,847	$3,689	$5,570	$433	$73,785	$73,784	☑	FDR/SFDR Approved
84	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation	09/30/16	01/30/16	03/06/17	06/30/17		$58,725	$23,583	$0	$4,657	$11,053	$43,016	$3,400	☒	FDR approval pending.
85	8	RIV	Riverside County		Avenue 52 Grade Separation	06/30/16	09/01/15	09/30/16	12/30/16	06/30/17	$29,866	$10,000	$2,668	$0	$3,000	$24,198	$27,848	☒	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	03/30/17	09/30/18	03/30/18	06/30/17		$143,000	$26,664	$0	$8,470	$0	$134,530	$105,684	☑	Segmented project. Requested FDR/SFDR to conform with updated policy.
88	7	LA	Alameda Corridor East Construction Authority		Baldwin Avenue Grade Separation						$71,625	$27,739	$0	$1,902	$41,930	$27,739	$27,738	☑	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 I - UPRR Track Improvements]*		06/30/12		09/30/12		$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]*	01/25/12	06/28/12		07/25/12		$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		12/30/16	$10,561	$9,678	$210	$653	$20	$9,678	$11,350	☑	Segmented project. Requested FDR/SFDR to conform with updated policy.
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	☒	

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	FORECAST 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 - CTC ACTIONS DURING QUARTER
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]*	04/21/16	12/01/17	12/01/17	06/30/17		$8,459	$7,959	$125	$198	$253	$7,883	$6,580	☒	
100	8	SBD	San Bernardino Associated Governments	10	Tippecanoe Interchange Improvements, Phase II	06/30/17	08/01/17	11/24/17	12/30/17		$57,811	$8,691	$0	$5,189	$34,175	$18,447	$17,073		
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	$2,730	☒	
106	7	LA	Southern California Regional Rail Authority		Vincent Siding at CP Quartz and 2nd Platform at Vincent Grade/Acton	03/31/17	04/30/17	6/30/2018	12/30/2017		$17,400	$8,200	$350	$650	$0	$16,400	$7,296		
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]*	02/12/17	08/24/17		09/30/17		$2,000	$2,000	$0	$0	$0	$2,000	$6,013		
											$ 3,166,952	**$ 1,180,397**					**$ 4,039,220**		

TCIF Project Action Plan Report
Fourth 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	Schedule 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
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 April 30, 2016 to November 11, 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
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
53	8	RIV	N/A	Grade Separation at Magnolia Avenue Railroad Grade Crossing – BNSF	$17,673	$51,609	Schedule

Project Action Plan:
#53: The End Construction date was delayed due to punch list items. Construction Contract Acceptance is Board of Supervisors approval.

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 August 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
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 August 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: Construction Contract Acceptance 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 October 21, 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
108.1	10	SJ	99	YTI Terminal Enhancement & Truck Trip Reduction Program [Phase 1 - Berth/Wharf Improvements]	$1,132	$6,083	Schedule

Project Action Plan:
#108.1: The End Construction date was delayed due to punch list items. The estimated end of construction date is September 1, 2017

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
108.2	10	SJ	99	YTI Terminal Enhancement & Truck Trip Reduction Program [Phase 2 - On-Dock Railyard]	$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.

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 advertised the project on April 10, 2017 and anticipates awarding the project in 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 awarded the project January 13, 2017.

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Tab 37

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No: 3.10
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **FINAL CLOSE-OUT REPORT ON FISCAL YEAR 2016-17 RIGHT OF WAY CAPITAL LUMP SUM ALLOCATION**

SUMMARY:

Per California Transportation Commission (Commission) Resolution G-01-09, the California Department of Transportation (Department) must present an annual report on the Right of Way (R/W) Capital Outlay Expenditure Program for Commission review and acceptance. For Fiscal Year (FY) 2016-17, the total amount allocated for R/W capital activities was $111,589,000. By the end of the FY, the Department utilized the entire amount.

BACKGROUND:

On June 30, 2016, the Commission passed Resolution FM-15-07 authorizing a lump sum allocation of $111,589,000 for the FY 2016-17 R/W activities.

A final analysis of the actual right of way capital commitments based on the Department's official book closing statement compared to the total allocation for the FY 2016-17 is on the following page.

FY 2016-2017 R/W CAPITAL OUTLAY ALLOCATION SUMMARY
(Expenditures through End of FY 16-17)
(Dollars x 1,000,000)

	Original Allocation FM 15-07	Expended Fiscal Year End	Balance
Capital Projects			
STIP	35.1	60.1	(25.0)
SHOPP	46.0	31.5	14.5
Specific Catergories			
Post Certification	25.5	12.5	13.0
Project Development	1.0	1.3	(0.3)
Damage to Property (Inverse)	4.0	6.2	(2.2)
Pre-Project Mitigation	0.0	0.0	0.0
Total Right of Way	$ 111.6	$ 111.6	$ 0

FY 2016-2017 R/W CAPITAL OUTLAY ALLOCATION BUDGETS SUMMARY
(Expenditures through End of FY 16-17)
(Actual Dollars)

Program	Fund Source	Approved R/W Capital Allocation	Expended Fiscal Year End	Balance
STIP	**301-0042**	45,501,000	65,158,002	(19,657,002)
	301-0890	15,136,000	2,989,949	12,146,051
	Sub-total STIP	60,637,000	68,147,951	(7,510,951)
SHOPP	**302-0042**	26,871,000	32,052,130	(5,181,130)
	302-0890	24,081,000	11,388,919	12,692,081
	Sub-total SHOPP	50,952,000	43,441,049	7,510,951
Grand Total		$ 111,589,000	$ 111,589,000	$ 0

Attachment (If applicable)
Attachments (If applicable)

State of California
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Tab 38

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No: 3.11
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation Programming

Subject: **FINAL CLOSE-OUT REPORT ON THE FY 2016-17 SHOPP MINOR PROGRAM LUMP SUM ALLOCATION**

SUMMARY:

In Fiscal Year (FY) 2016-17, the California Transportation Commission (Commission) approved the State Highway Operations and Protection Program (SHOPP) Minor Program target allocation of $85,971,665 for Capital Outlay Construction (CO).

At the completion of the fiscal year, the total CO amount awarded by the California Department of Transportation (Department) was $66,640,657. The total Capital Outlay Support expended was $75,830,073, for a total program value of $142,470,730. This equates to approximately 95 percent of the available $150,000,000 FY 2016-17 minor program funding.

BACKGROUND:

On June 29, 2016, the Commission approved Resolution G-05-16 delegating to the Department the sub-allocation and adjustment authority for minor capital construction projects included in a concurrent list of projects approved under Resolution FM-15-06. Resolution G-05-16, allows the Department to sub-allocate funding and advertise projects without waiting for Commission meetings to receive an allocation. However, Commission review is required for Minor A projects not previously identified in the Department's approved list.

The Minor Program is a one-year program reserved for low cost capital projects that are SHOPP eligible. Minor projects must be awarded in the fiscal year in which they were allocated. Effective February 29, 2016, Minor B projects have a construction limit up to $291,000. Minor A projects have a construction limit ranging from $291,001 up to $1,250,000.

For FY 2016-17, the Department awarded contracts totaling $25,437,700 in construction funding for Minor A projects, consisting of $20,389,200 sub-allocated by the Department and $5,048,500 allocated by the Commission for substitute projects. In addition, the Department has sub-allocated $39,199,899 for Minor B construction projects, $1,612,329 for right-of-way capital and $390,729 for Day Labor acquisitions. In total, the Department sub-allocated $66,640,657, which constitutes 78 percent of the FY 2016-17 approved lump sum allocation.

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Tab 39

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No: 3.13
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **QUARTERLY REPORT - LOCAL ASSISTANCE LUMP SUM ALLOCATION FOR THE PERIOD ENDING JUNE 30, 2017**

SUMMARY:

As of June 30, 2017, about $852 million, or 50 percent, of the $1.7 billion allocated by the California Transportation Commission (Commission) for Federal Fiscal Year (FFY) 2017 has been sub-allocated to 999 local projects. The majority of the sub-allocations (approximately $638 million) are for 565 projects in the following three categories:

- Surface Transportation Block Grant Program (STBGP) – 141 projects, $240 million
- Congestion Mitigation & Air Quality Program – 174 projects, $212 million
- National Highway Performance Program & RSTP Bridge – 250 projects, $186 million

The remaining $214 million was sub-allocated for 434 projects in other categories (as referenced with an asterisk on the attachment).

BACKGROUND:

The California Department of Transportation's (Department) Division of Local Assistance administers the local assistance subvention budget under delegated authority from the Commission. The Commission provides an annual lump sum allocation consistent with each Fiscal Year's Budget Act. The Commission further delegates to the Department the authority to adjust allocations between categories, and the Department reports to the Commission if transfers in or out of an expenditure category exceed 10 percent of its allocation, per Commission Resolution G-01-08.

Attachment

LOCAL ASSISTANCE LUMP SUM ALLOCATIONS
Period Ending June 30, 2017
(Dollars in Thousands)

Reference No.: 3.13
October 18-19, 2017
Attachment

Fund Description	Total Sub-Allocations			Commission Allocation				Allocation Balance			Percent Sub- Allocated	Number of
	State	Federal	Total	State	Federal	Total		State	Federal	Total	Total	Total
Local Administered & Miscellaneous Programs												
Surface Transportation Block Grant Program (STBGP)[1]		240,096	240,096		485,811	485,811			245,715	245,715	49%	141
Surface Transportation Program State Match and Exchange	56,075		56,075	57,849		57,849	*	1,774		1,774	97%	137
Congestion Mitigation & Air Quality Program		212,339	212,339		474,871	474,871			262,532	262,532	45%	174
Freeway Service Patrol	25,479		25,479	25,479		25,479	*	0		0	100%	13
High Priority Projects/Demonstration Projects/Emergency Relief		70,754	70,754		247,068	247,068	*		176,314	176,314	29%	86
Miscellaneous	1,000		1,000	3,250		3,250	*	2,250	-	2,250	31%	2
Bridge Programs												
Bridge Inspection	0		0	735		735	*	735		735	0%	0
National Highway Performance Program (NHPP) & RSTP Bridge[2]		186,292	186,292		319,162	319,162			132,870	132,870	58%	250
Rail Programs												
Railroad Grade Crossing Maintenance	3,663		3,663	3,765		3,765	*	102		102	97%	1
Railroad Grade Separation	0		0	15,000		15,000	*	15,000		15,000	0%	0
Safety Programs												
Highway Safety Improvement Program		56,789	56,789		75,926	75,926	*		19,137	19,137	75%	195
Systemic Safety Analysis Report Program	0		0	7,700		7,700	*	7,700		7,700	0%	0
Total Local Assistance Subvention Funds	86,217	766,270	852,487	113,778	1,602,838	1,716,616		27,561	836,568	864,129	50%	999

Notes

Allocations for state funds reflect the June 2016 Commission meeting vote, Item 2.5i, Resolution FM-16-03.
Allocations for federal funds reflect the October 2016 Commission meeting vote, Item 2.5h, Resolution FM-16-02.
The Allocation Balance is the difference between the Commission Allocations and the Total Sub-Allocations.
Total Sub-Allocations are from InfoAdvantage (accounting system).
Includes funding and projects that have been transferred to the Federal Transit Administration.
In accordance with Commission Resolution G-01-08, the Department reports when total transfers in or out of an expenditure category exceed 10 percent of its allocation.

Assumptions:

* Indicates programs that were not discussed in Reference 3.13.
[1] STBGP consists of the Surface Transportation Program subvented to local agencies, less funding set-aside for off-system bridge projects.
[2] NHPP consists of on-system bridges (about $244 million) while RSTP bridge projects consist of off-system bridge (about $75 million).

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No: 3.14
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **THIRD QUARTER – BALANCE REPORT ON AB 1012 "USE IT OR LOSE IT" PROVISION FOR FEDERAL FISCAL YEAR 2015 UNOBLIGATED RSTP AND CMAQ FUNDS**

SUMMARY:

As of June 30, 2017, the Regional Surface Transportation Program (RSTP) has approximately $15.1 million and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) has approximately $24 million that are subject to reprogramming.

BACKGROUND:

The Intermodal Surface Transportation Efficiency Act was enacted in 1991, and was in effect for six years. During that time, the Regions only obligated 87 percent of their federal funding. The next Federal Highway Act, known as the Transportation Equity Act for the 21st Century (TEA-21), was signed into law in 1998. During the first two years of TEA-21, the Regions' obligation of federal funds declined to 41 percent. By October 1999, the Regions had accumulated a $1.2 billion backlog in federal apportionments and $854 million in Obligation Authority (OA).

Assembly Bill (AB) 1012 was enacted on October 10, 1999 (Chapter 783, Statutes of 1999), with a goal of improving the delivery of transportation projects and addressing the backlog of the Regions' federal apportionments and OA. AB 1012 states that RSTP and CMAQ funds not obligated within the first three years of federal eligibility are subject to reprogramming by the California Transportation Commission in the fourth year in order to prevent the funds from being lost by the state.

The annual notice to the Regions, under AB 1012 "Use It or Lose It" provisions for Federal Fiscal Year (FFY) 2015 (October 1, 2014 through September 30, 2015), was released on November 15, 2016. The total FFY 2015 funds identified as subject to reprogramming under the provisions of AB 1012 were approximately $75.9 million. This included approximately $37.3 million of RSTP funds and approximately $38.6 million of CMAQ funds. As of June 30, 2017, the RSTP amount has decreased to $15,116,330 and the CMAQ amount has decreased to $23,950,923.

The California Department of Transportation (Department) is responsible for monitoring and reporting unobligated balances. Each month, the Department provides notification to the Regions of the unobligated RSTP and CMAQ balances that have one year remaining under the AB 1012 guidelines. Beginning in FFY 2000, and continuing through FFY 2016, the Regions have delivered enough projects to obligate a minimum of 100 percent of the available OA. The Department anticipates to fully deliver for the 18th consecutive year.

Attachments

Apportionment Status Report
CMAQ and RSTP
as of June 30, 2017

AB 1012
Balances entering the 3rd Year
(from FFY 2015*)
Regional Report Summary

*Previously referred to as Cycle 18

Region	CMAQ Unobligated 06/30/2017 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2017 [2]	RSTP Unobligated 06/30/2017 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2017 [2]
Butte	1,251,731	-	-	-
Fresno	18,190,792	-	21,589,972	-
Kern	10,747,132	-	7,640,413	-
Kings	4,064,765	141,248	-	-
Los Angeles	36,038,375	-	127,981,441	-
Madera	5,707,316	456,788	-	-
Merced	4,493,780	-	-	-
Monterey[3]	-	-	1,177,181	-
Orange	66,179,509	-	26,696,609	-
Riverside	75,622,590	10,335,528	68,795,376	14,216,155
S. F. Bay Area (MTC)	(1,310,508)	-	(609,792)	-
Sacramento (SACOG)	14,980,045	-	16,343,362	-
San Benito[3]	-	-	17,122	-
San Bernardino	78,367,621	12,816,852	52,098,057	900,175
San Diego	18,283,469	-	27,916,439	-
San Joaquin	9,752,656	-	9,480,234	-
San Luis Obispo	4,300,523	-	370,451	-
Santa Barbara[3]	-	-	1,068,539	-
Santa Cruz[3]	-	-	6,775	-
Stanislaus	8,576,890	-	7,142,961	-
Tahoe	2,281,679	-	2,023,231	-
Tulare	981,760	-	5,642,544	-
Ventura	16,404,566	-	13,588,037	-
Rural Counties & SCAG	6,327,916	200,507	3,696,465	-
TOTAL	381,242,607	23,950,923	392,665,417	15,116,330

Footnotes:

Balances in the 3rd year (October 1, 2016) are subject to reprogramming on November 1, 2017. These balances include the Federal Fiscal Year (FFY) 2016 "Actual" apportionments (dated October 18, 2016), FFY 2017 "Estimated" apportionments (dated November 4, 2016) and the adjustment for FFY 2013 RSTP "Actual" apportionments (dated May 6, 2014). The FFY 2013 CMAQ "Actual" apportionments adjustments were made in the October 31, 2014 report.

[1] Indicates all apportionments not yet obligated.

[2] Totals reflect balances in the third year.

[3] These Regions are in air quality attainment and cannot use unobligated CMAQ apportionments, which are deobligations of closed out projects. It is anticipated that any CMAQ balance that accumulates in a Region in air quality attainment will be included in a future CMAQ rescission or transferred to another Region that over-delivered prior to the end of the current FFY.

Apportionment Status Report
CMAQ and RSTP
as of June 30, 2017

Reference No.: 3.14
October 18-19, 2017
Attachment 2

AB 1012
Balances entering the 3rd Year
(from FFY 2015*)
Rural Report Summary

*Previously referred to as Cycle 18

Region	CMAQ Unobligated 06/30/2017 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2017 [2]	RSTP Unobligated 06/30/2017 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2017 [2]
Rural County Information:				
Alpine	-	-	-	-
Amador[3]	-	-	-	-
Calaveras	740,514	-	-	-
Colusa	-	-	-	-
Del Norte	-	-	-	-
El Dorado	-	-	-	-
Glenn	-	-	-	-
Humboldt	-	-	-	-
Imperial (SCAG)	2,257,086	-	2,696,327	-
Inyo	-	-	137	-
Lake	-	-	-	-
Lassen	-	-	-	-
Mariposa	892,522	193,007	-	-
Mendocino	-	-	-	-
Modoc	-	-	-	-
Mono	-	-	-	-
Nevada	1,543,995	-	-	-
Placer	-	-	-	-
Plumas	-	-	-	-
Shasta	-	-	-	-
Sierra	-	-	-	-
Siskiyou	-	-	-	-
Tehama	886,299	-	1,000,000	-
Trinity	-	-	-	-
Tuolumne[3]	7,500	7,500	-	-
Rural Combined Totals:	6,327,916	200,507	3,696,465	-

Footnotes:

Balances in the 3rd year (October 1, 2016) are subject to reprogramming on November 1, 2017. These balances include the Federal Fiscal Year (FFY) 2016 "Actual" apportionments (dated October 18, 2016), FFY 2017 "Estimated" apportionments (dated November 4, 2016) and the adjustment for FFY 2013 RSTP "Actual" apportionments (dated May 6, 2014). The FFY 2013 CMAQ "Actual" apportionments adjustments were made in the October 31, 2014 report.

[1] Indicates all apportionments not yet obligated.

[2] Totals reflect balances in the third year.

[3] These Regions are in air quality attainment and beginning with FFY 2016 will no longer receive new CMAQ funding. These Regions can use these unobligated CMAQ apportionments prior to their AB 1012 reprogramming date or contribute to a federal rescission.

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 3.15
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation Programming

Subject: **UPDATE TO THE FINAL RIGHT OF WAY EXPENDITURE REPORT FOR THE STIP JAMESON CANYON WIDENING-SEGMENT 1 AT CONSTRUCTION CONTRACT ACCEPTANCE**

SUMMARY:

The California Department of Transportation (Department) is presenting an update to the Final Right of Way Expenditure Report for State Transportation Improvement Program (STIP) projects at the time of Construction Contract Acceptance (CCA) to the California Transportation Commission (Commission) which was originally submitted at the June 2017 Commission meeting as an informational item.

BACKGROUND:

Current STIP Right of Way reporting policy, adopted by the Commission in August 2014, requires the reporting of Department-administered STIP Right of Way capital and support expenditures at the time of CCA. This policy is consistent with Senate Bill 853, which was signed by the Governor in June 2014.

At the June 2017 Commission meeting, the Department presented final expenditure details for 16 STIP projects that have reached the CCA milestone. Included in the list was the Jameson Canyon – Segment 1 (PPNO 0367D) project. That project was inadvertently reported to have yielded contract close-out savings of $2,019,000 to the Napa County Regional Improvement Program (RIP) shares. In reality, however, these funds are still needed to pay for off-site mitigation measures once an agreement is finalized between the Napa County Open Space District, the US Fish and Wildlife and the Department. The Department anticipates that such agreement to be finalized by December 2017.

The table on the following attachment shows the changes in strikethrough and bold.

Attachment

Final Right of Way Expenditure Report for STIP projects at Construction Contract Acceptance

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000)	County/Interregional Share Adjustments Compared to original programmed amout (R/W Support + Capital) (x $1,000)			Construction Contract Acceptance (CCA) Date
1	01	MEN	101	0125F							
	Project Title: Willits Bypass				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	12/22/16
	Program			RIP	$1,805	$1,805	$3,561	$0	$1,756 (Debit)	$1,756 (Debit)	
				IIP	$10,225	$10,225	$20,206	$0	$9,981(Debit)	$9,981(Debit)	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000)	County/Interregional Share Adjustments Compared to original programmed amout (R/W Support + Capital) (x $1,000)			Construction Contract Acceptance (CCA) Date
2	04	MRN	101	0360J							
	Project Title: Route 101 Marin Sonoma Narrows - Southerly Interchange at Redwood Landfill Road.				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	5/24/16
	Program			RIP	$10,849	$20,499	$20,478	$9,650 (Debit)	$9,629 (Debit)	$21 (Credit)	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000)	County/Interregional Share Adjustments Compared to original programmed amout (R/W Support + Capital) (x $1,000)			Construction Contract Acceptance (CCA) Date
3	04	SON	101	0789E							
	Project Title: Sonoma 101 at College Avenue				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	12/20/16
	Program			RIP	$3,650	$3,951	$3,986	$0	$0	$0 (< 20 %)	
				IIP	$1,000	$1,000	$997	$0	$0	$0 (< 20 %)	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000)	County/Interregional Share Adjustments Compared to original programmed amout (R/W Support + Capital) (x $1,000)			Construction Contract Acceptance (CCA) Date
4	04	SOL	12	0367D							
	Project Title: Jameson Canyon Widening - Segment 1				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	5/10/16
	Program			RIP (NAPA)	$6,490	$6,490	~~$4471~~ **$6,490**	$0	~~$2,019 (Credit)~~ **$0**	~~$2,019 (Credit)~~ **$0**	

IIP Interregional Improvement Program
RIP Regional Improvement Program

Final Right of Way Expenditure Report for STIP projects at Construction Contract Acceptance

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000)	County/Interregional Share Adjustments Compared to original programmed amout (R/W Support + Capital) (x $1,000)			Construction Contract Acceptance (CCA) Date
5	05	SLO	1	1845							
	Project Title: Estero Bluffs Corridor Enhancements				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	5/11/16
	Program			IIP	$200	$80	$77	$120 Credit	$123 Credit	$3 Credit	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000)	County/Interregional Share Adjustments Compared to original programmed amout (R/W Support + Capital) (x $1,000)			Construction Contract Acceptance (CCA) Date
6	05	MON	101	0058E							
	Project Title: San Juan Road Interchange				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	4/28/16
	Program			IIP	$18,450	$12,550	$7,508	$5,900 (Credit)	$10,942 (Credit)	$5,042 (Credit)	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000)	County/Interregional Share Adjustments Compared to original programmed amout (R/W Support + Capital) (x $1,000)			Construction Contract Acceptance (CCA) Date
7	05	SLO	46	0226G							
	Project Title: Route 46 Corridor Improvements (Whitley 2A)				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	8/15/16
	Program			IIP	$5,000	$4,125	$2,973	$0	$2,027 (Credit)	$2,027 (Credit)	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000)	County/Interregional Share Adjustments Compared to original programmed amout (R/W Support + Capital) (x $1,000)			Construction Contract Acceptance (CCA) Date
8	05	VAR	VAR	2272							
	Project Title: District 5 Vista Point Interpretive Displays				Programmed	Estimated Expenditures	Final Cost (CCA)	Share Adjustment at allocation	Additional Adjustment at CCA	Net Share Adjustment	4/25/16
	Program			IIP	$20	$17	$0	$0	$20 (Credit)	$20 (Credit)	

IIP Interregional Improvement Program
RIP Regional Improvement Program

Final Right of Way Expenditure Report for STIP projects at Construction Contract Acceptance

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000)	County/Interregional Share Adjustments Compared to original programmed amout (R/W Support + Capital) (x $1,000)			Construction Contract Acceptance (CCA) Date
9	06	MAD	99	5346							
	Project Title Avenue 12 Interchange				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	6/12/16
	Program			RIP	$2,023	$16,823	$22,118	$14,800 (Debit)	$20,095 (Debit)	$5,295 (Debit)	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000)	County/Interregional Share Adjustments Compared to original programmed amout (R/W Support + Capital) (x $1,000)			Construction Contract Acceptance (CCA) Date
10	06	KIN	198	A4360Y							
	Project Title Hanford Expressway Tree Planting				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	3/14/17
	Program			IIP	$5	$2	$3	$3 (Credit)	$2 (Credit)	$1 (Debit)	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000)	County/Interregional Share Adjustments Compared to original programmed amout (R/W Support + Capital) (x $1,000)			Construction Contract Acceptance (CCA) Date
11	06	TUL	99	6400A							
	Project Title Tulare to Goshen 6-Lane North Segment				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	6/27/16
	Program			RIP	$1,150	$890	$247	$260 (Credit)	$903 (Credit)	$643 (Credit)	
				IIP	$1,150	$890	$247	$260 (Credit)	$903 (Credit)	$643 (Credit)	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000)	County/Interregional Share Adjustments Compared to original programmed amout (R/W Support + Capital) (x $1,000)			Construction Contract Acceptance (CCA) Date
12	07	LA	5	0158K							
	Project Title I-5 HOV Lanes and HOV Connection at Route 5/170 Interchange.				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	7/25/16
	Program			RIP	$13,685	$13,685	$13,840	$0	$0	$0 (< 20 %)	

IIP Interregional Improvement Program
RIP Regional Improvement Program

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000)	County/Interregional Share Adjustments Compared to original programmed amout (R/W Support + Capital) (x $1,000)			Construction Contract Acceptance (CCA) Date
13	07	LA	5	4153							
	Project Title: I-5 South HOV Lanes - Segment 1				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	5/27/16
	Program			RIP	$3,348	$3,827	$3,825	$0	$0	$0 (< 20 %)	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000)	County/Interregional Share Adjustments Compared to original programmed amout (R/W Support + Capital) (x $1,000)			Construction Contract Acceptance (CCA) Date
14	10	MER	99	5401							
	Project Title: Freeway Upgrade and Plainsburg Road Interchange				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	5/10/16
	Program			IIP	$2,477	$2,477	$4,152	$0	$1,675 (Debit)	$1,675 (Debit)	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000)	County/Interregional Share Adjustments Compared to original programmed amout (R/W Support + Capital) (x $1,000)			Construction Contract Acceptance (CCA) Date
15	12	ORA	91	4587A							
	Project Title: Route 91 - Route 55/Tustin Interchange				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	10/31/16
	Program			RIP	$6,130	$8,647	$6,833	$2,517 (Debit)	$0	$2,517 (Credit)	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital) (x $1,000)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital) (x $1,000)	County/Interregional Share Adjustments Compared to original programmed amout (R/W Support + Capital) (x $1,000)			Construction Contract Acceptance (CCA) Date
16	12	ORA	74	4102							
	Project Title: Reconstruct I-5 / SR-74 Interchange				Programmed	Estimated Expenditures	Final Cost (CCA)	Previous Share Adjustment at allocation	Total Share adjustment at CCA	Net Share Adjustment	11/22/16
	Program			RIP	$31,753	$31,753	$32,525	$0	$0	$0 (< 20 %)	

IIP Interregional Improvement Program
RIP Regional Improvement Program

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 42

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017
Reference No: 2.3a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Thomas Bouquin, (Acting)
Chief Division of Design

Subject: **RESCINDING FREEWAY ADOPTION 11-SD-54 PM 6.7 to 16.9**
RESOLUTION HRU 17-01

RECOMMENDATION:

Submitted for transmittal to the California Transportation Commission (Commission) is the Rescission of Freeway Adoption Resolution HRU 17-01. The Department of Transportation (Department) recommends that the Commission approve Resolution HRU 17-01 to rescind the freeway adoption for State Highway Route 54 (SR-54) in the county of San Diego, Post Mile (PM) 6.7 to 16.9 in accordance with the recommendation of the Chief Engineer.

ISSUE:

On October 19, 2016, the Commission adopted Resolution NIU 16-02 to notify the public and all affected local, regional and State agencies of its intent to consider rescinding the freeway adoption for the unconstructed portion of SR-54 between State Route 125 (SR-125) and Interstate 8 (I-8) near 3rd Street. The resolution allowed the Department to issue a 60-day notification to the public, local, regional, and State agencies requesting additional information or comments regarding the rescission prior to the Commission's final consideration. The procedures for recycling, notifying the Commission's intention to consider rescinding a freeway route adoption and disposing of acquired right of way, were established by the Commission in Resolution No. G-15 adopted on November 17, 1978 and amended on February 29, 1980.

This report describes the current status of the unconstructed freeway and provides an evaluation of the proposed rescission and a summary of the results of the 60-day notification and comment period.

Recommended by: KARLA SUTLIFF
Chief Engineer

BACKGROUND

The Department in cooperation with local and regional agencies proposes to rescind the freeway route adoption for unconstructed portion of SR-54 between SR-125 and Interstate I-8 near 3rd Street (PM 6.7 to 16.9) in San Diego County. There are no local or regional studies contemplating building the unconstructed portion of SR-54 between SR-125 and I-8. The County of San Diego has deleted unconstructed expressway/freeway alignment from their GP2020 General Plan Circulation Element with the support of both Spring Valley and Valle de Oro communities. The Commission approved Resolution NIU 16-02, Notice of Intent to Unadopt, on October 19, 2016. The Department then notified all affected local and regional agencies of the intent to rescind this route. Once the route rescission is approved, the Department's responsibility is to dispose of the excess land.

SR-54 is a major east-west facility serving an urban area within the southwest region of San Diego County. Legislative Route 54 (formerly Legislative Route 280) was created as part of the California Freeway and Expressway System in 1959. The route primarily serves intraregional traffic, providing access to National City, Chula Vista, Bonita, Spring Valley, Rancho San Diego, and El Cajon.

SR-54 is comprised of two separate alignments (see Rescission Map).

The first alignment is comprised of two constructed, State owned and operated segments, Segments 1 and 2, and an unconstructed segment, Segment 3. Segment 1 is the 2.3-mile long section from Interstate 5 (I-5) to 0.4 mile east of Interstate 805 (I-805) and Segment 2 is the 4.4-mile long section from 0.4 mile east of I-805 to State Route 125 (SR-125). Both Segments 1 and 2 are classified as a six-lane divided freeway. Segment 3 spanning between SR-125 to Interstate 8 (I-8) near 3rd Street was adopted on April 20, 1963 but never constructed. This 10.2 mile long unconstructed portion of SR-54 is part of County Route 17 (S17).

The second alignment (Segment 3SA) is a three-mile State owned and operated conventional highway (PM T11.0 to T14.2) from SR-94 to the southern city limits of El Cajon. In 1999, the State relinquished a portion (PM T14.2 to T16.3) of the second alignment, from southern city limits of the City of El Cajon to the intersection of I-8 near 2nd Street.

It has been determined that construction of Segment 3 is no longer deemed necessary and has been removed from the Regional Transportation Plan. Furthermore, the SR-54 East Corridor Study developed by the San Diego Association of Governments (SANDAG) in 2005 states: "The planned improvements in the County of San Diego and the City of El Cajon circulation elements are adequate to handle the study area traffic in the horizon year of 2030. A new expressway or freeway is not warranted." There is no need to improve adjacent facilities, as they are adequate for handling existing and projected future traffic volumes.

The portion of SR-54 to be deleted from the State Highway System is the adopted, unconstructed, freeway/expressway alignment from SR-125 to the intersection with I-8 (Segment 3). The portion

of existing conventional highway SR-54 along Jamacha Road, between SR-94 and the southern city limits of the City of El Cajon (Segment 3SA), is not proposed for deletion. The County of San Diego has widened and improved portions of Jamacha Road to serve the ultimate traffic demand in that area. The Department plans to relinquish this portion of the route to the County of San Diego in the future.

The October 2014 Transportation Concept Report (TCR) recommends that the unconstructed portion of the SR-54, Segment 3, be rescinded and deleted from the State Highway System. Furthermore, there is a lack of community support to construct a freeway/expressway on a new alignment by extending existing SR-54 between SR-125 and I-8.

Rescission of the freeway adoption for SR-54 will allow the sale of excess lands. The unneeded right of way will make available excess land allowing for further community development, promoting economic growth and will have a positive impact for the community. If the Department retains the excess land, there will be ongoing costs for maintenance, including weed abatement, public dumping, and liability concerns.

On May 16, 2017, the Department concluded a 60-day public comment period regarding the Commission's Resolution NIU 16-02. A public notice detailing the proposal, availability of documents regarding the proposal and the process of solicitation of public comment were published in the San Diego Union-Tribune on March 17, 2017. Notification letters were also sent to local agencies and a letter was sent to the State Clearinghouse requesting that the public notices be routed to all relevant State agencies for their review and comment.

Notification letters were sent or routed to the following entities: San Diego Association of Governments, City of El Cajon, County of San Diego, Air Resources Board, California Emergency Management, California Highway Patrol, Department of Conservation, Fish and Game Region #5, Department of Forestry and Fire Protection, Housing and Community Development, Native American Heritage Commission, Office of Historic Preservation, Office of Public School Construction, Department of Parks and Recreation, Public Utilities Commission, Regional Water Quality Control Board #9, State Water Resources Control Board: Water Quality, Department of Water Resources. In addition, the Department sent notification letters to 21 schools within a two-mile radius of the proposed rescission.

During the public comment period, the Department received written comments from the City of El Cajon, County of San Diego, and the Department of Fish and Wildlife.

The City of El Cajon supports the rescission of the unconstructed portion of SR-54 within the City of El Cajon boundaries. The City believes the disposition of the undeveloped parcels will contribute to economic development opportunities and result in better utilization of the lands.

The County of San Diego had previously submitted two comment letters dated June 15, 2009, and October 21, 2014 regarding the rescission of the unconstructed portion of SR-54. The County continues to support the rescission with condition that the existing portion of SR-54 be retained between State Route 94 and the City of El Cajon (Segment 3SA), as proposed by the Department.

The County is also interested in acquiring excess properties once the rescission process is completed.

The Department of Fish and Wildlife responded that they had no comments to provide and no interest in purchasing any of the properties.

In addition to the written comments, the Department received an e-mail from the City of Chula Vista requesting a copy of documents regarding the proposal. The City did not provide comments in support or against the proposal.

If rescinded by the Commission, the surplus rights of way will be disposed of pursuant to applicable statutes and established Commission and Department policies and procedures.

In accordance with Resolution NIU 16-02, the Department recommends the freeway adoption be rescinded immediately.

Attachments:

Resolution HRU 17-01
Rescission Map
Copy of Public Notice Advertisement for NIU 16-02

CALIFORNIA TRANSPORTATION COMMISSION

Rescission of Freeway Adoption
11-SD-54 PM 6.7/16.9

Resolution HRU 17-01

WHEREAS, a location for State Highway Route 54 was adopted and declared a freeway on August 20, 1963, in San Diego County between State Route 125 (SR-125) and Interstate 8 (I-8) near 3rd Street; and

WHEREAS, a portion of the aforementioned freeway from SR-125 to 1-8 near 3rd Street is not likely to be constructed as a freeway within the foreseeable future because of lack of operational need, local support and funding; and

WHEREAS, retention of the freeway may not be desirable and would subject the California Transportation Commission (Commission) to possible future expense for acquisition and maintenance of property or future expense for acquisition of property on a hardship basis; and

WHEREAS, there is excess rights of way to dispose of; and

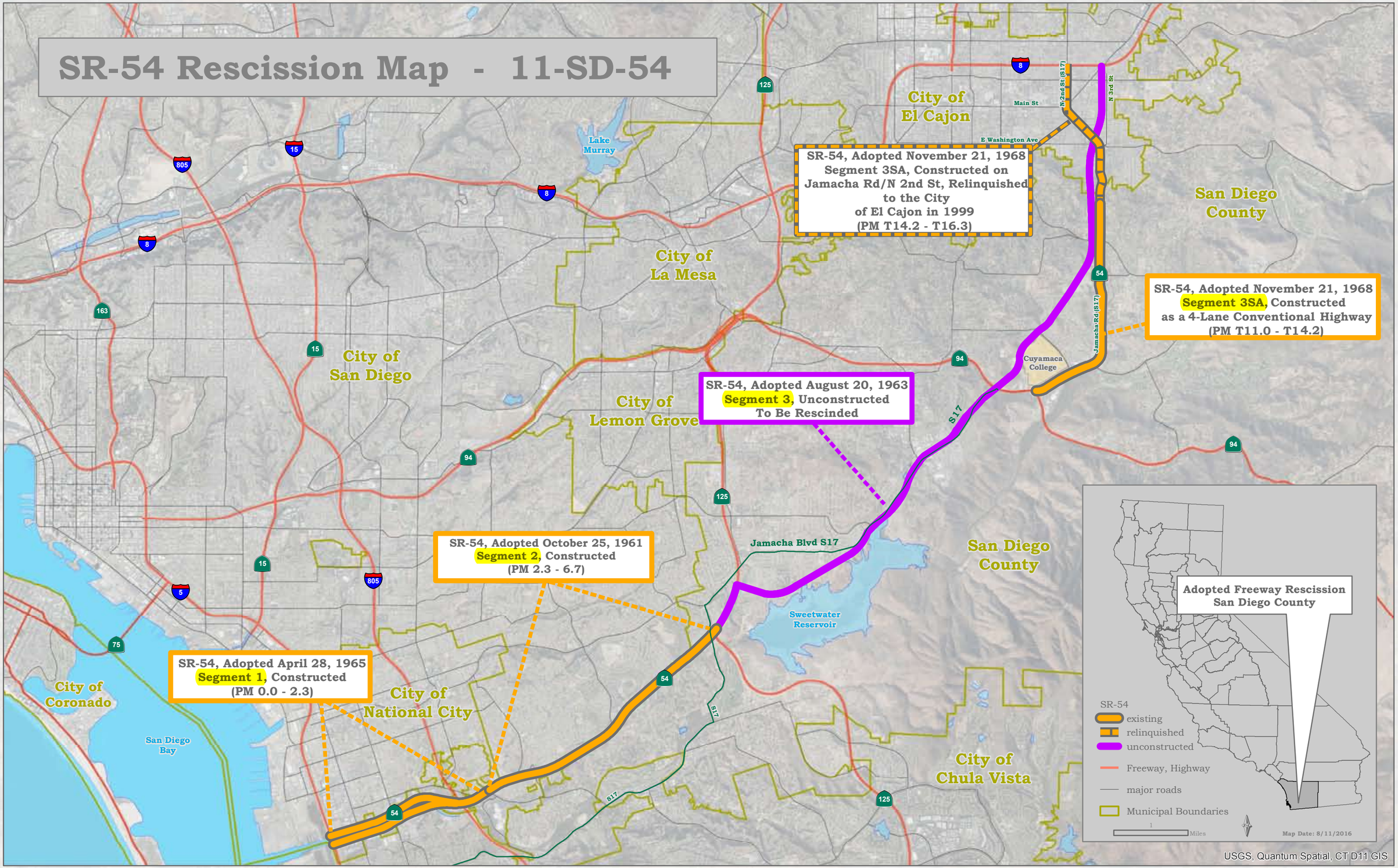
WHEREAS, on October 19, 2016 the Commission adopted Resolution NIU 16-02 to notify all affected local, regional and State agencies of its intent to consider rescinding the freeway adoption of State Highway Route 54 in the county of San Diego, from SR-125 to I-8 near 3rd street; and

WHEREAS, Resolution NIU 16-02 also allowed the affected local, regional and State agencies to submit within 60 days any additional information prior to the Commission's final consideration to rescind freeway adoption of State Highway Route 54.

NOW, THEREFORE, BE IT RESOLVED by the Commission that pursuant to the authority vested in it by law, this Commission does hereby rescind the freeway adoption of State Highway Route 54 in the county of San Diego, from SR-125 to I-8 near 3rd Street, effective immediately as shown on the Route Rescission Map; and

BE IT FURTHER RESOLVED that the existing operational locations of State Highway Route 54 between Interstate 5 to SR-125, and a portion on a separate alignment between State Road 94 and the southern city limits of El Cajon shall be retained and unaffected by this action.

SR-54 Rescission Map - 11-SD-54



State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 43

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 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-17-59, E-17-60, E-17-61, E-17-62, E-17-63, E-17-64, E-17-66 and E-17-67?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolutions E-17-59, E-17-60, E-17-61, E-17-62, E-17-63, E-17-64, E-17-66, and E-17-67.

BACKGROUND:

03-Sut-99, PM 39.2/41.4
RESOLUTION E-17-59

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- State Route 99 (SR 99) in Sutter County. Construct roadway improvements in the city of Live Oak. (PPNO 8378 & 8381)

This project, located in the city of Live Oak in Sutter County proposes to rehabilitate Live Oak Boulevard (SR 99). The project consists of three projects combined into one. The project is not fully funded and is currently programmed in the 2016 State Highway Operation and Protection Program (SHOPP) and the Local Assistance program for an estimated total cost of $37.4 million, which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in Fiscal Year 2019-20. 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 1

04-Mrn-1, PM 24.67
RESOLUTION E-17-60

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 1 (SR 1) in Marin County. Replace existing culvert and construct roadway improvements on SR 1 near the town of Olema. (PPNO 4S780)

This project, located near the town of Olema in Marin County proposes to remove two undersized and damaged culverts on SR 1. The project is fully funded and programmed in the 2016 SHOPP for an estimated total cost of $7.14 million, which includes 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 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

04-Sol-12, PM 24.3/25.2
RESOLUTION E-17-61

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 12 (SR 12) in Solano County. Construct intersection improvements on SR 12 at Church Road near the city of Rio Vista. (EA 04-0G0500)

This project, located northwest of the city of Rio Vista in Solano County, proposes to construct turn lanes and road shoulders on SR 12, a two lane highway. The project funding will come from local sources estimated at $4.6 million, which includes Construction (capital and support) and Right -of -Way (capital and support). The project is not programmed. Construction is estimated to begin in Fiscal Year 2018-19.

A copy of the ND has been provided to Commission staff. The project will result in less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 3

05-Mon-1, PM 2.5/67.3
RESOLUTION E-17-62

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 1 (SR 1) in Monterey County. Replace seven culverts along a portion of SR 1 in Monterey County. (PPNO 2478)

This project proposes to replace culverts at various locations on State Route 1 in Monterey County. The project is fully funded and programmed in the 2016 SHOPP for $6.3 million which includes Construction (capital and support) and Right-of-Way (capital and support). The project is estimated to begin construction 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, removed seacliff buckwheat will be replaced at a 2:1 ratio, replacement plantings for impacted native trees and shrubs, restoration of any disturbed California red-legged frog habitat, and stockpiling of excavated topsoil to be used in restoration of riparian plant species. As a result, an MND was completed for this project.

Attachment 4

06-Fre-168, PM 36.0/65.9
RESOLUTION E-17-63

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 168 (SR 168) in Fresno County. Construct roadway improvements and culvert rehabilitation on a portion of SR 168 in Fresno County. (PPNO 3484)

These projects, located in Fresno County, combine roadway rehabilitation and drainage culvert repair projects on SR 168. The proposed projects will repair, upgrade and/or replace drainage inlets at 59 locations, repair failed pavement areas and upgrade metal beam guard rails. These projects are fully funded and programmed in the 2016 SHOPP for a combined cost of $25.7 million which includes 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 MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: biological and cultural resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, environmentally sensitive area fencing, nest-protection buffers, biological monitoring by a qualified biologist, and monitoring during construction by a Caltrans archeologist and Native American monitor. As a result, an MND was completed for this project.

Attachment 5

09-Inv-6, PM 4.3/8.4, 09-Mno-6, PM 0.0/0.8
RESOLUTION E-17-64

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 6 (SR 6) in Inyo and Mono Counties. Construct roadway improvements including shoulder widening on a portion of SR 6 near the city of Bishop. (PPNO 0660)

This project proposes to widen shoulders and add rumble strips on SR 6, near Bishop in Inyo and Mono counties. This project is fully funded and programmed in the 2016 SHOPP for $6.2 million which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated 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 MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, preconstruction surveys for migratory birds and the California Burrowing Owl, and an on-site biological monitor if Swainson's hawks are observed. As a result, an MND was completed for this project.

Attachment 6

12-Ora-133, PM 3.1/3.6
RESOLUTION E-17-66

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 133 (SR 133) in Orange County. Construct roadway improvements to a portion of SR 133 in the city of Laguna Beach. (PPNO 4793)

This project, located in Orange County, proposes to extend the north and southbound acceleration lanes on SR 133 and re-align the El Toro Road westbound turn lane in the city of Laguna Beach. The project is fully funded and programmed in the 2016 SHOPP for $9,991,000. The project is estimated to begin construction in Fiscal Year 202-21.
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, paleontological resources, and geology and soils. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, Environmentally Sensitive Areas shall be fenced, a biologist will monitor construction activities within the vicinity of California Sagebrush-California Buckwheat, a weed abatement plan shall be implemented, a Paleontological Mitigation Plan shall be prepared, and a site specific soils report shall be prepared prior to the final design of the retaining wall. As a result, an MND was completed for this project.

Attachment 7

12-Ora-55, PM 6.4/10.3
RESOLUTION E-17-67

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 55 (SR 55) in Orange County. Widen a portion of SR 55 in the cities of Irvine, Santa Ana, and Tustin. (PPNO 3483)

This project proposes to add additional lanes on State Route 55, between the cities of Santa Ana and Tustin in Orange County. This project includes a second HOV lane and a general purpose lane in both directions. Auxiliary lanes at different locations are also proposed. The project is fully funded and programmed in the 2016 SHOPP for $46.8 million. The total cost of the project is estimated at $256.5 million and estimated to begin construction in Fiscal Year 2019-20. 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: traffic and transportation/pedestrian, and hazardous waste. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, a Transportation Management Plan will be prepared, a public information/public awareness campaign will be implemented, project will comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit, and Design Pollution Prevention BMPs will be implemented. As a result, an MND was completed for this project.

Attachment 8

Attachment 1

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
03-Sut-99, PM 39.2/41.4
Resolution E-17-59

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 99 (SR 99) in Sutter County. Construct roadway improvements in the city of Live Oak. (PPNO 8378 & 8381)

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

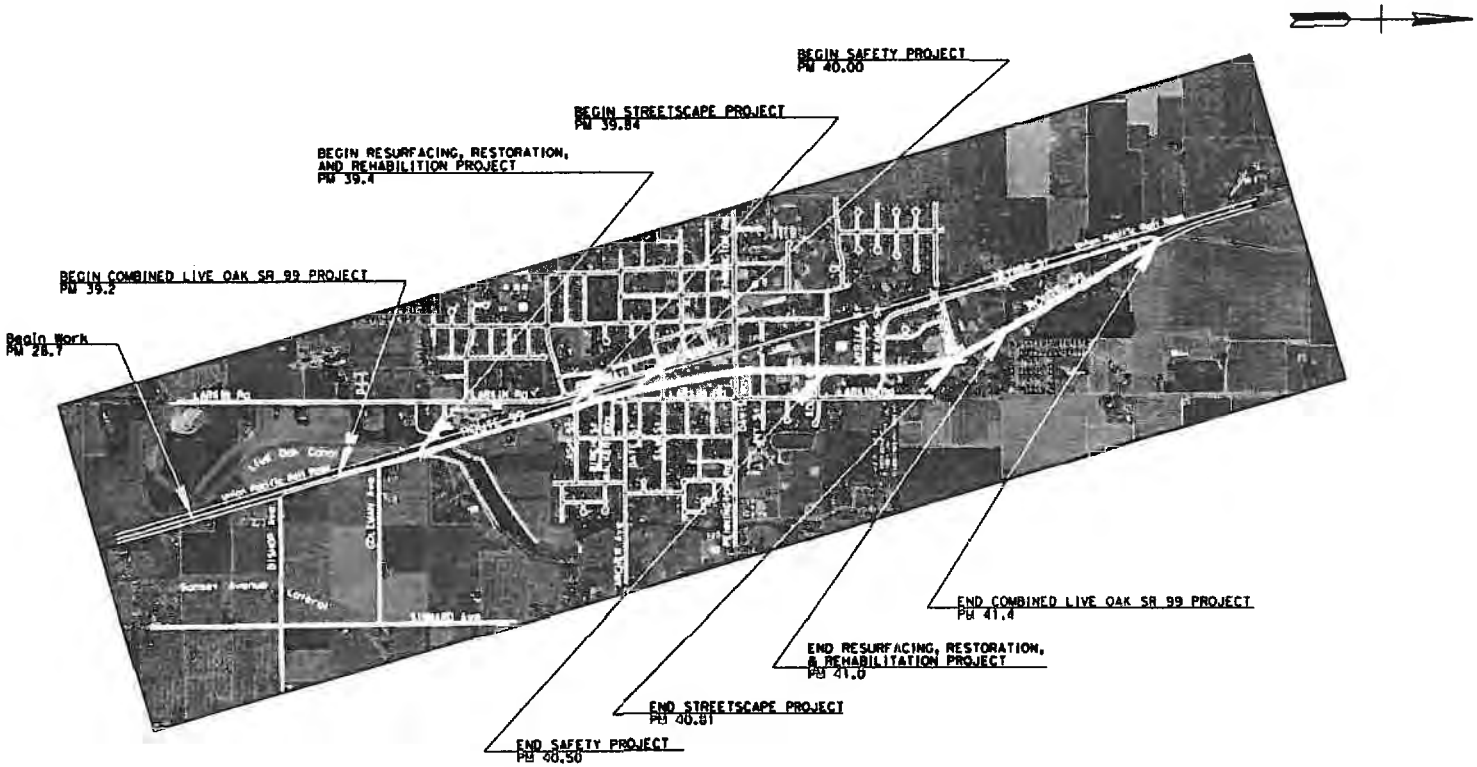
1.4 **WHEREAS,** the project will not have a significant effect on the environment.

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.

District 3 - Sutter – Route 99 - Begin Post Mile 39.2 / End Post Mile 41.4
EA 03-3F990 – Project # 0314000005
EA 03-3F990 – PPNO 8376 - 20.30.010.810 – Local Assistance Surface Transportation Program
EA 03-1H150 – PPNO 8378 – 40.50.201.120 – Transportation Planning Roadway Rehabilitation
EA 2H230 – PPNO 8381 – 20.10.201.010 – SHOPP Safety Improvements
July / 2017

VICINITY MAP

STATE ROUTE 99 LIVE OAK STREETSCAPE, SAFETY, AND REHABILITATION PROJECT IN SUTTER COUNTY FROM POST MILE39.2 TO 41.4



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: Live Oak Streetscape Project

2017062024	Maggie Ritter	(530) 521-1681
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): SR 99 in Sutter County.

Project Description: Construct roadway improvements including landscaping on a portion of SR 99.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on October 18-19, 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:

Attachment 2

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
04-Mrn-1, PM 24.67
Resolution E-17-60

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 1 (SR 1) in Marin County. Replace existing culvert and construct roadway improvements on SR 1 near the town of Olema. (PPNO 4S780)

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.

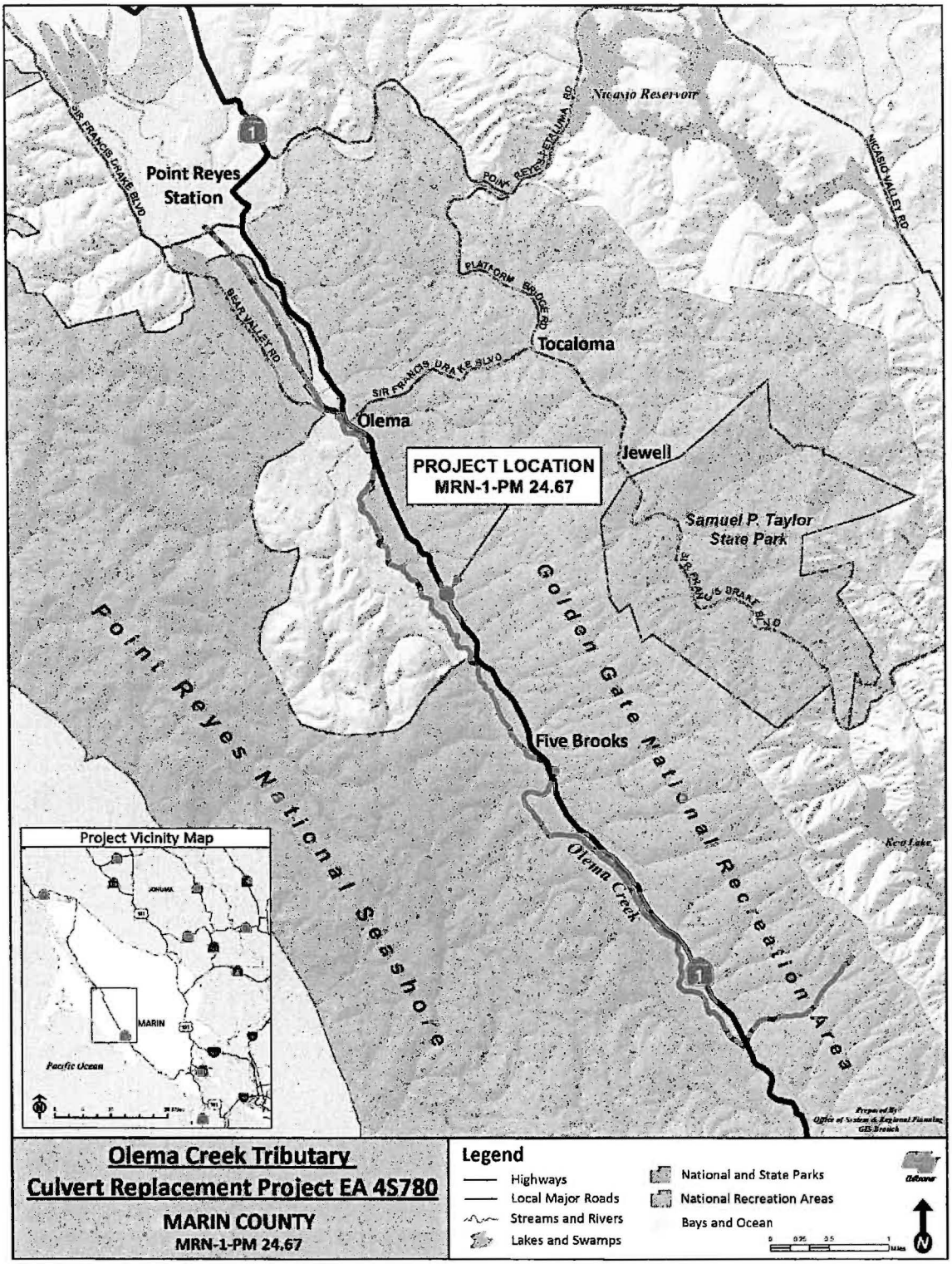


Figure 1. Olema Creek Tributary Culvert Replacement Vicinity Map

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: Olema Creek Tributary Culvert Replacement Project

2016042073	Eric DeNardo	(510) 286-5645
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): SR 1 in Marin County.

Project Description: Replace existing culvert and construct roadway improvements on a portion of SR 1 in Marin County.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on October 18-19, 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. 4, 111 Grand Ave, Oakland CA, 94612

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

Attachment 3

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
04-Sol-12, PM 24.3/25.2
Resolution E-17-61

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 12 (SR 12) in Solano County. Construct intersection improvements on SR 12 at Church Road near the city of Rio Vista. (EA 04-0G0500)

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

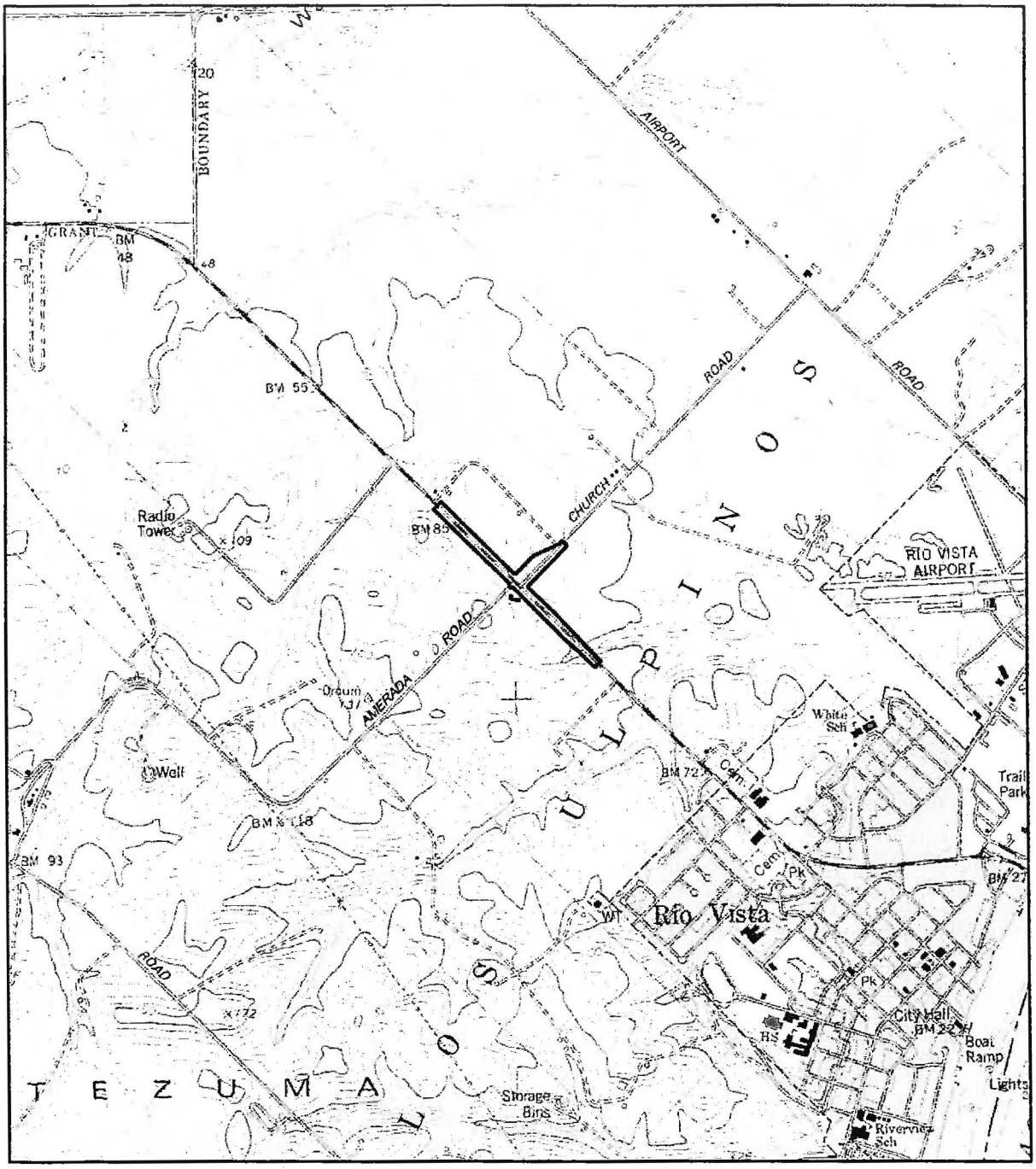
1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and

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 3

SR12/Church Road Intersection Improvements



Project Location

Kilometers
0 0.5 1
0 0.5 1
Miles

Project Location Figure 2

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 12/Church Road Intersection Improvements Project

2017012038	Zachary Gifford	(510) 286-5610
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): SR 12 in Solano County.

Project Description: Construct intersection improvements on SR 12 at Church Road.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on October 18-19, 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. 4, 111 Grand Ave, Oakland CA, 94612

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
05-Mon-1, PM 2.5/67.3
Resolution E-17-62

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 1 (SR 1) in Monterey County. Replace seven culverts along a portion of SR 1 in Monterey County. (PPNO 2478)

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.

INDEX OF PLANS

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

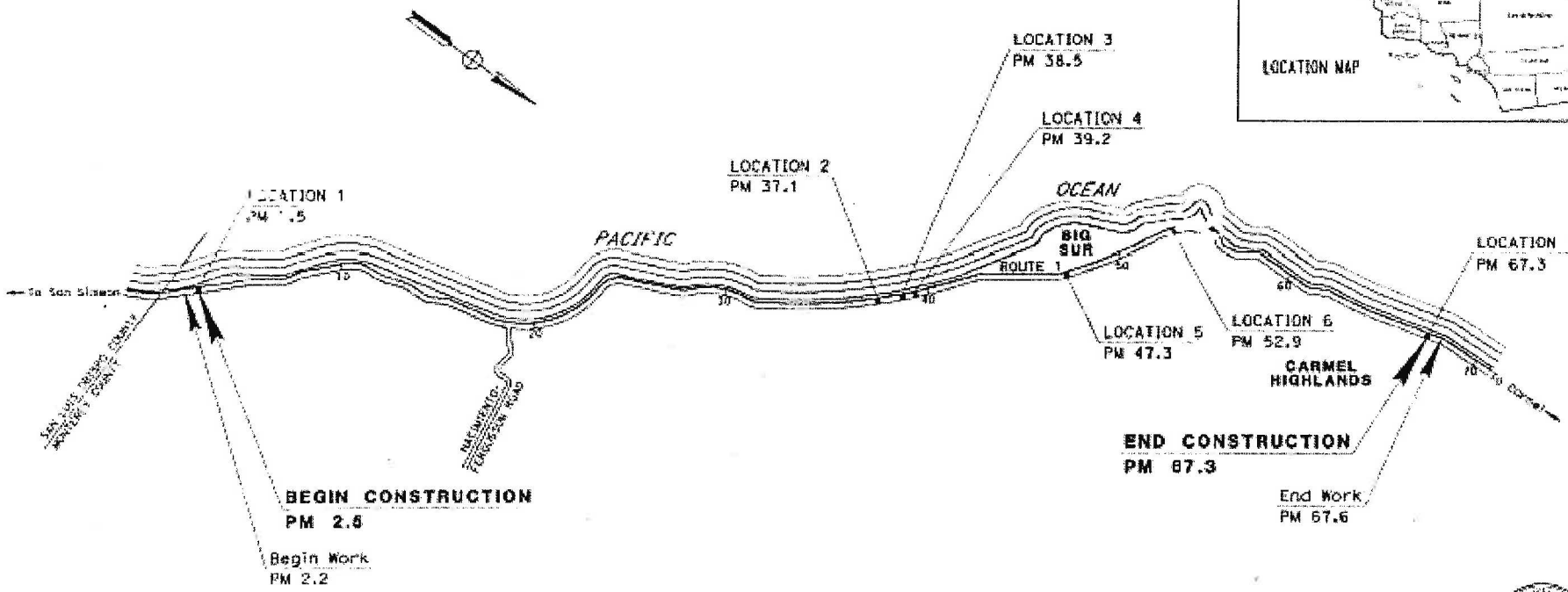
PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN MONTERY COUNTY AT VARIOUS LOCATIONS FROM 2.5 MILES NORTH OF THE MONTEREY/SAN LUIS OBISPO COUNTY LINE TO 0.6 MILE SOUTH OF MALPASO CREEK BRIDGE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2005

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
05	Mon	1	2.5/67.3		



NO SCALE

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

CONTRACT No.	05-1F0804
PROJECT ID	0513000052

ATTACHMENT 4

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: Monterey Highway 1 Culvert Replacement Project

2016021085	David Farris	(559) 445-6328
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): SR 1 in Monterey County.

Project Description: Replace seven culverts along a portion of SR 1 in Monterey County.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on October 18-19, 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 Dist. 5, 50 Higuera Street, San Luis Obispo, CA, 93401

Susan Bransen — Executive Director
Signature (Public Agency) Date — Title
CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
06-Fre-168, PM 36.0/65.9
Resolution E-17-63

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 168 (SR 168) in Fresno County. Construct roadway improvements and culvert rehabilitation on a portion of SR 168 in Fresno County. (PPNO 3484)

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

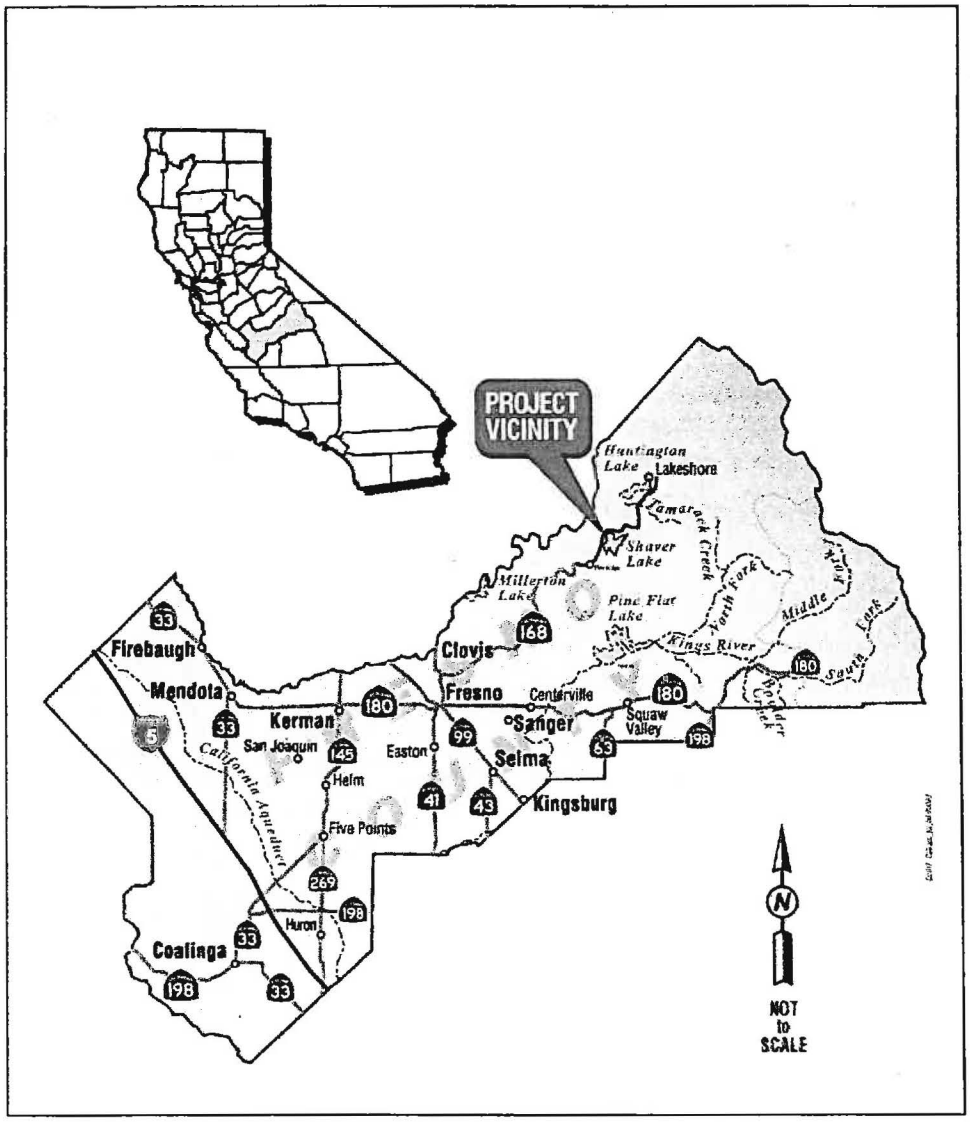
Project Description and Background

Project Title

Shaver to Huntington CAPM and Culvert Rehabilitation.

Project Location

The project is located on State Route 168 in Fresno County from west of Auberry Road to Kaiser Pass Road near Huntington Lake.



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: Shaver to Huntington CAPM and Culvert Rehabilitation Project

2017041055	Trais Norris	(559) 445-6447
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): SR 168 in Fresno County.

Project Description: Construct roadway improvements including culvert replacements along a portion of SR 168 in Fresno County.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on October 18-19, 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 Dist. 6, 855 M St., Suite 200, Fresno, CA, 93721

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
09-Iny-6, PM 4.3/8.4, 09-Mno-6, PM 0.0/0.8
Resolution E-17-64

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 6 (SR 6) in Inyo and Mono Counties. Construct roadway improvements including shoulder widening on a portion of SR 6 near the city of Bishop. (PPNO 0660)

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

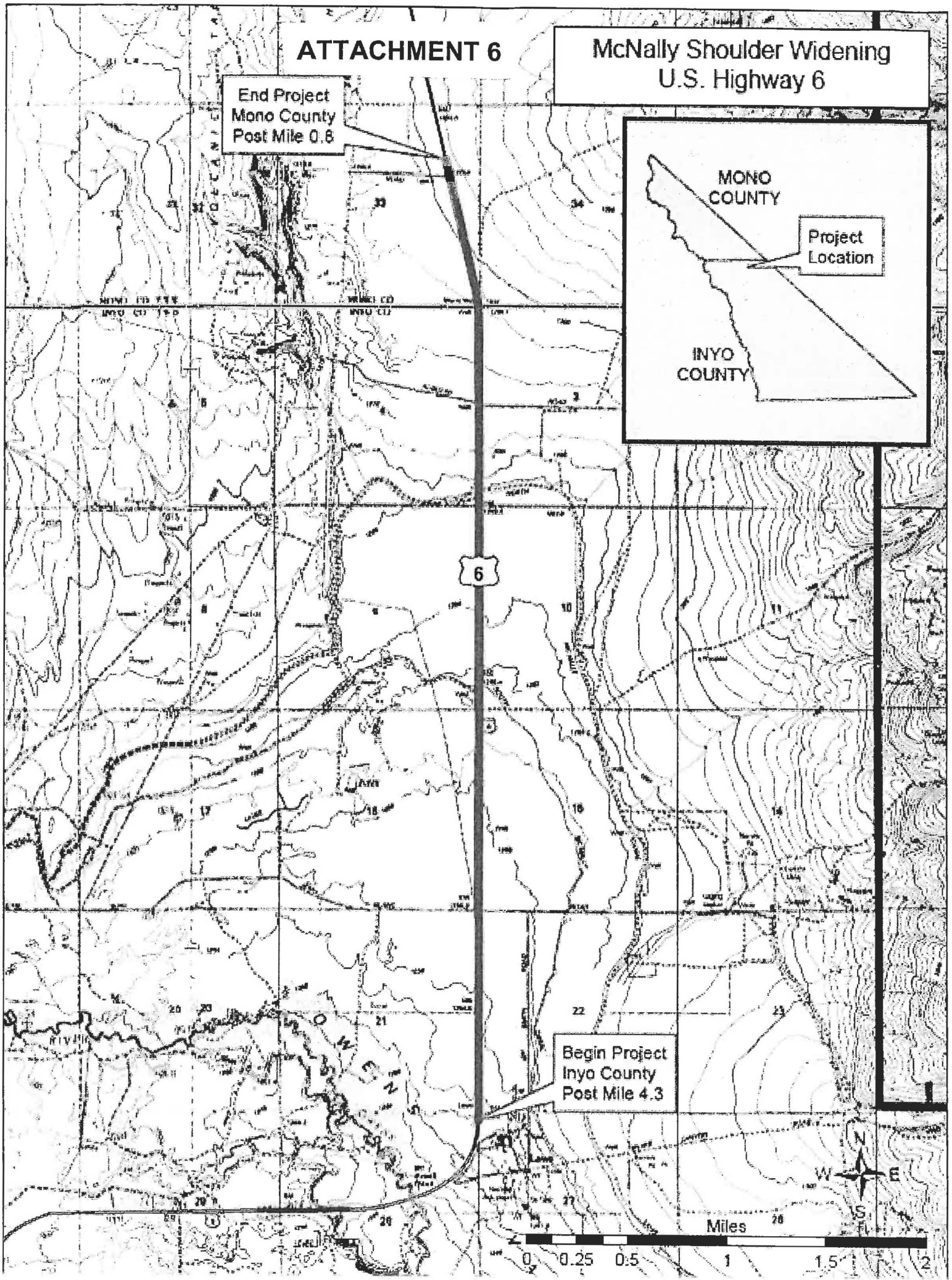
1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

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

McNally Shoulder Widening
U.S. Highway 6



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: McNally Shoulder Widening Project

2017071042	Angela Calloway	(760) 872-2424
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): United States Route 6 in Inyo and Mono Counties.

Project Description: Construct roadway improvements along a portion off U.S. 6 in Inyo and Mono Counties.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / X Responsible Agency)
on October 18-19, 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 Dist. 9, 500 S Main St., Bishop CA, 93514

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
12-Ora-133, PM 3.1/3.6
Resolution E-17-66

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:

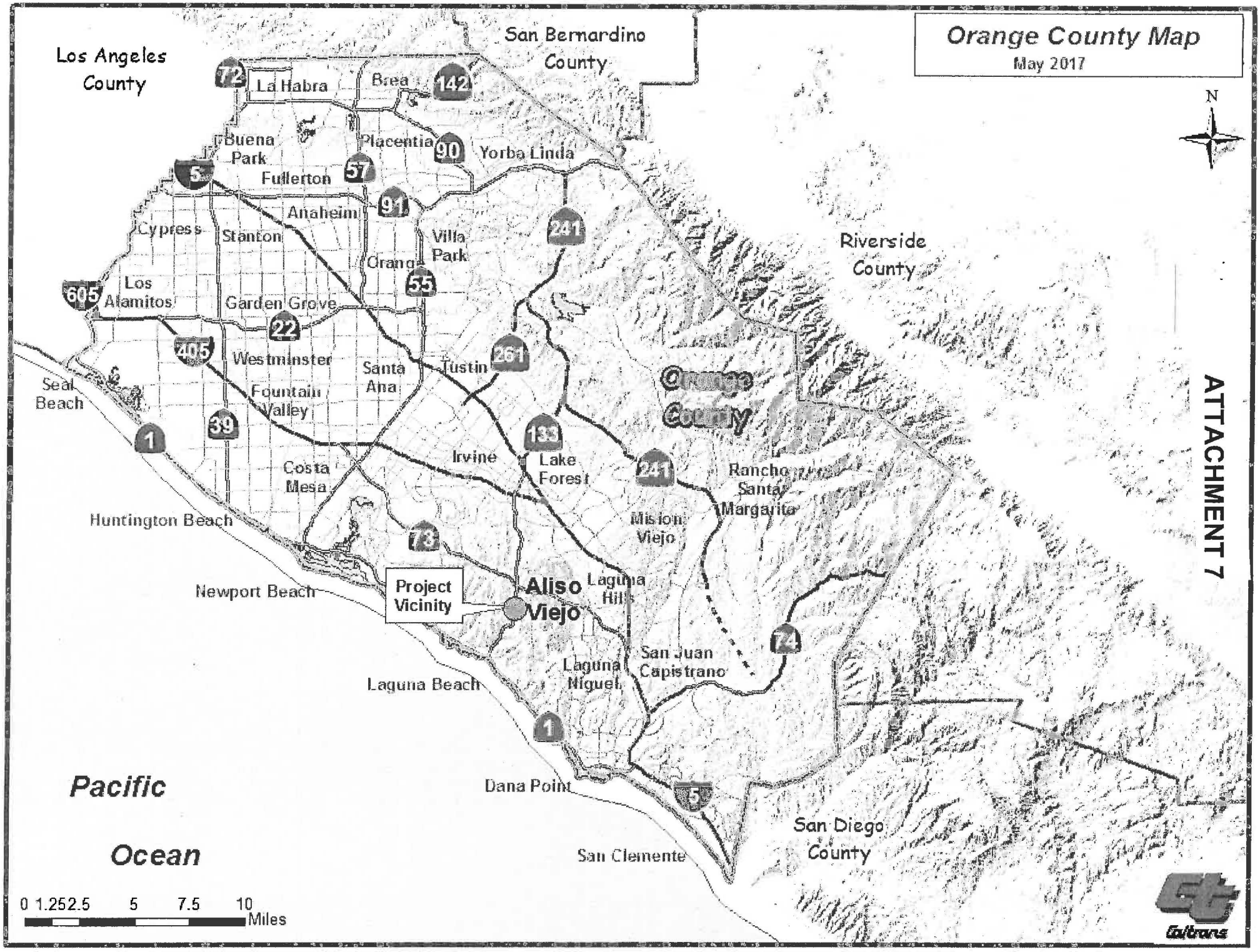
- State Route 133 (SR 133) in Orange County. Construct roadway improvements to a portion of SR 133 in the city of Laguna Beach. (PPNO 4793)

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 7

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 133 Safety Project

2017061065	Ed Dolan	(657) 328-6152
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): SR 133 in Orange County.

Project Description: Construct roadway and safety improvements along a portion off SR 133 in Orange County.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / X Responsible Agency)
on October 18-19, 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 Dist. 12, 1750 E. Fourth St., Santa Ana CA, 92705

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
12-Ora-55, PM 6.4/10.3
Resolution E-17-67

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 55 (SR 55) in Orange County. Widen a portion of SR 55 in the cities of Irvine, Santa Ana, and Tustin. (PPNO 3483)

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 8

LEGEND

Project Limits

FIGURE 1-1

State Route 55 (SR-55) Improvement Project between Interstate 405 (I-405) and Interstate 5 (I-5)

Project Location Map

0 1500 3000
FEET

SOURCE: Bing Maps (c. 2008); TBM (2008); HDR (9/2012)

12-ORA-55 PM 6.4/10.3
EA 0J3400/EFIS 1200020328

I:\HDR1102\GIS\ISEA_ProjectLocation.mxd (2/21/2014)

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 55 Improvement Project

2015111075	Ed Dolan	(657) 328-6152
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): SR 55 in Orange County.

Project Description: Widen a portion of SR 55 in both directions in Orange County.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on October 18-19, 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 Dist. 12, 1750 E. Fourth St., Santa Ana CA, 92705

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 44

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No: 2.3c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Thomas Bouquin, (Acting)
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-3994 – 01-Lak-20-PM 12.2
(Request No. 1247) – 2 Segments

Relinquishes right of way in the county of Lake along Route 20 at Nice-Lucerne Cutoff and Pyle Road, consisting of collateral facilities. The County, by cooperative agreement dated February 15 2011 agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

Resolution R-3942 – 04-Ala-92-PM 6.8/8.1
(Request No. 56117) – 1 Segment

Relinquishes right of way in the city of Hayward on Route 92 (Jackson Street) from Santa Clara Street to near Atherton Street, under terms and conditions as stated in the relinquishment agreement dated August 29, 2017, determined to be in the best interest of the State. Authorized by Chapter 451, Statutes of 2015, which amended Section 392 of the Streets and Highways Code.

Resolution R-3945 – 04-Ala-185-PM 0.4/0.9
(Request No. 56118) – 1 Segment

Relinquishes right of way in the city of Hayward on Route 185 (Mission Boulevard) from "A" Street to the Hayward city limits at Rose Street, under terms and conditions as stated in the relinquishment agreement dated August 29, 2017, determined to be in the best interest of the State. Authorized by Chapter 451, Statutes of 2015, which amended Section 485 of the Streets and Highways Code.

Resolution R-3946 – 04-Ala-238-PM 7.8/9.3
(Request No. 56119) – 1 Segment

Relinquishes right of way in the city of Hayward on Route 238 (Mission Boulevard) from the Hayward city limits to Industrial Parkway, under terms and conditions as stated in the relinquishment agreement dated August 29, 2017, determined to be in the best interest of the State. Authorized by Chapter 451, Statutes of 2015, which amended Section 538 of the Streets and Highways Code.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 45

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 2.3d.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Thomas Bouquin, (Acting)
Chief Division of Design

Subject: **VACATION RESOLUTION**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for the vacation resolutions that will abandon the public's right of use of highway facilities?

RECOMMENDATION:

The Department recommends that the Commission approve the vacation resolutions summarized below. It has been determined that the facilities in the vacation resolutions summarized below are not essential to the proper functioning of the State Highway System and may be disposed of by vacation. Upon the recording of the approved vacation resolutions in the county where the facilities are located, the public's right to use the facilities will be abandoned. The vacations comply with Sections 892, 8313 and 8330.5 of the Streets and Highways Code. Any exceptions or unusual circumstances is described in the summary.

RESOLUTION:

Resolution A908 – 02-Sha-299-PM 83.5/83.9
(Request No. 10786) - 1 Segment

Vacates right of way in the county of Shasta along Route 299 between Hat Creek Powerhouse No. 2 Road and Hat Creek Park at Hat Creek, consisting of highway right of way no longer needed for State highway purposes.

Resolution A909 – 02-Las-395-PM 52.3/52.6
(Request No. 10787) - 2 Segments

Vacates right of way in the county of Lassen along Route 395, between Janesville Grade and Lake Crest Road, consisting of stock trail easements no longer needed for State highway purposes.

Resolution A910 – 02-Tri-3-PM 30.9
(Request No. 10783) - 1 Segment

Vacates right of way in the county of Trinity along Route 3, 0.1 miles east of State Route 299, consisting of highway right of way no longer needed for State highway purposes.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 46

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 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-21565 through C-21572 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-21565 - Steve Disibio, an unmarried man
02-Teh-36-PM 36.7 - Parcel 14593-01, 01A, 02; 14594-01, 01A, 02 - EA 0H1109.
Right of Way Certification (RWC) Date: 12/04/17; Ready to List (RTL) Date: 01/04/18. Conventional highway - curve improvement. Authorizes condemnation of land in fee for a State highway, temporary easements for access to existing drainage easement, an easement for utility purposes to be conveyed to Pacific Gas & Electric, and underlying fee. Located in the city of Red Bluff at Melanie Lane and Meister Court. Assesor Parcel Numbers (APNs) 022-040-018; 022-230-063 -064.

C-21566 - Bruce Balderson
03-SJ-5-PM 49.7 - Parcel 36885-1, 2 - EA 3F0909.
RWC Date: 03/15/18; RTL Date: 04/15/18. Freeway - seismic retrofit on four bridges. Authorizes condemnation of a temporary construction easement for work site access during the construction process. Located near the city of Sacramento at Mokelumne River Bridge between Cameron Road and Interstate 5 (I-5). APN 001-110-22, -24.

C-21567 - Sutter Buttes, LLC, a California limited liability company
03-Sut-20-PM 7.0 - Parcel 36806-1 - EA 1A9209.
RWC Date: 03/15/18; RTL Date: 04/01/18. Conventional highway - resurfacing, restoration and rehabilitation project that proposes to rehabilitate pavement and widen shoulders to a standard 8 feet on State Route 20 in Sutter County. Authorizes condemnation of land in fee for a State highway. Located in the city of Yuba City at Southridge Boulevard. APN 13-270-122.

C-21568 - Teichert Land Co., a California corporation
03-Yub-20-PM 9.25 - Parcel 36790-1 - EA 2F3209.
RWC Date: 03/01/18; RTL Date: 03/15/18. Conventional highway - shoulder widening and upgrading roadway geometrics. Authorizes condemnation of land in fee for a State highway. Located near the city of Loma Rica at State Highway 20 and Kibbe Road. APN 006-100-132.

C-21569 - J&J Farms of Smartsville LLC, a North Carolina Limited Liability Company
03-Yub-20-PM 21.1 - Parcel 36667-1, 1A, 01-01, 01-01A - EA 2F5909.
RWC Date: 01/15/18; RTL Date: 02/01/18. Conventional highway - shoulder widening and curve improvement. Authorizes condemnation of land in fee for a State highway, underlying fee, and land in fee which is a remnant and would have little market value. Located in the city of Smartsville west of Smartsville Road. APN 006-280-045.

C-21570 - ZRP Burbank, LLC, a Delaware limited liability company
07-LA-5-PM 30.1 - Parcel 80284-1 - EA 1218W9.
RWC Date: 05/17/12; RTL Date: 05/23/12 (under construction). Freeway - add high occupancy vehicle lane and modify interchange. Authorizes condemnation of an easement for railroad purposes to be conveyed to Los Angeles County Metropolitan Transportation Authority. Located in the city of Burbank south of I-5, near North Victory Place, west of North Lake Street. APN 2462-017-020.

C-21571 - Saman Inc., a California corporation
07-LA-60-PM R2.8/11.7 - Parcel 80726-1, 2, 3 - EA 301109.
RWC Date: 02/28/18; RTL Date: 03/30/18. Freeway - rehabilitate freeway and ramp pavements and upgrade non-conforming curb ramps. Authorizes condemnation of a permanent easement for State highway purposes, a permanent easement for traffic signal devices, and a temporary easement for construction purposes. Located in the city of Rosemead at 939 San Gabriel Boulevard. APN 5275-014-062.

C-21572 - Maruti Construction and Management, LLC, a California limited liability company
11-Imp-8-PM 37.0 - Parcel 35508-1, 2, 3, 4, 5 - EA 410409.
RWC Date: 07/31/19; RTL Date: 08/30/19. Freeway - Reconstruct Interstate 8 (I-8) /Imperial Avenue Interchange. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, easements for utility purposes to be conveyed to Imperial Irrigation District and the City of El Centro, and land in fee to be conveyed to the City of El Centro for road purposes. Located in the city of El Centro, south of I-8, just west of South Clark Road and east of the Dahlia Lateral. APN 053-690-036.

Attachment

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21565

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 02-Teh-36-PM 36.7 PARCEL 14593-01, 01A, 02 & 14594-01, 01A, 02
OWNER: Steve Disibio, an unmarried man

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Pacific Gas & Electric for Utility purposes;

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

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

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

APPROVED AS TO FORM AND PROCEDURE

Attorney, Department of Transportation

APPROVAL RECOMMENDED

DIVISION OF RIGHT OF WAY

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

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Tehama, State of California, Highway 02-Teh-36 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
02	TEH	36	36.7	02-1500-0053

To: Lisa Harvey
R/W, District 02 (Redding)

From: Ed Gorge Jr.
R/W Engineering, District 02 (Redding)

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 parces in relation to the overall project
  - Detail Map (Exhibit B) – shows parcels in detail
- RON Legal Description for parcels: (3 pages)
  - 14593-01, 14593-01A, 14593-02, 14594-01, 14594-01A, 14594-02

The electronic files for the above listed information have been transmitted by ROWMIS and 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 SEPT 14, 2017

PROFESSIONAL LAND SURVEYOR
Ed Gorge Jr.
Exp: Dec 31, 2017
PLS 7541
STATE OF CALIFORNIA

PARCELS 14593-01 AND 14594-01:

For State highway purposes, that portion of the northeast quarter of Section 4, T. 27 N., R. 4 West, M.D.M. described in the deed to STEVE DISIBIO, AN UNMARRIED MAN recorded November 26, 1997 in Book 1754 at page 518, Official Records of Tehama County, lying within a 130 foot wide strip of land, being 70.00 feet northerly and 60.00 feet southerly of the line described as follows:

Commencing at the Bench Mark Survey Disk set in the top of a concrete post and stamped "NN-842 1948" as shown on the map filed July 17, 2008 in Book BB of Maps at pages 131-132, Tehama County Records, from which a Standard California Division of Highways Survey Disk set in the top of a concrete post and stamped "GREEN 1972" as shown on said map, bears S 88°36'16" E, 3488.19 feet;

thence, N 55°27'26" E, 285.08 feet to the POINT OF BEGINNING of this line;

thence, N 72°42'10" E, 239.36 feet;

thence, N 72°34'36" E, 483.00 feet;

thence, along a tangent curve to the right, having a radius of 1,000.00 feet, through an angle of 21°32'28", a distance of 375.96 feet;

thence, S 85°52'56" E, 694.57 feet;

thence, along a tangent curve to the right, having a radius of 1,350.00 feet, through an angle of 11°13'51", a distance of 264.62 feet;

thence, S 74°39'05" E, 431.63 feet;

thence, S 75°01'14" E, 169.13 feet to the POINT OF TERMINATION of this line.

Bearings and distances are based on the California Coordinate System of 1983(1991.35), Zone 1. Divide distances by 0.99993557 to obtain ground level distances.

EXCLUDING THEREFROM, that portion lying within the adjoining public way.

PARCELS 14593-01A AND 14594-01A:

For State highway purposes, that portion of the northeast quarter of Section 4, T. 27 N., R. 4 W., M. D. M. described in the deed to STEVE DISIBIO, AN UNMARRIED MAN recorded November 26, 1997 in Book 1754 at page 518, Official Records of Tehama County, lying within a 130 foot wide strip of land, being 70.00 feet northerly and 60.00 feet southerly of the line described as follows and also lying within the existing public way:

Commencing at the Bench Mark Survey Disk set in the top of a concrete post and stamped "NN-842 1948" as shown on the map filed July 17, 2008 in Book BB of Maps at pages 131-132, Tehama County Records, from which a Standard California Division of Highways Survey Disk set in the top of a concrete post and stamped "GREEN 1972" as shown on said map, bears S 88°36'16" E, 3488.19 feet;

thence, N 55°27'26" E, 285.08 feet to the POINT OF BEGINNING of this line;

thence, N 72°42'10" E, 239.36 feet;

thence, N 72°34'36" E, 483.00 feet;

thence, along a tangent curve to the right, having a radius of 1,000.00 feet, through an angle of 21°32'28", a distance of 375.96 feet;

thence, S 85°52'56" E, 694.57 feet;

thence, along a tangent curve to the right, having a radius of 1,350.00 feet, through an angle of 11°13'51", a distance of 264.62 feet;

thence, S 74°39'05" E, 431.63 feet;

thence, S 75°01'14" E, 169.13 feet to the POINT OF TERMINATION of this line.

Bearings and distances are based on the California Coordinate System of 1983(1991.35), Zone 1. Divide distances by 0.99993557 to obtain ground level distances.

PARCEL 14593-02:

A temporary easement for construction purposes and incidents thereto: That portion of the northeast quarter of Section 4, T. 27 N., R. 4 W., M. D. M. described in the deed to STEVE DISIBIO, AN UNMARRIED MAN recorded November 26, 1997 in Book 1754 at page 518, Official Records of Tehama County, lying within a 20 foot wide strip of land the southeasterly sideline of which is described as follows:

BEGINNING at a point on the northwesterly line of the drainage easement conveyed to the State of California by deed recorded November 13, 1978 in Book 766 of Official Records at page 294 that bears
S 74° 49′ 00″ W, 197.5 feet from the terminus of said northwesterly line;

thence, along said drainage northwesterly line, S 74° 49′ 00″ W, a distance of 174 feet to the POINT OF TERMINATION of this sideline.

The temporary easement shall cease and terminate upon the completion of construction or no later than December 31, 2019.

PARCEL 14594-02:

An easement for public utility purposes and incidents thereto in and to that portion of the northeast quarter of Section 4, T. 27 N., R. 4 W., M. D. M. described in the deed to STEVE DISIBIO, AN UNMARRIED MAN recorded November 26, 1997 in Book 1754 at page 518, Official Records of Tehama County, lying within a 30 foot wide strip of land, being 15 feet on each side of the alignment of the public utility facilities as initially installed hereunder.

EXCEPTING THEREFROM that portion lying within the previously described Parcels 14593-1 and 14594-1, and Parcels 14593-A and 14594-A.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21566

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-SJ-5-PM 49.7 PARCEL 36885-1, 2
OWNER: Bruce Balderson

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 TCE 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 Joaquin, State of California, Highway 03-SJ-5 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
03	SJ	05	49.7	03-0312000056

To: Wendy Ratajczak
Project Coordinator

From: Shawn Thomas
R/W Engineering, District 03

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 parcels in relation to the overall project
  - Detail Map (Exhibit B) – shows parcels in detail
- RON Legal Description for parcels: 3 pages
  - 36885-1 and 36885-2

The electronic files for the above listed information have been transmitted by E-Mail.

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 08-18-2017

PROFESSIONAL LAND SURVEYOR
SHAWN
THOMAS
Exp: 12/31/17
PLS 7799
STATE OF CALIFORNIA

PARCEL 36885-1

An easement for temporary construction purposes consisting of a 20 foot wide access road, being all that portion of the North half of Sections 28 and 29, Township 5 North, Range 5 East, Mount Diablo Meridian, County of San Joaquin, State of California, as described on that certain parcel deeded to Bruce Balderson, recorded on January 6th, 2012, in Document Number 2012-002184, Official Records of said county, the centerline being described as follows:

BEGINNING at the intersection of the centerline of an existing levee road and the west line of that certain 2.893 acre parcel as described in Document Number 2013-045608, recorded on April 5th, 2013:

THENCE FROM SAID POINT OF BEGINNING, leaving said west line and along the centerline of said levee road the following 10 courses:

(1) North 79° 42' 07" West, 45.70 feet;

(2) Along a tangent curve to the right, having a radius of 500.00 feet, through a central angle of 08° 01' 11", an arc length of 69.99 feet;

(3) North 71° 40' 56" West, 235.30 feet;

(4) North 70° 53' 20" West, 408.21 feet;

(5) Along a tangent curve to the left, having a radius of 200.00 feet, through a central angle of 61° 52' 30", an arc length of 215.98 feet;

(6) South 47° 14' 10" West, 289.22 feet;

(7) Along a tangent curve to the right, having a radius of 500.00 feet, through a central angle of 06° 33' 11", an arc length of 57.19 feet;

(8) South 53° 47' 21" West, 132.35 feet;

(9) Along a tangent curve to the right, having a radius of 500.00 feet, through a central angle of 08° 15' 55", an arc length of 72.13 feet;

(10) South 62° 03' 16" West, 13.05 feet to the easterly line of that certain parcel described as PARCEL 9035-01-02 in the DIRECTOR'S DEED recorded on March 2, 1983, in Document Number 83014279, Official Recorders of said county and the end of the herein described line.

The sidelines of said 20 foot wide access road shall be prolonged or shortened to meet at angle points and to terminate easterly at said west line of that certain 2.893 acre parcel and westerly at the east line of said PARCEL 9035-01-02.

Bearing used herein are grid based upon the California State Plane Coordinate System, Zone 2, NAD 27. To obtain grid distances multiply distances shown by the combined grid factor of 0.99998.

The rights to the above-described temporary easement shall cease and terminate no later than October 01, 2021. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

PARCEL 36885-2

An easement for temporary construction purposes consisting of a 20 foot wide temporary access road, being all that portion of the North half of Section 28, Township 5 North, Range 5 East, Mount Diablo Meridian, County of San Joaquin, State of California, as described on that certain parcel deeded to Bruce Balderson, recorded on January 6th, 2012, in Document Number 2012-002182, Official Records of said county, the centerline of which described as follows:

BEGINNING at the intersection of the centerline of Benson Ferry Road and the south line of that certain abandonment of Benson Ferry Road recorded on March 3rd, 1967, in Book 3108, at Page 394, Official Records of said county:

THENCE FROM SAID POINT OF BEGINNING, leaving said south line and along the centerline of said Benson Ferry Road the following 4 courses:

(1) South 05° 01' 14" West, 430.20 feet;

(2) South 42° 36' 32" East, 32.36 feet;

(3) South 42° 36' 32" East, 32.11 feet;

(4) North 89° 41' 13" East, 251.10 feet to the southwesterly right of way line of Thornton Road and the end of the herein described line.

Excepting therefrom the southwesterly 10 feet of the course (3) and the southerly 10 feet of course (4).

The sidelines of said temporary access road shall be prolonged or shortened to meet at angle points and to terminate northerly at said south line of abandonment of Benson Ferry Road and easterly at the said southwesterly right of way line of Thornton Road.

Bearing used herein are grid based upon the California State Plane Coordinate System, Zone 2, NAD 27. To obtain grid distances multiply distances shown by the combined grid factor of 0.99998.

The rights to the above-described temporary easement shall cease and terminate no later than October 01, 2021. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21567

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Sut-20-PM 7.0 PARCEL 36806-1
OWNER: Sutter Buttes, LLC, a California limited liability company

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE | **APPROVAL RECOMMENDED**

Attorney, Department of Transportation | **DIVISION OF RIGHT OF WAY**

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Sutter, State of California, Highway 03-Sut-20 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
03	SUT	20	7.0	03-0300020608

To: Hardeep Pannu
Project Coordinator

From: Shawn Thomas
R/W Engineering, District 03

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: 2 pages
  - 36806-1

The electronic files for the above listed information have been transmitted by E-Mail.

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

Signature Shawn Thomas
Professional Land Surveyor

Date 08-16-2017

PROFESSIONAL LAND SURVEYOR
SHAWN
THOMAS
Exp: 12/31/17
PLS 7799
STATE OF CALIFORNIA

PARCEL 36806-1

For State highway purposes all that portion of the North Half of Section 18, in Township 15 North, Range 2 East, Mount Diablo Meridian, County of Sutter, State of California, as described in that GRANT DEED recorded on April 10, 2014 in Document No. 2014-0004036, in the Official Records of Sutter County, more particularly described as follows:

All that portion of that 130 foot wide strip of land as described in Book 33 of Deeds, Page 651 ("14th STRIP OR TRACT") and Book 46 of Deeds, Page 539, and of that 8 foot strip of land as described in Book 49 of Deeds, Page 415 all in Official Records of said county, this 138 foot strip is Bounded westerly by the southerly projection of the west boundary of Lot 1 as shown on the map entitled "SUTTER AGRI-PARK PHASE ONE" filed on August 15, 1984, in Book 12 of Surveys, at Page 187, records of said county and Bounded easterly by the southerly projection of the east boundary of said Lot 1, lying southerly of the following described line:

COMMENCING at the found brass topper stamped "LS3598" accepted as marking the southerly terminus of the course shown as "N°0028'11" E 1135.75'" as shown on the map entitled "AGRIPARK PHASE 2" filed on June 19, 2015, in Book 19 of Surveys, at Page 210, records of said county, said commencing point bears South 00° 28' 11" West 1135.73 feet from the found brass topper stamped "LS3598" accepted as marking the northwest corner of LOT 9 as shown in said map entitled "AGRIPARK PHASE 2";

THENCE FROM SAID POINT OF COMMENCEMENT, South 79° 25' 08" East 1,639.93 feet to a point on the existing northerly right of way line of State Route 20 and the POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING, leaving said northerly right of way line, North 85° 04' 44" East 121.23 feet;

Thence South 89° 14' 26" East 457.55 feet;

Thence North 89° 00' 53" East 232.70 feet;

Thence South 89° 52' 44" East 117.55 feet;

Thence North 83° 02' 29" East 70.50 feet;

Thence South 87° 14' 59" East 217.14 feet;

Thence South 84° 56' 32" East 155.78 feet;

Thence South 78° 16' 04" East 55.92 feet to said existing northerly right of way line;

Thence along said existing northerly right of way line, South 89° 14' 26" East 868.21 feet and the end of the herein described line.

Together with underlying fee interest, if any, contiguous to the above-described property in and to the adjoining public way.

Excepting therefrom all oil, gas, and mineral rights as reserved in the deed from Capital Company, a Corporation, to A.P. Van Hae and Bregje Johanna Van Hae, his wife, dated January 25, 1945, and recorded May 31, 1945, in Book 217, Page 14, Official Records of Sutter County, Together with the free and unlimited right to remove the same from beneath the surface of said land, and for that purpose to mine, drill, bore, and operate at any level or levels 500 feet or more below the surface of said land, together with rights necessary in connection with such drilling or mining operations, as reserved in the Quitclaim Deed from Transamerica Development Company, to Northwest Mutual Life Insurance Company, dated May 24, 1974 and recorded December 27, 1974, in Book 839, Page 538, Official Records of Sutter County.

Also excepting therefrom all minerals, mineral rights, oil, and gas, and rights thereto, together with the sole exclusive and perpetual right to explore for, remove, and dispose of the same, as reserved by Union Pacific Railroad in the deed recorded July 19, 1990, in Book 1362 of Official records, Page 685, Sutter County records.

Bearing and distances used herein are grid based upon the California State Plane Coordinate System, Zone 2 NAD 83 (2004.69). To obtain ground distances divide distances shown by the combined grid factor of 0.999918.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21568

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-YUB-20-PM 9.25 PARCEL 36790-1
OWNER: TEICHERT LAND CO., 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 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 Yuba, State of California, Highway 03-YUB-20 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
03	YUBA	20	9.25	0300020594

To: POPPEA DARLING
RIGHT OF WAY PROJECT COORDINATION

From: BRIAN FOX
R/W Engineering, District 03

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 overall project location
  - Detail Map (Exhibit B) – shows parcel in detail
- RON Legal Description for parcel: (2 pages)
  - 36790-1

The electronic files for the above listed information have been transmitted by E-mail and placed into ROWMIS also.

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

Signature: Brian D Fox
Professional Land Surveyor

Date: Aug 18, 2017

PROFESSIONAL LAND SURVEYOR
Brian D Fox
Name
8839
Number
12/31/2017
Exp. Date
STATE OF CALIFORNIA

Parcel No. 36790-1

For State highway purposes, that portion of the RESULTANT TEICHERT LAND COMPANY PROPERTY in Lot Line Adjustment 2003-0006, recorded May 15, 2003 as Document Number 200307897 in the Yuba County Recorder's office lying Northerly of the following describe line:

Beginning at a point on the Southerly Right of Way line of State Highway 20, said point being the Northeasterly corner of that parcel of land described in the individual grant deed recorded November 30, 1987 in Book 924, Page 363 of Official Records of the County of Yuba. Said point being marked on the ground by a 3 ½ inch iron pipe; Said iron pipe bearing North 89°58'56" East, 659.77 feet from a 3 ½ inch iron pipe with a ½ inch rebar inside it marking the Northwesterly corner of said parcel.

THENCE (1) Leaving said Southerly Right of Way line South 0°03'04" East, 12.31 feet;

THENCE (2) North 89°52'51" East, 620.50 feet to the beginning of a curve concave Southerly, said curve has a radius of 19,935.00 feet;

THENCE (3) Easterly along said curve through a central angle of 0°51'34" an arc distance of 299.00 feet;

THENCE (4) South 89°15'35" East, 506.45 feet to the beginning of a curve concave Northerly, said curve has a radius of 20,065.00 feet;

THENCE (5) Easterly along said curve through a central angle of 0°51'34" an arc distance of 300.95 feet;

THENCE (6) North 89°52'51" East, 1,304.83 feet to the beginning of a curve concave Northerly, said curve has a radius of 6,565.00 feet;

THENCE (7) Easterly along said curve through a central angle of 4°26'16" an arc distance of 508.48 feet;

THENCE (8) North 85°26'35" East, 63.82 feet to a point on said Southerly Right of Way line;

THENCE (9) along said Right of Way line North 89°49'57" East, 196.40 feet;

THENCE (10) North 00°01'41" West, 20.09 feet;

THENCE (11) leaving said Right of Way line North 85°26'35" East, 77.81 feet to the beginning of a curve concave Southerly, said curve has a radius of 6,440.00 feet;

THENCE (12) Easterly along said curve through a central angle of 4°26'40" an arc distance of 499.55 feet;

THENCE (13) North 89°53'15" East, 740.01 feet to a point on the course described as "North 00°24'27" West 30.52 feet to a point on the north line of said Shintaffer property" in the "RESULTANT TEICHERT LAND COMPANY PROPERTY" Section of Lot Line adjustment 2003-0006, recorded May 15, 2003 as Document Number 200307897 in the Yuba County Recorder's office, Said point lying North 0°24'27" West, 18.83 feet from the Southerly terminus of said course;

THENCE (14) along said lot line adjustment South 0°24'27" East, 18.83 feet;

THENCE (15) South 89°45'26" East, 605.83 feet;

THENCE (16) leaving said lot line adjustment South 76°06'03" East, 9.98 feet;

THENCE (17) North 89°53'15" East, 183.16 feet;

THENCE (18) South 73°19'18" East, 48.80 feet;

THENCE (19) North 89°53'15" East,18.23 feet to the beginning of a curve concave Northerly, said curve has a radius of 1,850.00 feet;

THENCE (20) Easterly along said curve through a central angle of 14°22'23" an arc distance of 464.08 feet to the point shown as the Quarter Corner marked by a railroad spike on that Record of Survey filed February 19, 1976, in Book 19 of Maps at Page 17 in the Yuba County Recorder's office and the end of this described line. Said point bearing South 0°14'49" West, 2669.03 feet from a concrete monument marking the corner common to sections 23, 24, 25 and 26, as shown on said Record of Survey.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 1991.35. Distances are in U.S. Feet unless otherwise noted. Multiply distances by 0.9999173 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21569

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Yub-20-PM 21.1 PARCEL 36667-1, 1A, 01-01, 01-01A
OWNER: J&J Farms of Smartsville LLC, a North Carolina limited liability company

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.410 in that the property being acquired includes a remnant that would be of little market value 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;

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 Yuba, State of California, Highway 03-Yub-20 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
03	YUB	20	21.1	0300020624

To: Maria Mendoza
Right of Way Project Coordination, District 3

From: Annette Lockhart
R/W Engineering, District 3

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 parcels in relation to the overall project
  - Detail Map (Exhibit B) - shows parcels in detail
- RON Legal Description for parcels: (6 pages)
  - 36667-1 (FEE), 36667-1A (UNDERLYING FEE), 36667-01-01 (FEE), 36667-01-01A (UNDERLYING FEE)

The electronic files for the above listed information have been transmitted by ROWMIS and 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 31 August 2017

PROFESSIONAL LAND SURVEYOR
Annette
Lockhart
Exp: 12/31/2017
PLS 8246
STATE OF CALIFORNIA

PARCEL 36667-1 (FEE):

For State highway purposes, a portion of Parcel 2 as shown on Parcel Map No. 2002-0013, filed in the office of the County Recorder of the County of Yuba, State of California, on March 24, 2004 in Book 77 of Maps, at Page 42, said portion lying northerly of those courses numbered (A2), (A3), and (A4) of the following described LINE A and lying southerly of the following described LINE B:

LINE A:

COMMENCING at a ½ inch rebar with cap stamped LS 4060 marking the Northerly terminus of the center line course of McGanney Lane as shown on that Parcel Map No. 2005-0014 filed on December 18, 2013 in Book 95 of Maps at Page 26 in Yuba County Records; said point bears South 66°39'47" West 275.75 feet from a Railroad spike with punch accepted as marking the Northeast corner of the Smartsville Cemetery as shown on said Parcel Map No. 2005-0014;

THENCE from said Point of Commencement North 76°10'32" East, 417.51 feet to the True Point of Beginning;

(A1) Thence from said True Point of Beginning South 37°11'59" East 833.99 feet;

(A2) Thence South 73°46'51" East 507.72 feet;

(A3) Thence North 80°22'32" East 779.65 feet;

(A4) Thence North 72°45'57" East 434.72 feet;

(A5) Thence North 63°52'37" East 245.63 feet;

(A6) Thence North 74°00'11" East 171.70 feet;

(A7) Thence North 79°44'15" East 407.66 feet;

(A8) Thence North 84°38'34" East 143.85 feet to a point on a non-tangent curve having a radius of 398.62 feet, the center of which curve bears South 86°28'15" West from said point;

(A9) Thence along the arc of said curve 48.39 feet through a central angle of 6°57'17";

(A10) Thence South 86°45'51" East 109.59 feet to the end of this described line; said end bears North 13°06'37" East 176.05 feet from a ½ inch rebar marking the intersection of the easterly line of "Hamonton - Smartville Road" and the northerly line of "Magonigal Road" as shown on Parcel Map No. 90-114, filed June 21, 1991 in Book 56 of Maps at Pages 13 and 14, Yuba County Official Records.

LINE B:

COMMENCING at a ½ inch rebar with cap stamped LS 4060 marking the Northerly terminus of the center line course of McGanney Lane as shown on that Parcel Map No. 2005-0014 filed on December 18, 2013 in Book 95 of Maps at Page 26 in Yuba County Records; said point bears

South 66°39'47" West 275.75 feet from a Railroad spike with punch accepted as marking the Northeast corner of the Smartsville Cemetery as shown on said Parcel Map No. 2005-0014;

THENCE from said Point of Commencement North 81°26'45" East, 659.35 feet to the True Point of Beginning, being a point on the existing centerline of State Highway 20;

(B1) Thence from said True Point of Beginning, South 31°56'39" East 61.79 feet;

(B2) Thence South 34°47'55" East 166.78 feet;

(B3) Thence South 41°16'00" East 211.52 feet;

(B4) Thence South 62°05'27" East 454.23 feet;

(B5) Thence North 85°28'16" East 397.23 feet;

(B6) Thence South 87°24'27" East 236.19 feet;

(B7) Thence North 66°44'11" East 63.21 feet;

(B8) Thence North 61°17'08" East 242.35 feet to the existing northerly right of way of State Highway 20 and the terminus of this line; said Point of Terminus bears South 71°14'03" West 625.79 feet from a Brass Disk stamped "STATE OF CAL DIV OF FORESTRY", marking the Southwest corner of the Smartsville State Fire station as shown on that record of survey filed November 12, 2014 in Book 96 of Maps at Page 7 in Yuba County records.

Lands abutting the freeway shall have no right or easement of access over courses (A2), the westerly 65.65 feet of course (A3), courses (B4), and the westerly 159.91 feet of course (B5).

The Bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 2 (Epoch 2004.69). Distances are in feet unless otherwise noted. Multiply all distances used in the above description by 1.0001200 to obtain ground level distances.

PARCEL 36667-1A (UNDERLYING FEE):

For State Highway purpose, a portion of the underlying fee interest in and to the existing state highway, appurtenant to Parcel 2 as shown on Parcel Map No. 2002-0013, filed in the office of the County Recorder of the County of Yuba, State of California, on March 24, 2004 in Book 77 of Maps, at Page 42, said portion being described as follows:

BOUNDED on the north by the centerline of the existing state highway as described in the Highway Deed recorded June 9, 1936 in Book 34 Page 254, Official Records of Yuba County, and in the Highway Deed recorded July 6, 1936 in Book 34 Page 451, Official Records of Yuba County;

BOUNDED on the south by the northerly line of said Parcel 2 as shown on said Parcel Map No. 2002-0013;

BOUNDED on the east by the northerly projection of the easterly line of said Parcel 2 as shown on said Parcel Map No. 2002-0013;

BOUNDED on the west by course number (8) of the following described line:

COMMENCING at a ½ inch rebar with cap stamped LS 4060 marking the Northerly terminus of the center line course of McGanney Lane as shown on that Parcel Map No. 2005-0014 filed on December 18, 2013 in Book 95 of Maps at Page 26 in Yuba County Records; said point bears South 66°39'47" West 275.75 feet from a Railroad spike with punch accepted as marking the Northeast corner of the Smartsville Cemetery as shown on said Parcel Map No. 2005-0014; THENCE from said Point of Commencement North 81°26'45" East, 659.35 feet to the True Point of Beginning, being a point on the existing centerline of State Highway 20;

THENCE from said Point of Commencement North 81°26'45" East, 659.35 feet to the True Point of Beginning, being a point on the existing centerline of State Highway 20;

(1) Thence from said True Point of Beginning, South 31°56'39" East 61.79 feet;
(2) Thence South 34°47'55" East 166.78 feet;
(3) Thence South 41°16'00" East 211.52 feet;
(4) Thence South 62°05'27" East 454.23 feet;
(5) Thence North 85°28'16" East 397.23 feet;
(6) Thence South 87°24'27" East 236.19 feet;
(7) Thence North 66°44'11" East 63.21 feet;
(8) Thence North 61°17'08" East 242.35 feet to the existing northerly right of way of State Highway 20 and the terminus of this line; said Point of Terminus bears South 71°14'03" West 625.79 feet from a Brass Disk stamped "STATE OF CAL DIV OF FORESTRY", marking the Southwest corner of the Smartsville State Fire station as shown on that record of survey filed November 12, 2014 in Book 96 of Maps at Page 7 in Yuba County records..

The Bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 2 (Epoch 2004.69). Distances are in feet unless otherwise noted. Multiply all distances used in the above description by 1.0001200 to obtain ground level distances.

PARCEL 36667-01-01 (FEE):

As excess, a portion of Parcel 2 as shown on Parcel Map No. 2002-0013, filed in the office of the County Recorder of the County of Yuba, State of California, on March 24, 2004 in Book 77 of Maps, at Page 42, said portion lying northerly of the following described line:

COMMENCING at a ½ inch rebar with cap stamped LS 4060 marking the Northerly terminus of the center line course of McGanney Lane as shown on that Parcel Map No. 2005-0014 filed on December 18, 2013 in Book 95 of Maps at Page 26 in Yuba County Records; said point bears South 66°39'47" West 275.75 feet from a Railroad spike with punch accepted as marking the Northeast corner of the Smartsville Cemetery as shown on said Parcel Map No. 2005-0014; THENCE from said Point of Commencement North 81°26'45" East, 659.35 feet to the True Point of Beginning, being a point on the existing centerline of State Highway 20;

(1) Thence from said True Point of Beginning, South 31°56'39" East 61.79 feet;

(2) Thence South 34°47'55" East 166.78 feet;

(3) Thence South 41°16'00" East 211.52 feet;

(4) Thence South 62°05'27" East 454.23 feet;

(5) Thence North 85°28'16" East 397.23 feet;

(6) Thence South 87°24'27" East 236.19 feet;

(7) Thence North 66°44'11" East 63.21 feet;

(8) Thence North 61°17'08" East 242.35 feet to the existing northerly right of way of State Highway 20 and the terminus of this line; said Point of Terminus bears South 71°14'03" West 625.79 feet from a Brass Disk stamped "STATE OF CAL DIV OF FORESTRY", marking the Southwest corner of the Smartsville State Fire station as shown on that record of survey filed November 12, 2014 in Book 96 of Maps at Page 7 in Yuba County records.

The Bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 2 (Epoch 2004.69). Distances are in feet unless otherwise noted. Multiply all distances used in the above description by 1.0001200 to obtain ground level distances.

PARCEL 36667-01-01A (UNDERLYING FEE):

As excess, a portion of the underlying fee interest in and to the existing state highway, appurtenant to Parcel 2 as shown on Parcel Map No. 2002-0013, filed in the office of the County Recorder of the County of Yuba, State of California, on March 24, 2004 in Book 77 of Maps, at Page 42, said portion being described as follows:

BOUNDED on the north by the centerline of the existing state highway as described in the Highway Deed recorded June 9, 1936 in Book 34 Page 254, Official Records of Yuba County, and in the Highway Deed recorded July 6, 1936 in Book 34 Page 451, Official Records of Yuba County;

BOUNDED on the south by the northerly line of said Parcel 2 as shown on said Parcel Map No. 2002-0013;

BOUNDED on the west by the northerly projection of the westerly line of said Parcel 2 as shown on said Parcel Map No. 2002-0013;

BOUNDED on the east by course number (8) of the following described line:

COMMENCING at a ½ inch rebar with cap stamped LS 4060 marking the Northerly terminus of the center line course of McGanney Lane as shown on that Parcel Map No. 2005-0014 filed on December 18, 2013 in Book 95 of Maps at Page 26 in Yuba County Records; said point bears South 66°39'47" West 275.75 feet from a Railroad spike with punch accepted as marking the Northeast corner of the Smartsville Cemetery as shown on said Parcel Map No. 2005-0014;

THENCE from said Point of Commencement North 81°26'45" East, 659.35 feet to the True Point of Beginning, being a point on the existing centerline of State Highway 20;

THENCE from said Point of Commencement North 81°26'45" East, 659.35 feet to the True Point of Beginning, being a point on the existing centerline of State Highway 20;

(1) Thence from said True Point of Beginning, South 31°56'39" East 61.79 feet;
(2) Thence South 34°47'55" East 166.78 feet;
(3) Thence South 41°16'00" East 211.52 feet;
(4) Thence South 62°05'27" East 454.23 feet;
(5) Thence North 85°28'16" East 397.23 feet;
(6) Thence South 87°24'27" East 236.19 feet;
(7) Thence North 66°44'11" East 63.21 feet;
(8) Thence North 61°17'08" East 242.35 feet to the existing northerly right of way of State Highway 20 and the terminus of this line; said Point of Terminus bears South 71°14'03" West 625.79 feet from a Brass Disk stamped "STATE OF CAL DIV OF FORESTRY", marking the Southwest corner of the Smartsville State Fire station. as shown on that record of survey filed November 12, 2014 in Book 96 of Maps at Page 7 in Yuba County records.

The Bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 2 (Epoch 2004.69). Distances are in feet unless otherwise noted. Multiply all distances used in the above description by 1.0001200 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21570

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-5-PM 30.1 PARCEL 80284-1
OWNER: ZRP Burbank, LLC, a Delaware limited liability company

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Los Angeles County Metropolitan Transportation Authority for railroad purposes; and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

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

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

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

APPROVED AS TO FORM AND PROCEDURE | **APPROVAL RECOMMENDED**

Attorney, Department of Transportation | **DIVISION OF RIGHT OF WAY**

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

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Los Angeles, State of California, Highway 07-LA-5 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Postmile
07	LA	5	30.1

Project ID 0700000117

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>					
80284					

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

Signature Raymond Gaver
Professional Land Surveyor

Date 6-28-17

PROFESSIONAL LAND SURVEYOR
RAYMOND
GAVER
Exp: 12/31/2017
PLS 8243
STATE OF CALIFORNIA

RESOLUTION OF NECESSITY DESCRIPTION

Parcel 80284-1 (APN 2462-017-020)

For Freeway purposes, a railroad easement, upon, over, and across that portion of Victory Place shown as "Burbank Drive, 70.00 feet wide" on Tract No. 8729, in the City of Burbank, County of Los Angeles, State of California, as per map recorded in Book 109, pages 12 and 13 of Maps, in the Office of the Registrar-Recorder/County Clerk of said county, bounded as follows:

On the Southwest by the following described line:

COMMENCING at the intersection of the Easterly prolongation of the Southerly line of Lot 7 of said Tract No. 8729, shown as bearing North 88°52'35" West, with a curve concave to the Southwest having a radius of 17,138.80 feet, in the Northeasterly line of said Burbank Drive a radial of said curve through said intersection shown as bearing North 44°39'57" East; for the purpose of this description said Southerly line shall bear North 88°45'46" West, and said radial shall bear North 44°46'44" East; thence along said Easterly prolongation and said Southerly line North 88°45'46" West, 169.38 feet to the Northeasterly line of the right-of-way Easement (described as "South 23°00'00" East 113.82 feet") to the City of Burbank recorded in Book 10576, page 329 of Official Records, in said office; thence Northwesterly along LAST said Northeasterly line and its Northwesterly prolongation North 21°44'04" West, 180.12 feet to its intersection with a radial of said curve which bears North 43°48'50" East; thence along LAST said radial North 43°48'50" East, 42.47 feet to said curve and POINT OF BEGINNING; thence North 50°35'23" West, 63.37 feet; thence North 48°47'47" West, 656.61 feet; thence North 48°34'42" West, 156.37 feet; thence North 49°23'20" West, 1272.72 feet to its intersection with said Northeasterly line of Burbank Drive, and the END OF HEREIN DESCRIBED LINE.

On the Northwest by the radial of said curve bearing North 42°52'31" East and passing through the most Northerly corner of said lot 7 of Tract No. 8729.

On the Northeast by said Northeasterly line of Burbank Drive and by the Northwesterly prolongation of said Northeasterly line of the right-of-way Easement in said Book 10576, page 329.

Bearing and distances are based on the California Coordinate System Zone 5, North American Datum (NAD) 1983. Divide grid distance by the combination factor 0.999969947 to obtain ground distance.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21571

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-60-PM R2.8/11.7 PARCEL 80726-1, 2, 3
OWNER: Saman Inc., a California corporation

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

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

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

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

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

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

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 Los Angeles, State of California, Highway 07-LA-60 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Postmile
07	LA	60	R2.8/11.7

Project ID 0714000009

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>					
80726-1					
80726-2					
80726-3					

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 8-07-2017

PROFESSIONAL LAND SURVEYOR
JOSEFINO N. VALENCIA
No. 9205
Exp. 9-30-2017
STATE OF CALIFORNIA

RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 80726-1:

For highway purposes, a highway easement in and to that portion of Parcel 3 of Parcel Map No. 6098, in the City of Rosemead, County of Los Angeles, State of California, as shown on map recorded in Book 63, page 62 of Parcel Maps, in the office of the Registrar-Recorder/County Clerk of said county, a strip of land 2.00 feet wide, lying Southwesterly of the Northeasterly line of said Parcel 3, being a curve concave Southwesterly having a radius of 1450.00 feet and an arc length of 210.00 feet, the Northeasterly sideline of said strip being coincident with said line described as follows:

Beginning at the most Easterly corner of said Parcel 3, a radial line of said corner of said curve bears N 48° 16' 08" E; thence Northwesterly along said curve, an arc length of 20.81 feet through a central angle of 0° 49' 20".

The Southwesterly sideline of said strip shall be continued or shortened so as to terminate Southeasterly at the Southeasterly line of said Parcel 3.

SUBJECT TO a portion of an Utility Easement to Southern California Edison Company by deed recorded September 19, 1969 in Book D4502, pages 359 to 361 of Official Records in said office.

PARCEL 80726-2:

For highway purposes, an easement for the installation and maintenance of traffic signal devices and incidental purposes in, under, over, upon and across that portion of Parcel 3 of Parcel Map No. 6098, in the City of Rosemead, County of Los Angeles, State of California, as shown on map recorded in Book 63, page 62 of Parcel Maps, in the office of the Registrar-Recorder/County Clerk of said county, described as the Northeasterly 9.00 feet of the Southeasterly 12.21 feet of said Parcel 3.

EXCEPT the Northeasterly 2.00 feet of said Parcel 3.

PARCEL 80726-3:

For highway purposes, a temporary construction easement in and to that portion of Parcel 3 of Parcel Map No. 6098, in the City of Rosemead, County of Los Angeles, State of California, as shown on map recorded in Book 63, page 62 of Parcel Maps, in the office of the Registrar-Recorder/County Clerk of said county, described as follows:

Beginning at the intersection of the Southeasterly line of said Parcel 3 with the Southwesterly line of the Northeasterly 2.00 feet of said Parcel 3, being a curve concave Southwesterly having a radius of 1448.00 feet, a radial line to said intersection bears N 48° 16' 04" E, thence Northwesterly along said Southwesterly line, an arc length of 20.75 feet through a central angle of 0° 49' 16" to a point in which a radial line bears N 47° 26' 48" E; thence along said radial line S 47° 26' 48" W, 6.78 feet; thence S 9° 46' 34" E, 11.55 feet to a curve concentric with the Northeasterly line of said Parcel 3 having a radius of 1450.00 feet, distant Southwesterly 15.00 feet measured radially from said Northeasterly line, a radial line of said concentric curve bears N 47° 50' 04" E; thence Southeasterly along said concentric curve, an arc length of 10.67 feet, through a central angle of 0° 25' 34" to said Southeasterly line; thence N 49°03' 33" E, 13.00 feet along said Southeasterly line 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 project designated 07-LA-60-PM R2.8/11.7 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 December 31, 2020. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21572

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 11-Imp-8-PM 37.0 PARCEL 35508-1, 2, 3, 4, 5
OWNER: Maruti Construction and Management, LLC, a California limited liability company

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102 and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Imperial Irrigation District and the City of El Centro for utility purposes; and Code of Civil Procedure Section 1240.330 in that the property is necessary for the relocation of a public use pursuant to a court order, judgment or agreement;

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Imperial, State of California, Highway 11-Imp-8 and described as follows:

RESOLUTION of NECESSITY

Title Sheet

District	County	Route	Postmile
11	IMP	8	37.0

Project ID. 1112000095

E.A. 410409

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 5 pages.

Parcels in Legal Description:					
35508-1					
35508-2					
35508-3					
35508-4					
35508-5					

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

Signature Robert L. Hagler

Professional Land Surveyor

Date August 1, 2017

PROFESSIONAL LAND SURVEYOR
RLH
Robert L.
Hagler
Exp: 12-31-2017
PLS 8255
STATE OF CALIFORNIA

PARCEL 35508-1

For State Freeway purposes, that portion of Tract 86, Township 16 South, Range 14 East, San Bernardino Meridian, in the City of El Centro, more fully described in Grant Deed to Maruti Construction and Management, LLC, a California Limited Liability Company in Document No. 2012025517, recorded November 7, 2012 in the office of the County Recorder of Imperial County, State of California, lying Northerly and Northwesterly of the following described line:

BEGINNING at a point on the East line of Tract 60, which is the Easterly terminus of course "(3)", (Record N.88°32'24"E., 123.06 feet) more fully described in Grant Deed to the State of California, recorded April 5, 2006, as Document Number 2006-017011, in said office of the County Recorder, thence (1) along the Easterly prolongation of said course "(3)" N.88°32'24"E. 89.62 feet; thence (2) N.23°40'00"E., 111.58 feet; thence (3) N.84°48'44"E., 419.05 feet; thence (4) N.63°08'02"E., 193.35 feet; thence (5) continuing N.63°08'02"E., 233.95 feet (record N.63°07'48"E., 233.95 feet per State Highway Right of Way Map "LO 71589", filed in the District 11 Office); thence (6) N.60°18'31"E., 200.24 feet (record N.60°16'06"E., 200.25 feet per said "LO 71589") to the Southerly Right of Way line of Interstate 8 Freeway and the **POINT OF TERMINUS**, said point being the Northeasterly terminus of that certain course described by Deed recorded February 15, 1990 as File No. 90-2849, in Book 1642, Page 687, of Official Records as N.63°07'13"E., 318.41 feet (record N.63°07'48"E., 318.56 feet per said "LO 71589").

Lands abutting said State Highway shall have no right or easement of access thereto.

PARCEL 35508-2

For State Freeway purposes, an EASEMENT FOR UTILITY PURPOSES, upon, over, under, and across that portion of Tract 86, Township 16 South, Range 14 East, San Bernardino Meridian, in the City of El Centro, to and for the benefit of the State of California, its successors or assigns, more fully described in Grant Deed to Maruti Construction and Management, LLC, a California Limited Liability Company in Document No. 2012025517, recorded November 7, 2012 in the office of the County Recorder of Imperial County, State of California, included within a strip of land, 80 feet wide, the Northerly and Westerly sideline being more particularly described as follows:

COMMENCING at a point on the East line of Tract 60, Township 16 South, Range 14 East, San Bernardino Meridian, in the City of El Centro, which is the Easterly terminus of course "(3)", (Record N.88°32'24"E., 123.06 feet) more fully described in Grant Deed to the State of California recorded April 5, 2006, as Document Number 2006-017011, in said office of the County Recorder, thence (1) along the Easterly prolongation of said course

"(3)" N.88°32'24"E. 89.62 feet; thence (2) N.23°40'00"E., 111.58 feet; thence (3) N.84°48'44"E., 176.78 feet to the Southwest line of Parcel 2 more fully described in Right of Way Deed to the Imperial Irrigation District recorded March 28, 1990 as File No. 90-5572, in Book 1645, Page 292, of Official Records, also being the **TRUE POINT OF BEGINNING**; thence (4) retracing course "(3)", S.84°48'44"W., 176.78 feet; thence (5) retracing course "(2)", S.23°40'00"W., 111.58 feet; thence (6) S.03°34'19"W., 372.67 feet to the **POINT OF TERMINUS.**

The sidelines of said strip shall be prolonged or shortened so as to terminate at the Southwest line of said Parcel 2 at the North, and at a line that bears S.88°23'20"W., running through said **POINT OF TERMINUS** at the South.

Together with the right for construction, maintenance and/or use of a canal or canals, open and/or underground, telephone and/or electric power line or lines, overhead and/or underground as now exist, or as may hereafter be constructed, enlarged or otherwise changed.

Also together with all rights and privileges necessary to the full enjoyment thereof, including all necessary or convenient means of ingress and egress to and from said easement, and the right to convey said easement, or any portion thereof, to the Imperial Irrigation District and any other public agency. Any use of said easement shall not determine or limit the extent of said easement granted herein.

PARCEL 35508-3

For State Freeway Purposes, that portion of Tract 86, Township 16 South, Range 14 East, San Bernardino Meridian, in the City of El Centro, to and for the benefit of the State of California, its successors or assigns, more fully described in Grant Deed to Maruti Construction and Management, LLC, a California Limited Liability Company in Document No. 2012025517, recorded November 7, 2012 in the office of the County Recorder of Imperial County, State of California, more particularly described as follows:

BEGINNING at a point on the East line of Tract 60, Township 16 South, Range 14 East, San Bernardino Meridian, in the City of El Centro, which is the Easterly terminus of course "(3)", (Record N.88°32'24"E., 123.06 feet) more fully described in Grant Deed to the State of California recorded April 5, 2006, as Document Number 2006-017011, in said office of the County Recorder, thence (1) along the Easterly prolongation of said course "(3)" N.88°32'24"E. 89.62 feet; thence (2) S.03°34'19"W., 372.67 feet; thence (3) S.88°23'20"W., 56.79 feet to the East line of said Tract 60 thence (4) along said Tract line, N.01°28'57"W., 371.38 feet to the **POINT OF BEGINNING.**

Lands abutting said State Highway shall have no right or easement of access thereto.

PARCEL 35508-4

For State Freeway Purposes, an EASEMENT FOR UTILITY PURPOSES, upon, over, under, and across that portion of Tract 86, Township 16 South, Range 14 East, San Bernardino Meridian, to and for the benefit of the State of California, its successors or assigns, more fully described in the ACCEPTED - IRREVOCABLE OFFER TO DEDICATE (IN FEE), to the City of El Centro, recorded February 15, 1990, as File No. 90-2849 in Book 1642, Page 687 of Official Records of the County of Imperial, State of California, included within a strip of land, 80 feet wide, the Northerly sideline being more particularly described as follows:

BEGINNING at a point on the East line of Tract 60, which is the Easterly terminus of course "(3)", (Record N.88°32'24"E., 123.06 feet) more fully described in Grant Deed to the State of California Recorded April 5, 2006, as Document Number 2006-017011, in said office of the County Recorder, thence (1) along the Easterly prolongation of said course "(3)" N.88°32'24"E. 89.62 feet; thence (2) N.23°40'00"E., 111.58 feet; thence (3) N.84°48'44"E., 419.05 feet; thence (4) N.63°08'02"E., 193.35 feet; thence (5) continuing N.63°08'02"E., 233.95 feet (record N.63°07'48"E., 233.95 feet per State Highway Right of Way Map "LO 71589"); thence (6) N.60°18'31"E., 200.24 feet (record N.60°16'06"E., 200.25 feet per said "LO 71589") to the Southerly Right of Way line of Interstate 8 Freeway and the **POINT OF TERMINUS**, said point being the Northeasterly terminus of that certain course "(2)" described in said Deed as File No. 90-2849, as N.63°07'13"E., 318.41 feet ("LO 71589" N.63°07'48"E., 318.56 feet).

Together with the right for construction, maintenance and/or use of a canal or canals, open and/or underground, telephone and/or electric power line or lines, overhead and/or underground as now exist, or as may hereafter be constructed, enlarged or otherwise changed.

Also together with all rights and privileges necessary to the full enjoyment thereof, including all necessary or convenient means of ingress and egress to and from said easement, and the right to convey said easement, or any portion thereof, to the Imperial Irrigation District and any other public agency. Any use of said easement shall not determine or limit the extent of said easement granted herein.

PARCEL 35508-5

For State Freeway Purposes, an EASEMENT FOR UTILITY PURPOSES, upon, over, under, and across that portion of Tract 86, Township 16 South, Range 14 East, San Bernardino Meridian, in the City of El Centro, to and for the benefit of the State of California, its successors or assigns, more fully described in Grant Deed to Maruti Construction and Management, LLC, a California Limited Liability Company in Document No. 2012025517, recorded November 7, 2012 in the office of the County Recorder of Imperial County, State of California, included within a strip of land, 20 feet wide, the Northerly and Westerly sideline being more particularly described as follows:

COMMENCING at a point on the East line of Tract 60, Township 16 South, Range 14 East, San Bernardino Meridian, in the City of El Centro, which is the Easterly terminus of course "(3)", (Record N.88°32'24"E., 123.06 feet) more fully described in Grant Deed to the State of California recorded April 5, 2006, as Document Number 2006-017011, in said office of the County Recorder, thence (1) along the Easterly prolongation of said course "(3)" N.88°32'24"E., 89.62 feet; thence (2) N.23°40'00"E., 111.58 feet; thence (3) N.84°48'44"E., 50.00 feet to the **TRUE POINT OF BEGINNING**; thence (4) retracing course "(3)" S.84°48'44"W., 50.00 feet; thence (5) retracing course "(2)", S.23°40'00"W., 111.58 feet; thence (6) S.03°34'19"W., 372.67 feet to the **POINT OF TERMINUS**.

The sidelines of said strip shall be prolonged or shortened so as to terminate at a line running through said **TRUE POINT OF BEGINNING** at right angles to course "(3)" at the North, and at a line that bears S.88°23'20"W, running through said **POINT OF TERMINUS** at the South.

Together with the right for construction, maintenance and/or use of a canal or canals, open and/or underground, telephone and/or electric power line or lines, overhead and/or underground as now exist, or as may hereafter be constructed, enlarged or otherwise changed.

Also together with all rights and privileges necessary to the full enjoyment thereof, including all necessary or convenient means of ingress and egress to and from said easement, and the right to convey said easement, or any portion thereof, to the Imperial Irrigation District and any other public agency. Any use of said easement shall not determine or limit the extent of said easement granted herein.

The bearings and distances used in the above descriptions are based on the California Coordinate System of 1983 (Epoch 1991.35), HPGN, Zone 6. Divide distances by 1.0000015 to obtain ground level distances.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 47

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No: 2.4e.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **RESCINDING RESOLUTION OF NECESSITY**

ISSUE:

Should the California Transportation Commission (Commission) adopt a Resolution of Necessity (Resolution) CR-159, rescinding Resolution C-21546, because of a parcel numbering error on the legal descriptions, maps, and Resolution C-21546?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission adopt Resolution CR-159. In accordance with statutory requirements, the owners have been advised that the Department is requesting rescission of Resolution C-21546 as summarized below.

BACKGROUND:

Resolution C-21546 was adopted by the Commission on June 28, 2017 for a conventional highway shoulder widening and curve improvement. Resolution C-21546 authorized condemnation of land in fee for a State highway, land in fee which is a remnant and has little market value, and underlying fee. Resolution C-21546 should be rescinded since a condemnation lawsuit was unable to be filed because of a parcel numbering error.

CR-159 – J&J Farms of Smartsville LLC, a North Carolina Limited Liability Company
03-Yub-20-PM 21.1 - Parcel 36667-1, (36667-1 & 36667-01-01) - EA 2F5909.
Right of Way Certification Date: 01/15/18; Ready To List Date: 02/01/18. Conventional highway - shoulder widening and curve improvement. Rescinds Resolution of Necessity C-21546, adopted June 28, 2017, which Resolution authorized condemnation of land in fee for a State highway, land in fee which is a remnant and would have little market value, and underlying fee. Resolution C-21546 is rescinded because of a parcel numbering error on the legal descriptions, maps, and Resolution of Necessity. Located in the city of Smartsville west of Smartsville Road. Assessor Parcel Number: 006-280-045.

Attachment

TRANSPORTATION COMMISSION
RESOLUTION NO.

CR-159

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION RESCINDING RESOLUTION OF NECESSITY NO. C-21546
ADOPTED June 28, 2017, PROJECT 03-YUBA-20

RESOLVED, that the action of the California Transportation Commission taken on June 28, 2017, in adopting Resolution of Necessity No. C-21546 as to Parcel 36667-1,2,3,4 therein, which resolution authorized condemnation of land in fee for a State Highway, land in fee which is a remnant and with little market value, located in the County of Yuba, 03-YUBA-20, is hereby rescinded.

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21546

PASSED BY CTC JUN 28 2017 CALIFORNIA TRANSPORTATION COMMISSION

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-YUB-20-PM 20.9 PARCEL 36667-1, 2, 3, 4
OWNER: J&J Farms of Smartsville LLC, a North Carolina limited liability company

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102 and Code of Civil Procedure Section 1240.410 in that the property being acquired includes a remnant that would be of little market value 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;

APPROVED AS TO FORM AND PROCEDURE

Attorney, Department of Transportation

APPROVAL RECOMMENDED

DIVISION OF RIGHT OF WAY

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

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Yuba, State of California, Highway 03-YUB-20 and described as follows:

1

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
03	YUB	20	20.9	0300020624

To: Poppea Darling
Right of Way Project Coordination, District 3

From: Paul Tonn
R/W Engineering, District 3

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 parcels in relation to the overall project
  - Detail Map (Exhibit B) – shows parcels in detail
- RON Legal Description for parcels: (5 pages)
  - 36667-1, 36667-2, 36667-3, 36667-4

The electronic files for the above listed information have been transmitted by ROWMIS and 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 April 20, 2017

PROFESSIONAL LAND SURVEYOR
Paul
Tonn
Exp: 12/31/2017
PLS 8658
STATE OF CALIFORNIA

PARCEL 36667-1:

For State highway purposes, a portion of Parcel 2 as shown on Parcel Map No. 2002-0013, filed in the office of the County Recorder of the County of Yuba, State of California, on March 24, 2004 in Book 77 of Maps, at Page 42, said portion lying northerly of those courses numbered (A2), (A3), and (A4) of the following described LINE A: and lying southerly of the following described LINE B:

LINE A:

COMMENCING at a ½ inch rebar with cap stamped LS 4060 marking the Northerly terminus of the center line course of McGanney Lane described as "North 15°35'19" West, 261.13 feet" in Document number 2013R-015729 of Yuba County Official Records dedicating said McGanney Lane; said point bears South 66°39'47" West 275.75 feet from a Railroad spike with punch marking the Northeast corner of the Smartsville Cemetery as shown on Parcel Map No. 2005-0014, filed in Book 95 of Maps at Page 26, Yuba County Official Records;

THENCE from said Point of Commencement North 76°10'32" East, 417.51 feet to the True Point of Beginning;

(A1) Thence from said True Point of Beginning South 37°11'59" East 833.99 feet;

(A2) Thence South 73°46'51" East 507.72 feet;

(A3) Thence North 80°22'32" East 779.65 feet;

(A4) Thence North 72°45'57" East 434.72 feet;

(A5) Thence North 63°52'37" East 245.63 feet;

(A6) Thence North 74°00'11" East 171.70 feet;

(A7) Thence North 79°44'15" East 407.66 feet;

(A8) Thence North 84°38'34" East 143.85 feet to a point on a non-tangent curve having a radius of 398.62 feet, the center of which curve bears South 86°28'15" West from said point;

(A9) Thence along the arc of said curve 48.39 feet through a central angle of 6°57'17";

(A10) Thence South 86°45'51" East 109.59 feet to the end of this described line; said end bears North 13°06'37" East 176.05 feet from a ½ inch rebar marking the intersection of the easterly line of "Hamonton - Smartville Road" and the northerly line of "Magonigal Road" as shown on Parcel Map No. 90-114, filed June 21, 1991 in Book 56 of Maps at Pages 13 and 14, Yuba County Official Records.

LINE B:

COMMENCING at a ½ inch rebar with cap stamped LS 4060 marking the Northerly terminus of the center line course of McGanney Lane described as "North 15°35'19" West, 261.13 feet" in Document number 2013R-015729 of Yuba County Official Records dedicating said McGanney Lane; said point bears South 66°39'47" West 275.75 feet from a Railroad spike with punch

marking the Northeast corner of the Smartsville Cemetery as shown on Parcel Map No. 2005-0014, filed in Book 95 of Maps at Page 26, Yuba County Official Records;

THENCE from said Point of Commencement North 81°26'45" East, 659.35 feet to the True Point of Beginning, being a point on the existing centerline of State Highway 20;

(B1) Thence from said True Point of Beginning, South 31°56'39" East 61.79 feet;

(B2) Thence South 34°47'55" East 166.78 feet;

(B3) Thence South 41°16'00" East 211.52 feet;

(B4) Thence South 62°05'27" East 454.23 feet;

(B5) Thence North 85°28'16" East 397.23 feet;

(B6) Thence South 87°24'27" East 236.19 feet;

(B7) Thence North 66°44'11" East 63.21 feet;

(B8) Thence North 61°17'08" East 242.35 feet to the existing northerly right of way of State Highway 20 and the terminus of this line; said Point of Terminus bears South 71°14'03" West 625.79 feet from a Brass Disk marking the Southwest corner of the State Fire station.

Lands abutting the freeway shall have no right or easement of access over courses (A1), (A2), the westerly 65.65 feet of course (A3), courses (B1), (B2), (B3), (B4), and the westerly 159.91 feet of course (B5).

The Bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 2 (Epoch 2004.69). Distances are in feet unless otherwise noted. Multiply all distances used in the above description by 1.00012 to obtain ground level distances.

PARCEL 36667-2:

For State highway purposes, a portion of Parcel 2 as shown on Parcel Map No. 2002-0013, filed in the office of the County Recorder of the County of Yuba, State of California, on March 24, 2004 in Book 77 of Maps, at Page 42, said portion lying northerly of the following described line:

COMMENCING at a ½ inch rebar with cap stamped LS 4060 marking the Northerly terminus of the center line course of McGanney Lane described as "North 15°35'19" West, 261.13 feet" in Document number 2013R-015729 of Yuba County Official Records dedicating said McGanney Lane; said point bears South 66°39'47" West 275.75 feet from a Railroad spike with punch marking the Northeast corner of the Smartsville Cemetery as shown on Parcel Map No. 2005-0014, filed in Book 95 of Maps at Page 26, Yuba County Official Records;

THENCE from said Point of Commencement North 81°26'45" East, 659.35 feet to the True Point of Beginning, being a point on the existing centerline of State Highway 20;

(1) Thence from said True Point of Beginning, South 31°56'39" East 61.79 feet;

(2) Thence South 34°47'55" East 166.78 feet;

(3) Thence South 41°16'00" East 211.52 feet;

(4) Thence South 62°05'27" East 454.23 feet;

(5) Thence North 85°28'16" East 397.23 feet;

(6) Thence South 87°24'27" East 236.19 feet;

(7) Thence North 66°44'11" East 63.21 feet;

(8) Thence North 61°17'08" East 242.35 feet to the existing northerly right of way of State Highway 20 and the terminus of this line; said Point of Terminus bears South 71°14'03" West 625.79 feet from a Brass Disk marking the Southwest corner of the State Fire station.

The Bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 2 (Epoch 2004.69). Distances are in feet unless otherwise noted. Multiply all distances used in the above description by 1.00012 to obtain ground level distances.

PARCEL 36667-3:

For State Highway purposes, a portion of the underlying fee interest in and to the existing state highway, appurtenant to Parcel 2 as shown on Parcel Map No. 2002-0013, filed in the office of the County Recorder of the County of Yuba, State of California, on March 24, 2004 in Book 77 of Maps, at Page 42, said portion being described as follows:

BOUNDED on the north by the centerline of the existing state highway as described in the Highway Deed recorded June 9, 1936 in Book 34 Page 254, Official Records of Yuba County, and in the Highway Deed recorded July 6, 1936 in Book 34 Page 451, Official Records of Yuba County;

BOUNDED on the south by the northerly line of said Parcel 2 as shown on said Parcel Map No. 2002-0013;

BOUNDED on the east by the northerly projection of the easterly line of said Parcel 2 as shown on said Parcel Map No. 2002-0013;

BOUNDED on the west by course number (8) of the following described line:

COMMENCING at a ½ inch rebar with cap stamped LS 4060 marking the Northerly terminus of the center line course of McGanney Lane described as "North 15°35'19" West, 261.13 feet" in Document number 2013R-015729 of Yuba County Official Records dedicating said McGanney Lane; said point bears South 66°39'47" West 275.75 feet from a Railroad spike with punch marking the Northeast corner of the Smartsville Cemetery as shown on Parcel Map No. 2005-0014, filed in Book 95 of Maps at Page 26, Yuba County Official Records;

THENCE from said Point of Commencement North 81°26'45" East, 659.35 feet to the True Point of Beginning, being a point on the existing centerline of State Highway 20;

(1) Thence from said True Point of Beginning, South 31°56'39" East 61.79 feet;
(2) Thence South 34°47'55" East 166.78 feet;
(3) Thence South 41°16'00" East 211.52 feet;
(4) Thence South 62°05'27" East 454.23 feet;
(5) Thence North 85°28'16" East 397.23 feet;
(6) Thence South 87°24'27" East 236.19 feet;
(7) Thence North 66°44'11" East 63.21 feet;
(8) Thence North 61°17'08" East 242.35 feet to the existing northerly right of way of State Highway 20 and the terminus of this line; said Point of Terminus bears South 71°14'03" West 625.79 feet from a Brass Disk marking the Southwest corner of the State Fire station.

The Bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 2 (Epoch 2004.69). Distances are in feet unless otherwise noted. Multiply all distances used in the above description by 1.00012 to obtain ground level distances.

PARCEL 36667-4:

For State Highway purposes, a portion of the underlying fee interest in and to the existing state highway, appurtenant to Parcel 2 as shown on Parcel Map No. 2002-0013, filed in the office of the County Recorder of the County of Yuba, State of California, on March 24, 2004 in Book 77 of Maps, at Page 42, said portion being described as follows:

BOUNDED on the north by the centerline of the existing state highway as described in the Highway Deed recorded June 9, 1936 in Book 34 Page 254, Official Records of Yuba County, and in the Highway Deed recorded July 6, 1936 in Book 34 Page 451, Official Records of Yuba County;

BOUNDED on the south by the northerly line of said Parcel 2 as shown on said Parcel Map No. 2002-0013;

BOUNDED on the west by the northerly projection of the westerly line of said Parcel 2 as shown on said Parcel Map No. 2002-0013;

BOUNDED on the east by course number (8) of the following described line:

COMMENCING at a ½ inch rebar with cap stamped LS 4060 marking the Northerly terminus of the center line course of McGanney Lane described as "North 15°35'19" West, 261.13 feet" in Document number 2013R-015729 of Yuba County Official Records dedicating said McGanney Lane; said point bears South 66°39'47" West 275.75 feet from a Railroad spike with punch marking the Northeast corner of the Smartsville Cemetery as shown on Parcel Map No. 2005-0014, filed in Book 95 of Maps at Page 26, Yuba County Official Records;

THENCE from said Point of Commencement North 81°26'45" East, 659.35 feet to the True Point of Beginning, being a point on the existing centerline of State Highway 20;

(1) Thence from said True Point of Beginning, South 31°56'39" East 61.79 feet;
(2) Thence South 34°47'55" East 166.78 feet;
(3) Thence South 41°16'00" East 211.52 feet;
(4) Thence South 62°05'27" East 454.23 feet;
(5) Thence North 85°28'16" East 397.23 feet;
(6) Thence South 87°24'27" East 236.19 feet;
(7) Thence North 66°44'11" East 63.21 feet;
(8) Thence North 61°17'08" East 242.35 feet to the existing northerly right of way of State Highway 20 and the terminus of this line; said Point of Terminus bears South 71°14'03" West 625.79 feet from a Brass Disk marking the Southwest corner of the State Fire station.

The Bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 2 (Epoch 2004.69). Distances are in feet unless otherwise noted. Multiply all distances used in the above description by 1.00012 to obtain ground level distances.

THIS IS TO CERTIFY that the foregoing resolution was duly passed by the California Transportation Commission at its meeting regularly called and held on the 28th day of June, in the city of Sacramento and that the foregoing is a full and correct copy of the original resolution.
Dated this the 28th day of June.

Susan Bransen

SUSAN BRANSEN, Executive Director

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 48

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 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 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 $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:

01-03-But-99 PM 3.2 Disposal Unit #DD 022734-01-02 Convey to: Edward & Lila Silva	Gridley 2.23 acres $62,000 Public Sale Estimate (PSE) $30,000

Public sale. Sale price represents the highest oral bid received at the public auction. There were four registered bidders and four active bidders. The public auction was held August 9, 2017. Parcel was part of the Live Oak/Gridley Bypass; the route was rescinded in 2007. The parcel is located in the city of Gridley, on Sheldon Road. Parcel has old walnut trees that are past their economic life. The excess is zoned Suburban Residential-1.

02-03-Sut-99 PM R18.79 — Yuba City
Disposal Unit #DD 034255-01-01
#DD 034256-02-01 — 18.07 acres (787,129 s.f.)
Convey to: Lonnie E. Perez — $220,000 (PSE $160,000)

Private auction between adjoining owners. Sale price represents the highest oral bid received at the sale. There were three registered bidders and three active bidders at an oral auction on August 23, 2017. Excess parcel was created due to the construction of the Tudor Bypass in Yuba City, CA. The parcel is a dilapidated prune orchard.

03-04-Ala-238 PM 13.7x — Hayward
Disposal Unit #DD 031032-01-01 — 0.90 acre (39,522 s.f.)
Convey to: Zibasara Llc — $790,000 (Estimate $790,000)

Public sale. Sale price represents the highest oral bid received at the first public sale. There were two registered bidders and one active bidder. This disposal unit is composed of one 39,522 s.f. parcel, with a conservation easement of 16,246 s.f. along the creek at the back of the property. The property is irregularly shaped, mostly level, and at grade with the street.

04-04-Ala-238 PM 13.7x — Hayward
Disposal Unit #DD 032669-01-01 — 0.41 acre (17,699 s.f.)
Convey to: Saint Antony Group Inc — $3,260,000
(Estimate $3,190,000)

Public sale. Selling price represents the highest oral bid received at the first public sale. There were 10 registered bidders and two active bidders. This disposal unit is composed of one parcel. The parcel has a 10,960 s.f. apartment building that consists of 16 two bedroom one bath units.

05-04-Ala-580 PM 30.8 — Hayward
Disposal Unit #DD 041920-01-01 — 0.51 acre (22,153 s.f.)
Convey to: SKW Hayward LLC — $1,120,000 (PSE $620,000)

Public sale. Selling price represents the highest bid received at the public sale. There were four registered bidders and four active bidders for this vacant parcel. The parcel was previously improved with a gas station.

06-04-CC-04 PM 24.5-24.9
Disposal Units (8): #DE 060087-X4-X1, #DE 060088-X3-X1, #DE 060088-X7-X1, #DE 060089-X4-X1, #DE 060089-X5-X1, #DE 060093-X8-X1, #DE 060093-X9-X1, #DE 060130-X3-X1
Convey to: Pacific Gas and Electric Company

Pittsburg
3.23 acres (140,698 s.f.)
No monetary consideration
$0

Direct conveyance for no monetary consideration per Utility Agreement No. 1632.1 dated December 6, 2006 and Utility Agreement No. 1632.2 dated August 7, 2008.

07-04-SCl-101 PM 11.4
Disposal Unit #DD 052029-01-01
Convey to: Bhatia LLC

Hayward
9.163 acre (399,140 s.f.)
$855,000 (Estimate $700,000)

Public sale. Selling price represents the highest oral bid received at the first public sale. There were three registered bidders and three active bidders. This disposal unit is composed of one 8.749 acre parcel and an adjacent 0.414 acre parcel of fee underlying a portion of Sycamore Avenue. The property is rectangular, mostly level, and at grade with the street. There are two structures (one uninhabitable single family residence and a pole barn) in tear down condition on the property. The improvements add no value to the land.

08-04-SCl-101 PM 11.4
Disposal Unit #DD 052030-01-01
Convey to: Abhishek Gupta

San Martin
3.058 acres (133,206 s.f.)
$500,000 (PSE $500,000)

Public sale. Selling price represents the highest bid received at the public sale. There was one active bidder.

09-07-LA-5 PM 1.76
Disposal Unit #DE 79729-01-01
#DE 79729-01-02
#DE 79729-01-03
Convey to: Newport Diversified

City of Santa Fe Springs
0.075 acres (3,269.5 s.f.)
$0 (Appraisal Not Applicable)

Direct sale per court order filed April 16, 2015. DE 79729-01-01: A non-exclusive ingress and egress easement for operation, installation, and maintenance of a power utility wiring conduit for a freeway oriented outdoor advertisement sign, in, to, over, and across those portions of land. DE 79729-01-02: A freeway oriented outdoor advertisement sign easement, in, to, over, and across those portions of land. DE 79729-01-03: A foundation for a freeway oriented outdoor advertisement sign, in, to, over, and across those portions of land.

10-07-LA-5 PM 6.1 City of Norwalk
Disposal Unit #DD 79029-01-01 0.15 acres (6,544 s.f.)
Convey to: West Coast Revivals LLC. $175,000 (PSE $150,000)

Public sale: Selling price represents the highest bid received at public auction. There were 10 registered bidders and two active bidders. The subject site is currently zoned R-l. According to the City of Norwalk Municipal Code, Title 17, Zoning, R-1 designation allows for the development of single family dwellings.

11-07-LA-5 PM 6.3 City of Santa Fe Springs
Disposal Unit #DD 80721-01-01 0.15 acres (6,452 s.f.)
Convey to: Astro Dismantlers Corp Turbo City Dismantlers $380,000 (PSE $470,000)

Public sale: Selling price represents the highest bid received at public auction. There were 10 registered bidders and two active bidders. District 7 previously tried to sell the parcel, however, the parcel did not receive any bids; in order to receive bids, the minimum bid amount was lowered by 25%.

12-07-LA-10 PM 31.3 City of Baldwin Park
Disposal Unit #DD 79800-01-01 0.062 acres (2,708 s.f.)
Convey to: Ali Reza Zakeri and Signee $50,000 (PSE $50,000)

Public sale: Selling price represents the highest bid received at public auction. There were 10 registered bidders and one active bidder. The subject excess land parcel is located southerly to the San Bernardino Freeway (I-10). The subject parcel is a level, unimproved lot located at the southwest corner of Via Van Cleave and Dalewood Street in the city of Baldwin Park. The subject property is zoned Single Family Residential (R-1) under the city's general plan. Land in the immediate area of the subject is being utilized for residential use.

13-07-LA-105 PM 2.1 City of Lennox
Disposal Unit #DK 54062-3 0.029 acres (1,267 s.f.)
Convey to: Los Angeles County Sanitation District 5 City of Los Angeles
$0 (Appraisal Not Applicable)
Direct conveyance for no money consideration. Conveyance is 100% State's obligation pursuant to Utility Agreement No. 7UT-10,111 dated April 25, 1984.

14-07-LA-105/710 PM 13.5/15.5 — City of Paramount
Disposal Unit #DE 73703-3 — 0.014 acres (591 s.f.)
Convey to: Los Angeles County Sanitation District — $0 (Appraisal Not Applicable)

Direct conveyance for no monetary consideration. Conveyance is 100% State's obligation pursuant to Utility Agreement No. 7UT-10,606 dated August 3, 1988. The Department is conveying a non-exclusive easement and right of way for ingress and egress purposes together with a portion of Orange Avenue, located directly adjacent to the interchange of U.S. Route 105 and U.S. Route 710 in the city of Paramount. Subject is a 591 s.f. access road easement.

15-07-LA-405 PM 38.6 — City of Los Angeles
Disposal Unit #DD 1326-01-01 — 0.387 acre (16,866 s.f.)
Convey to: 15350 Sutton & 15367 Valley Vista Llc — $450,000 (PSE $450,000)

Public sale: Selling price represents the highest bid received at public auction. There were 10 registered bidders and one active bidder. Subject property is a "stair-step" shaped parcel of land that is east to west, located between the San Diego Freeway (I-405) structure and single-family residential improvements, and north to south, located between Sutton Street and Valley Vista Blvd.

16-08-Riv-86 PM 16.45 — City of Coachella
Disposal Unit #DD 020534-01-01 — 33.02 acres (1,438,691 s.f.)
Convey to: Empire Airport, LLC — $419,000 (Appraisal $419,000)

Direct sale. Subject property is an unimproved irregular shaped lot, with no public road access, zoned Industrial, sold as a 'Finding A' to the adjoining owner.

17-08-Riv-215 PM R43.40 — City of Riverside
Disposal Unit #DD 017753-01-01 — 0.305 ac (13,268 sf)
Convey to: AFG Development LLC — $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.

18-08-SBd-210 PM 21.4
Disposal Unit #DD 14288-01-01
Convey to: Peter Michael

City of San Bernardino
0.301 acres (13,107 s.f)
$26,000 (PSE 26,000)

Public sale: Selling price represents the highest bid received at public auction. The minimum bid was $26,000, and the winning bid was $26,000. There were 24 registered and one active bidder.

19-10-Sta-99 PM 11.9
Disposal Unit #DD 14748-01-01
Convey to Joshua Agah

Ceres
0.623 acres (27,137 s.f.)
$5,130 (Appraisal $5,130)

Direct sale: Finding 'A' sales price represents the appraised value received from the only adjoining owner. The subject's odd shape and limited utility prevents independent development and greatly restricts its value to the adjoining owner. The subject parcel is a vacant site with its highest and best use as plottage to the adjoining property.

Attachments
Attachment A - Financial summary spreadsheet
Exhibits 1A-19B - Parcel maps

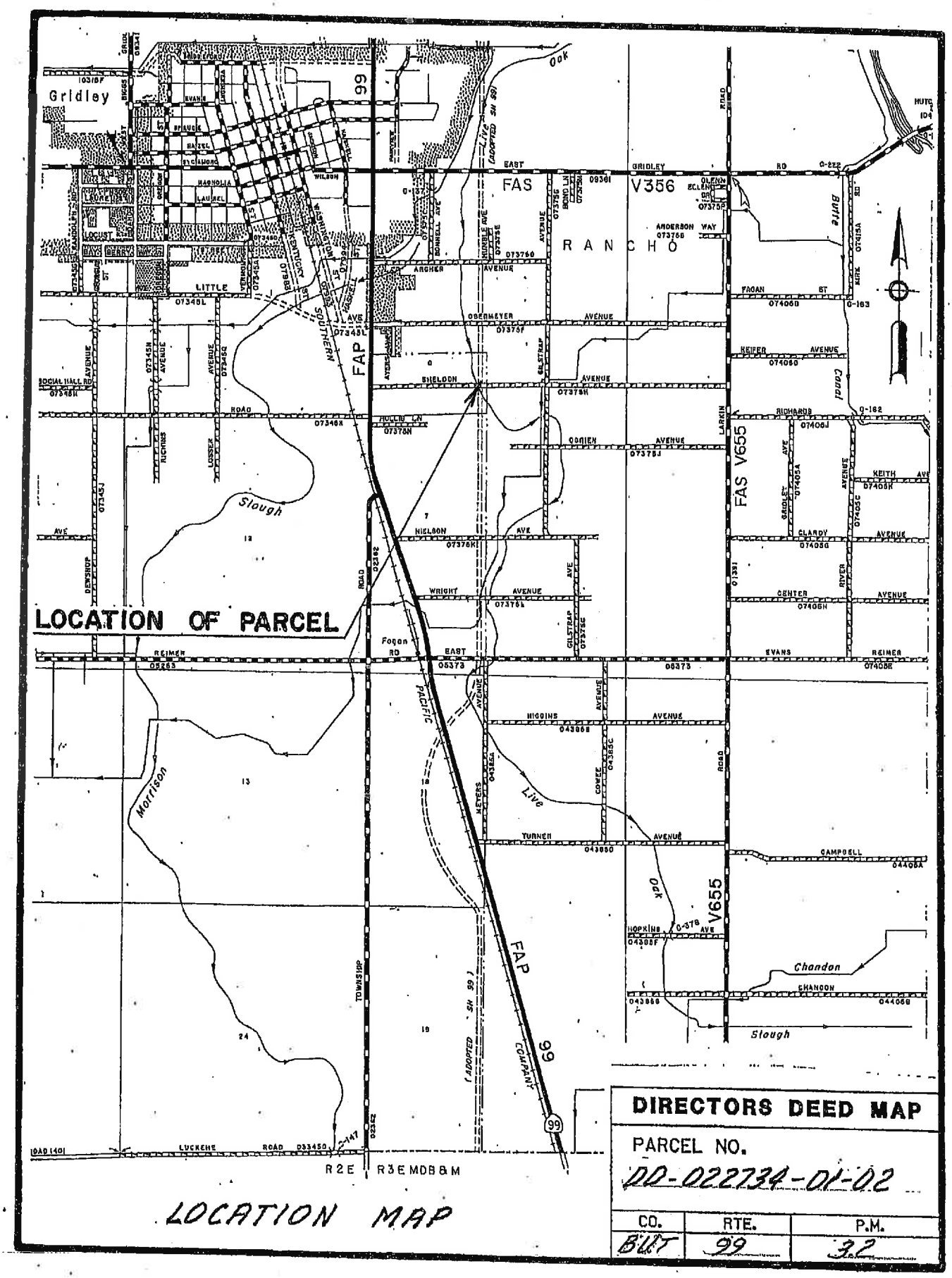
SUMMARY OF DIRECTOR'S DEEDS - 2.4d.
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - October 18-19, 2017

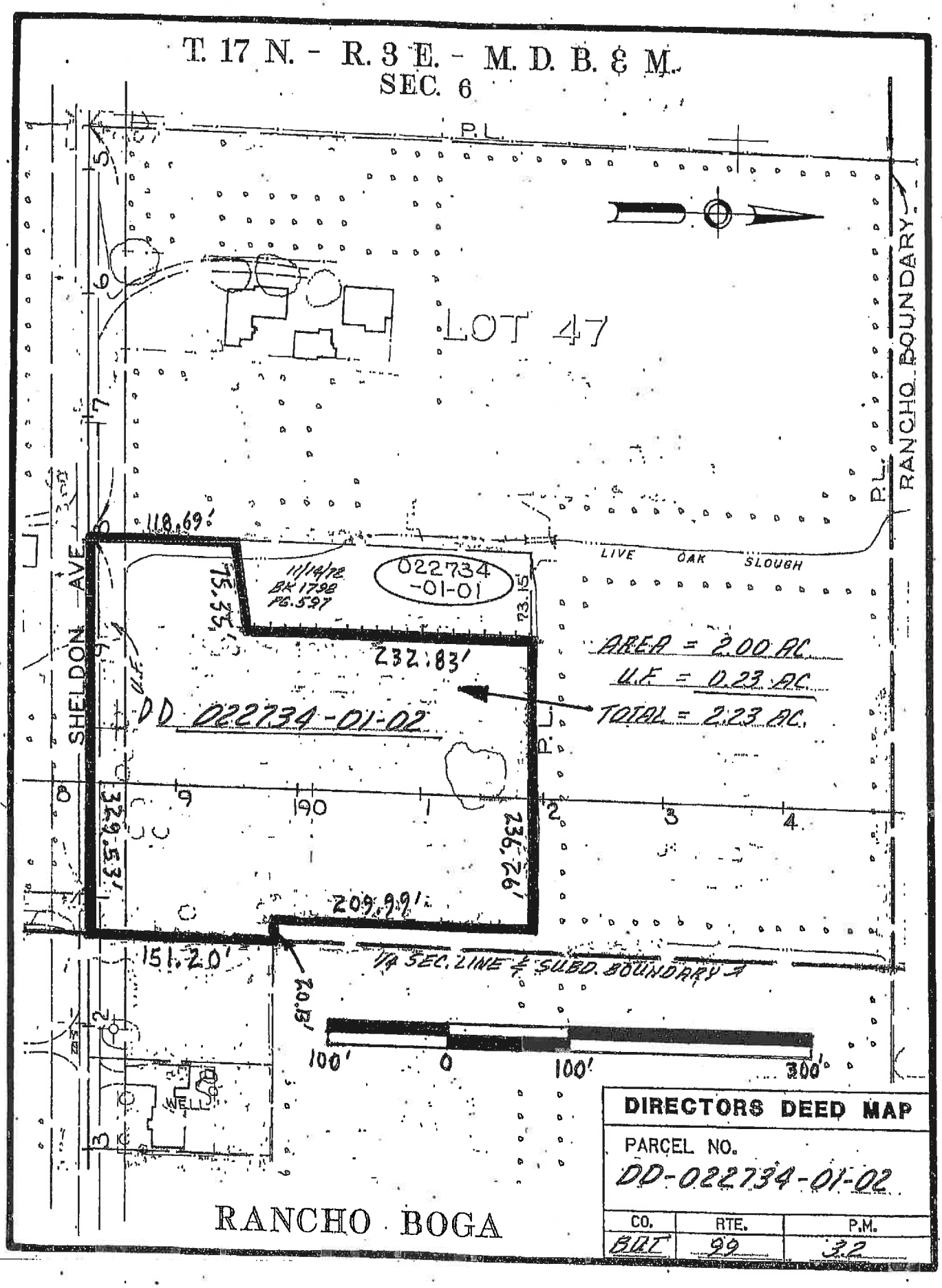
Table I - Volume by Districts

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		2*			2	$190,000	$282,000	148.4%
04	1	5			6	$5,800,000	$6,525,000	112.5%
05					0			
06					0			
07	3	4			7	$1,120,000	$1,055,000	94.2%
08	1	2			3	$471,500	$478,000	101.4%
09					0			
10	1				1	$5,130	$5,130	100.0%
11					0			
12					0			
Total	**6**	**13**			**19**	**$7,586,630**	**$8,345,130**	**110.0%**

Table II - Analysis by Type of Sale

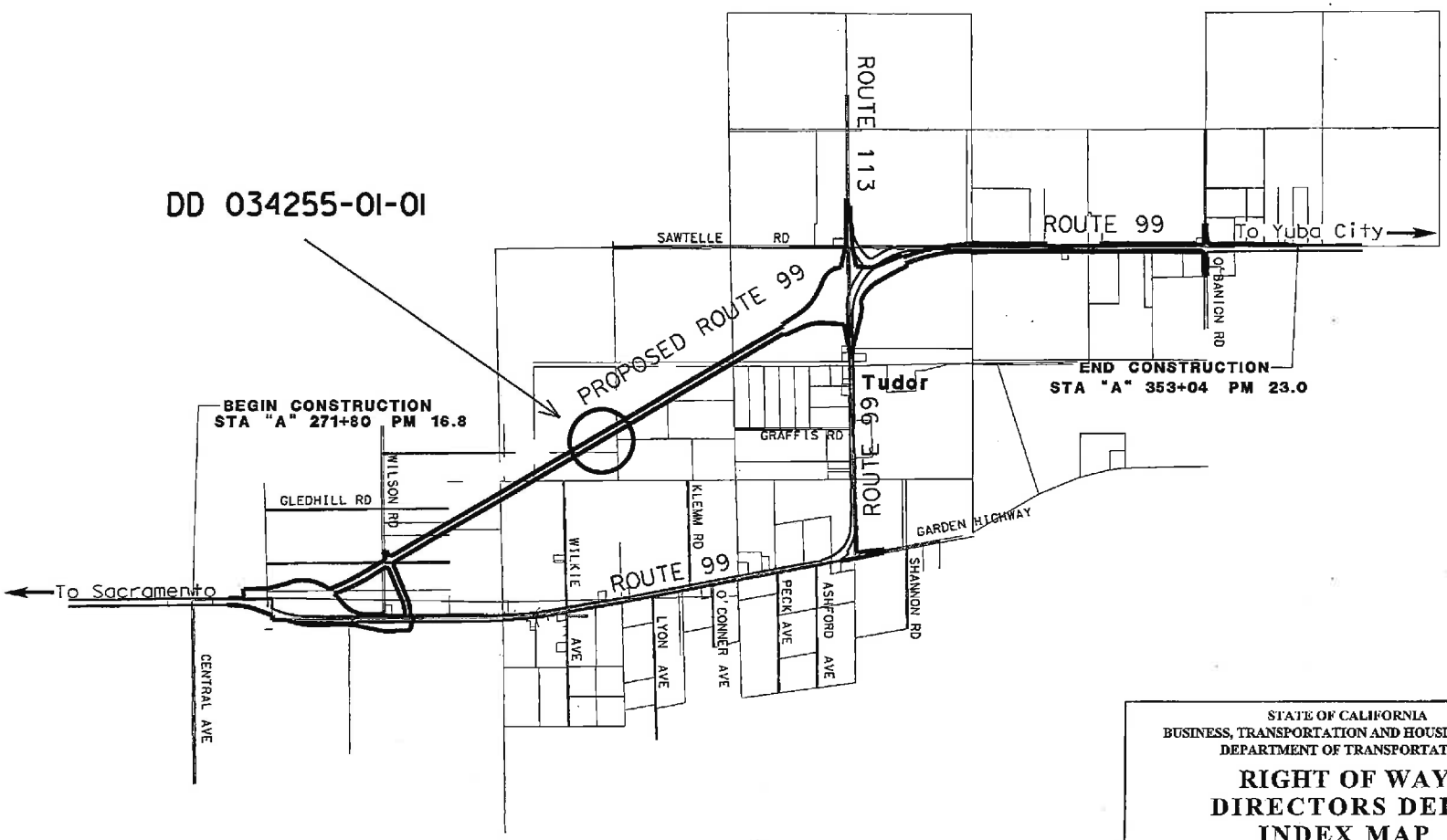
Type of Sale	# of Items	Current Estimated Value	Return From Sales	Recovery % % Return From Sales / Current Value
Direct Sales	6	$424,130	$424,130	100.0%
Public Sales	13	$7,162,500	$7,921,000	110.6%
Non-Inventory				
Conveyances				0.0%
Sub-Total	19	$7,586,630	$8,345,130	110.0%
Other Funded				
Sales				
Total	19	$7,586,630	$8,345,130	110.0%


Gridley
99
FAS
V356
RANCHO
FAP
FAS V655
V655
LOCATION OF PARCEL
Slough
Morrison
Live Oak
Chandon
Butte Canal
PACIFIC
SOUTHERN
COMPANY
(ADOPTED SH 99)
R2E R3E MDB&M
LOCATION MAP
DIRECTORS DEED MAP
PARCEL NO.
DD-022734-01-02
CO. BUT
RTE. 99
P.M. 3.2


T. 17 N. - R. 3 E. - M. D. B. & M.
SEC. 6
P.L.
LOT 47
RANCHO BOUNDARY
P.L.
118.69'
LIVE OAK SLOUGH
11/14/72
BK 1798
PG. 597
022734
-01-01
75.55'
73.15'
232.83'
AREA = 2.00 AC.
U.E. = 0.23 AC.
TOTAL = 2.23 AC.
DD 022734-01-02
SHELDON AVE
P.L.
329.53'
190
236.26'
209.99'
151.20'
1/4 SEC. LINE & SUBD. BOUNDARY
20.13'
100'
0
100'
300'
WELL
RANCHO BOGA
DIRECTORS DEED MAP
PARCEL NO.
DD-022734-01-02
CO.
RTE.
P.M.
BUT
99
32

Caltrans Metric

EXHIBIT A



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTORS DEED
INDEX MAP

NOT TO SCALE

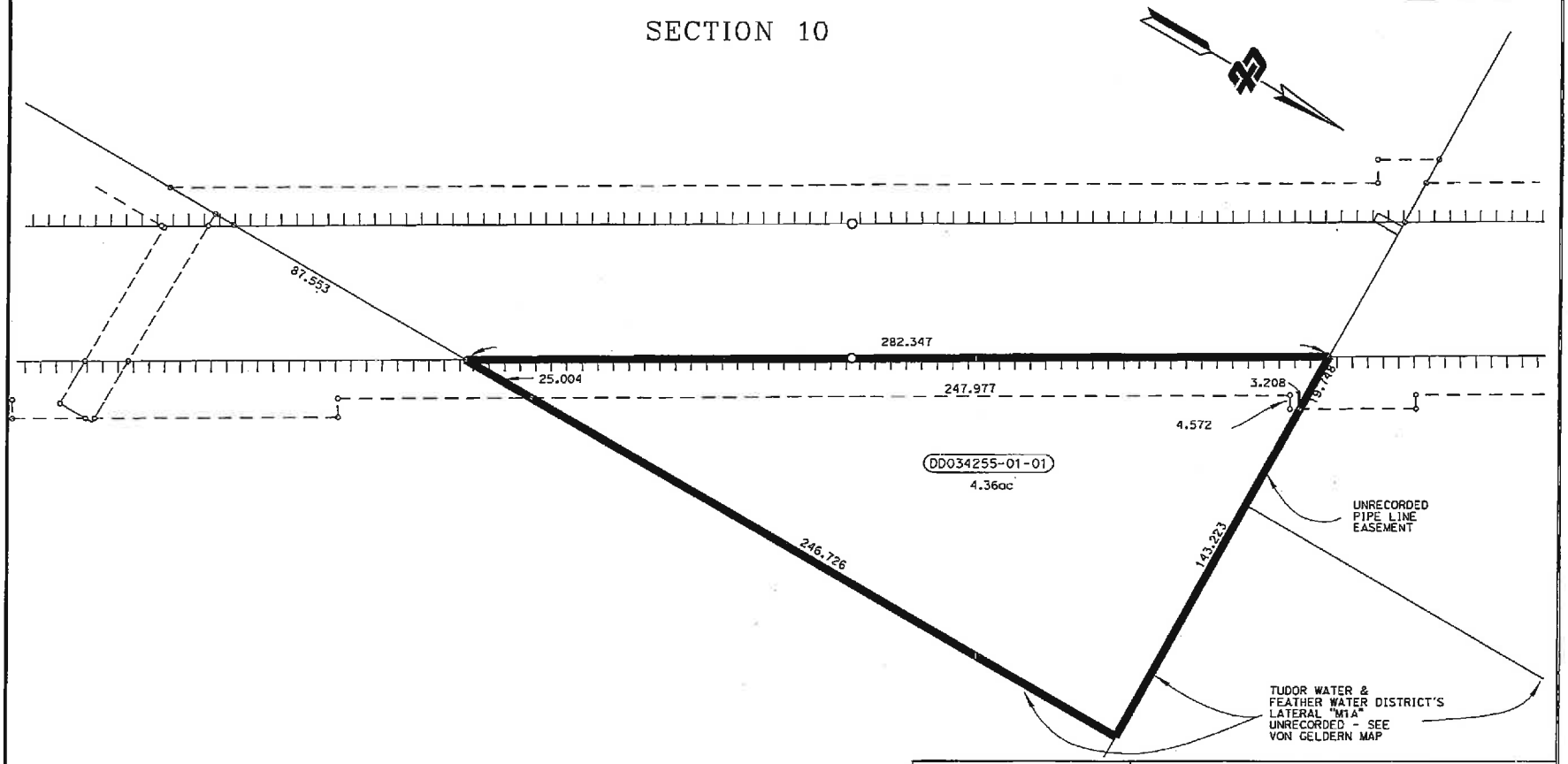
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SUT	99	R18.79	1	2

EXHIBIT B

Caltrans Metric

T.13 N. R. 3 E., M.D.M.

SECTION 10



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
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

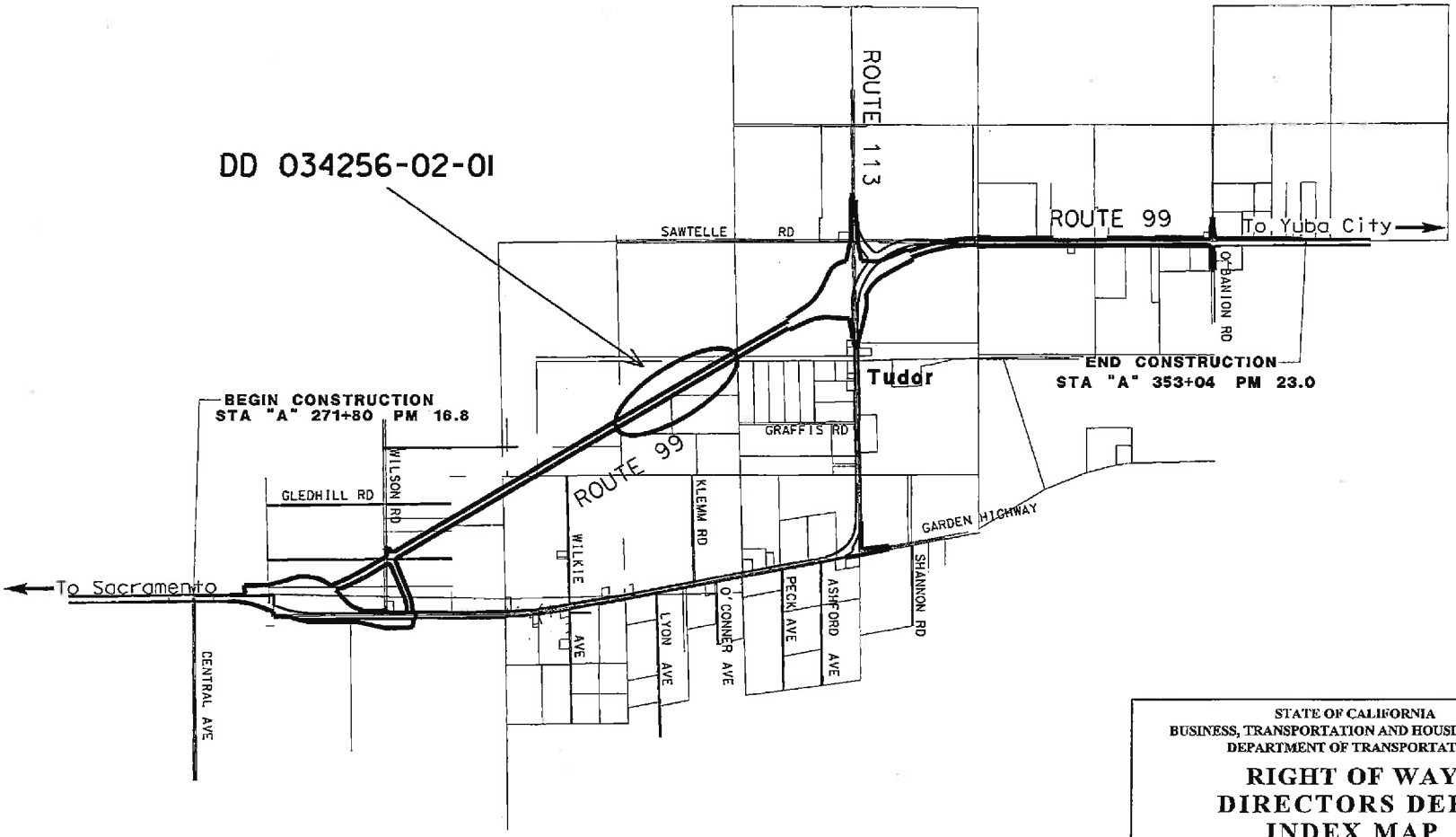
RIGHT OF WAY DIRECTORS DEED DD 034255-01-01

METERS 0 20 50 100
FEET 0 50 100 200 300

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SUT	99	R18.79	2	2

Caltrans Metric

EXHIBIT A



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTORS DEED
INDEX MAP

NOT TO SCALE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SUT	99	R19.1	1	2

2C

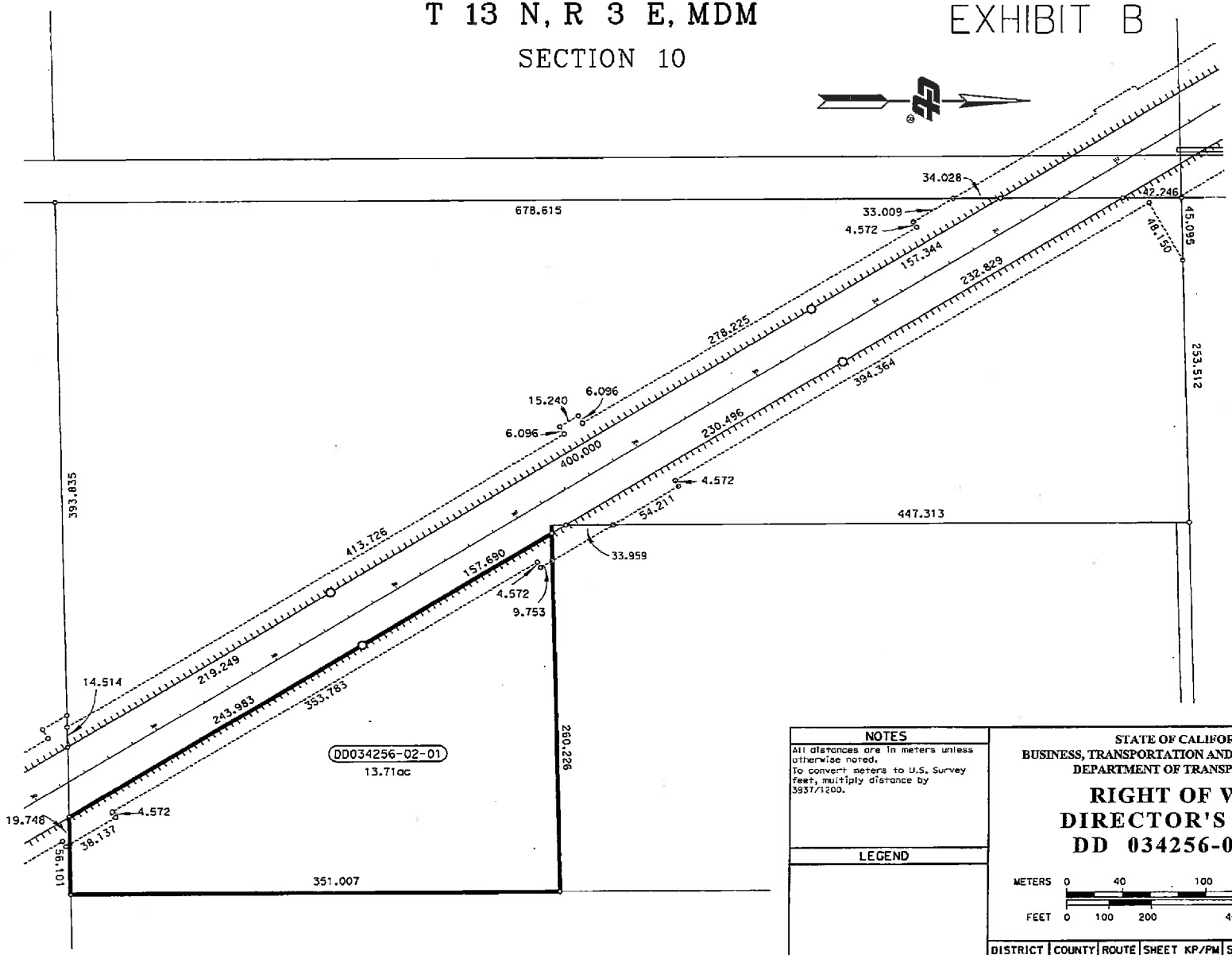
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

Caltrans Metric

T 13 N, R 3 E, MDM

SECTION 10

EXHIBIT B



NOTES
All distances are in meters unless otherwise noted. To convert meters to U.S. Survey feet, multiply distance by 3937/1200.

LEGEND

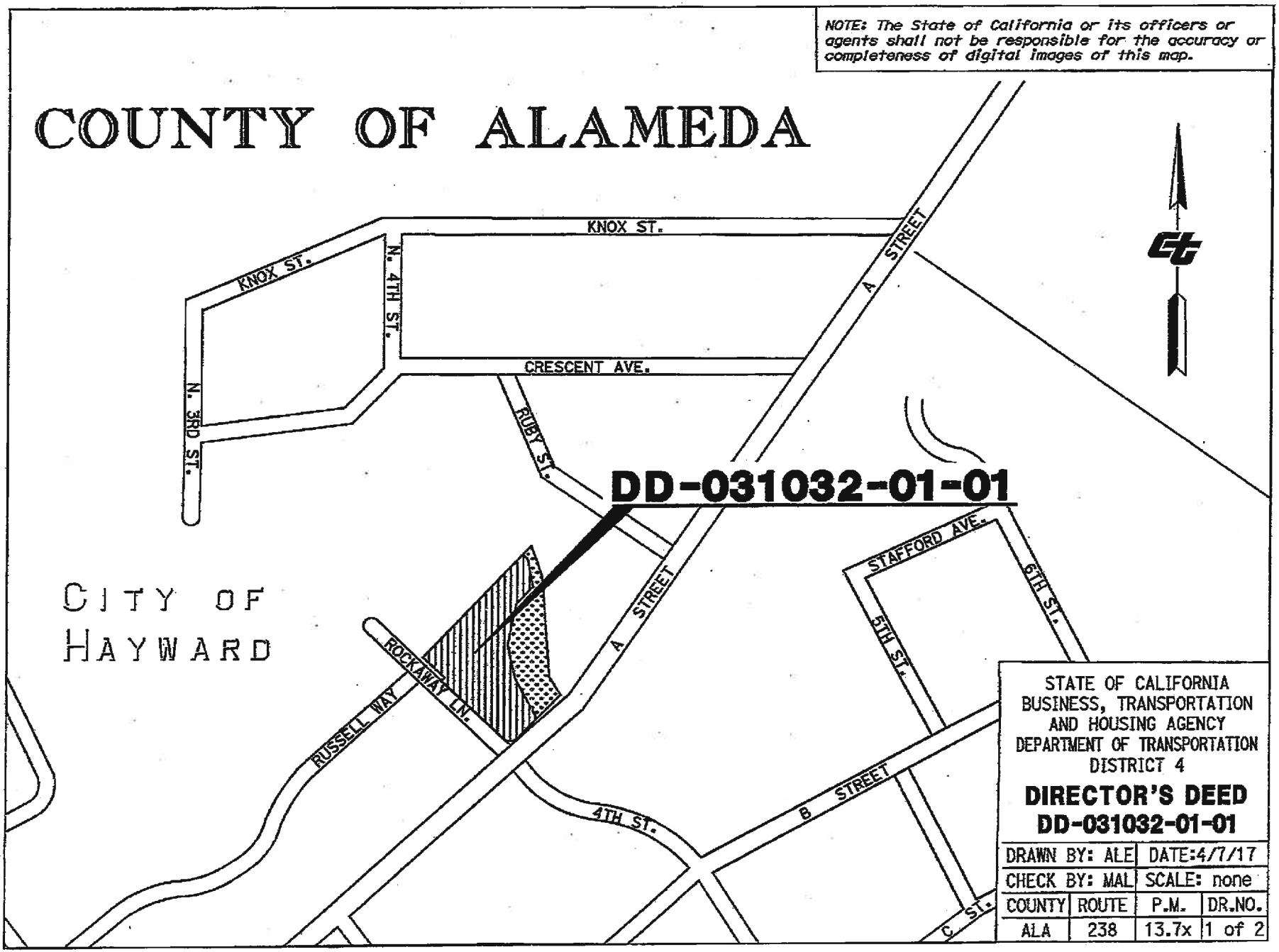
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD 034256-02-01

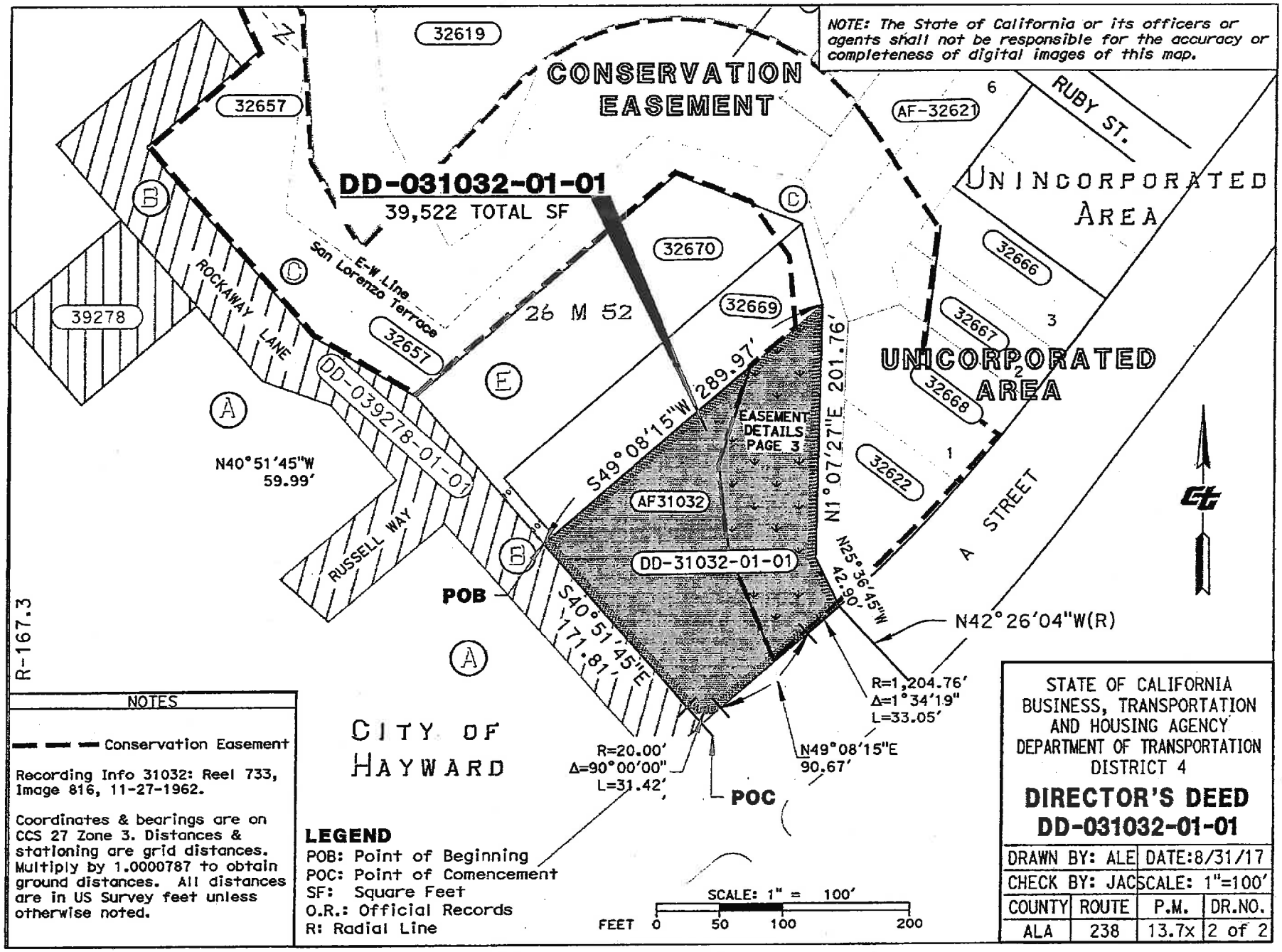
METERS 0 40 100 200
FEET 0 100 200 400 600

DISTRICT	COUNTY	ROUTE	SHEET KP/PM	SHEET NO.	TOTAL SHEETS
03	SUT	99	/R19.10	2	2

2D


NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.
COUNTY OF ALAMEDA
KNOX ST.
KNOX ST.
N. 4TH ST.
N. 3RD ST.
CRESCENT AVE.
RUBY ST.
A STREET
A STREET
DD-031032-01-01
STAFFORD AVE.
6TH ST.
5TH ST.
CITY OF HAYWARD
ROCKAWAY LN.
RUSSELL WAY
4TH ST.
B STREET
C ST.
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4
DIRECTOR'S DEED
DD-031032-01-01
DRAWN BY: ALE
DATE:4/7/17
CHECK BY: MAL
SCALE: none
COUNTY
ROUTE
P.M.
DR.NO.
ALA
238
13.7x
1 of 2

3A



NOTES

Conservation Easement

Recording Info 31032: Reel 733, Image 816, 11-27-1962.

Coordinates & bearings are on CCS 27 Zone 3. Distances & stationing are grid distances. Multiply by 1.0000787 to obtain ground distances. All distances are in US Survey feet unless otherwise noted.

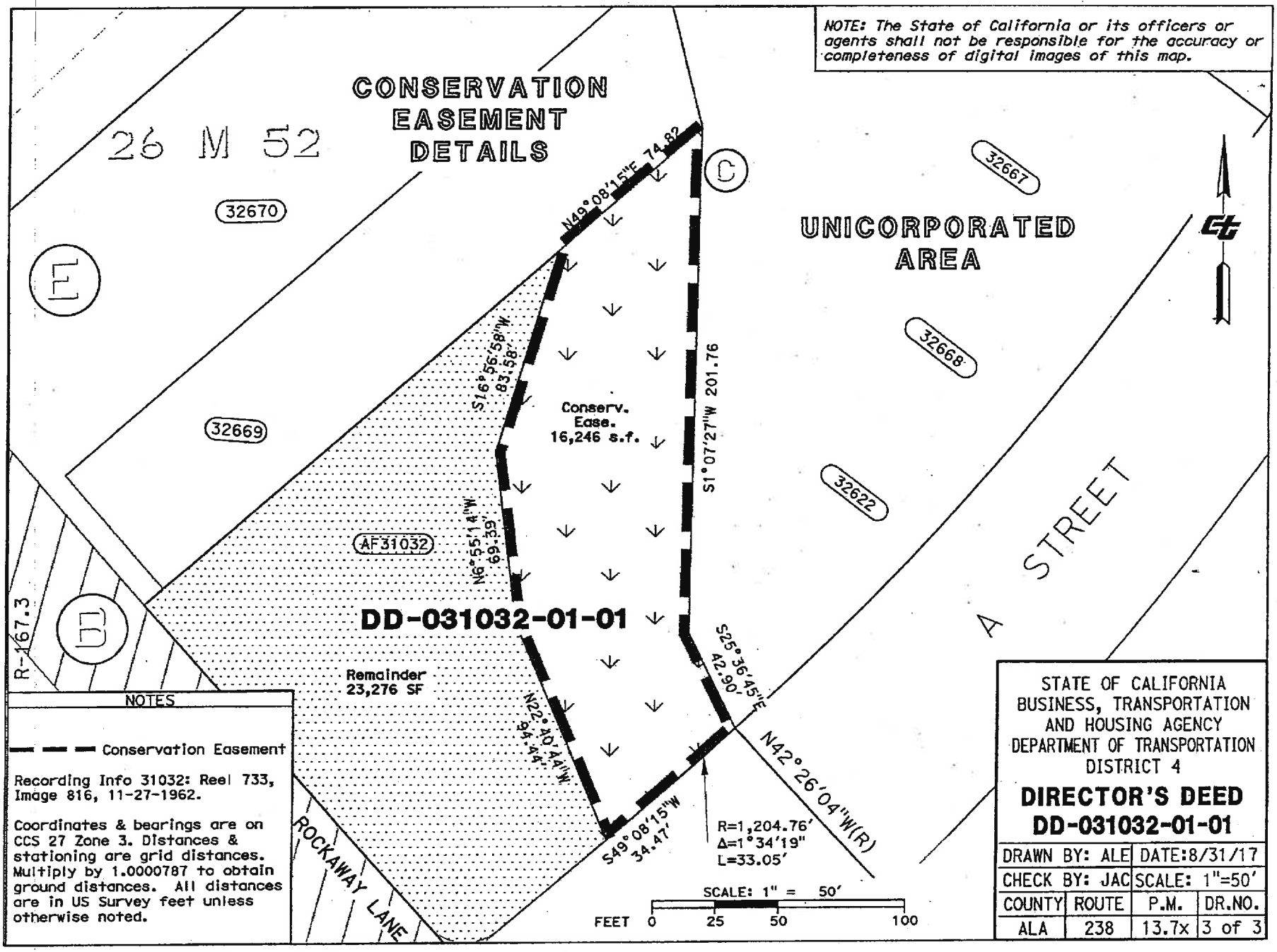
LEGEND

POB: Point of Beginning
POC: Point of Comencement
SF: Square Feet
O.R.: Official Records
R: Radial Line

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-031032-01-01

DRAWN BY: ALE		DATE:8/31/17	
CHECK BY: JAC		SCALE: 1"=100'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.7x	2 of 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

Conservation Easement

Recording Info 31032: Reel 733, Image 816, 11-27-1962.

Coordinates & bearings are on CCS 27 Zone 3. Distances & stationing are grid distances. Multiply by 1.0000787 to obtain ground distances. All distances are in US Survey feet unless otherwise noted.

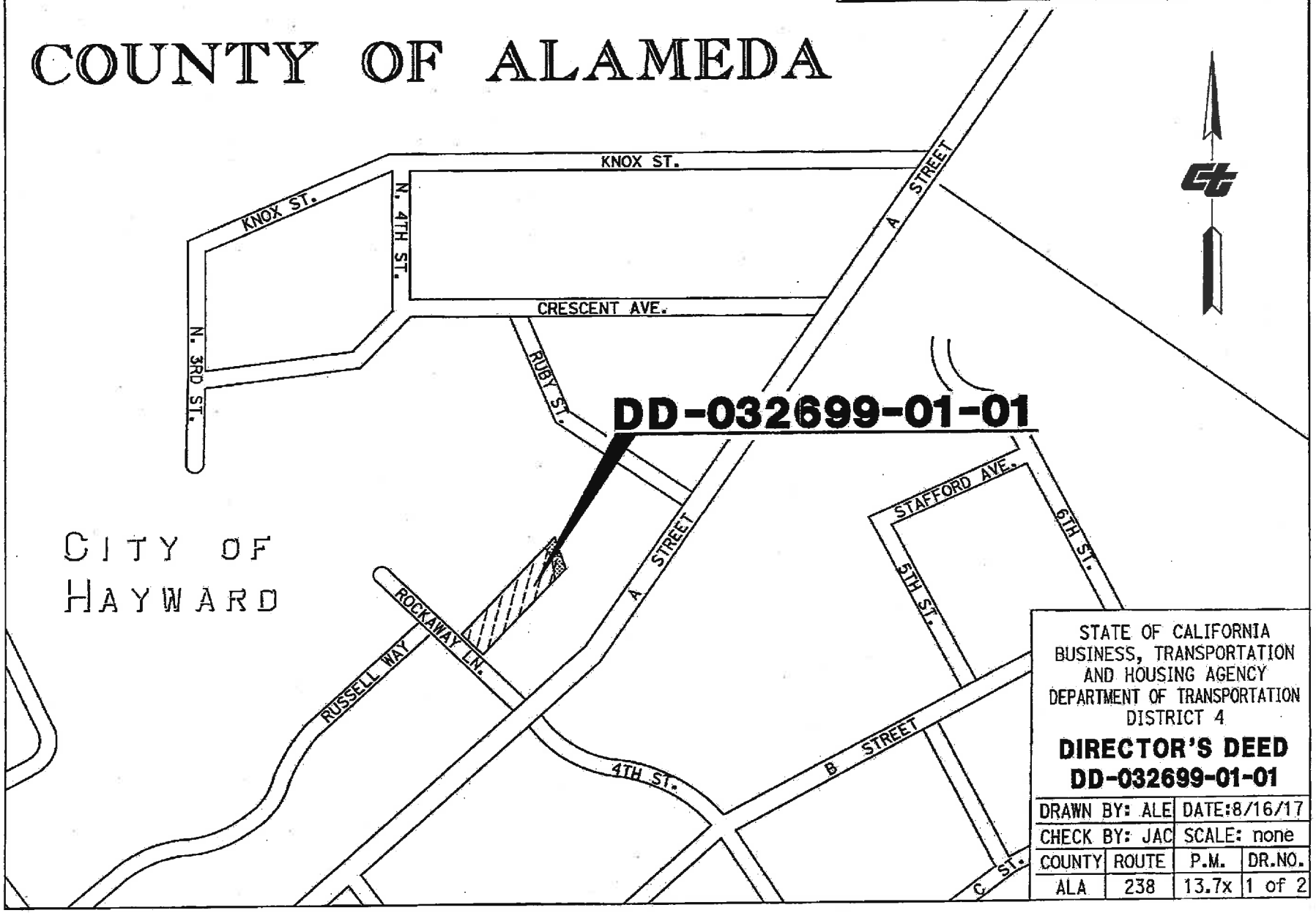
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-031032-01-01

DRAWN BY: ALE		DATE:8/31/17	
CHECK BY: JAC		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.7x	3 of 3

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

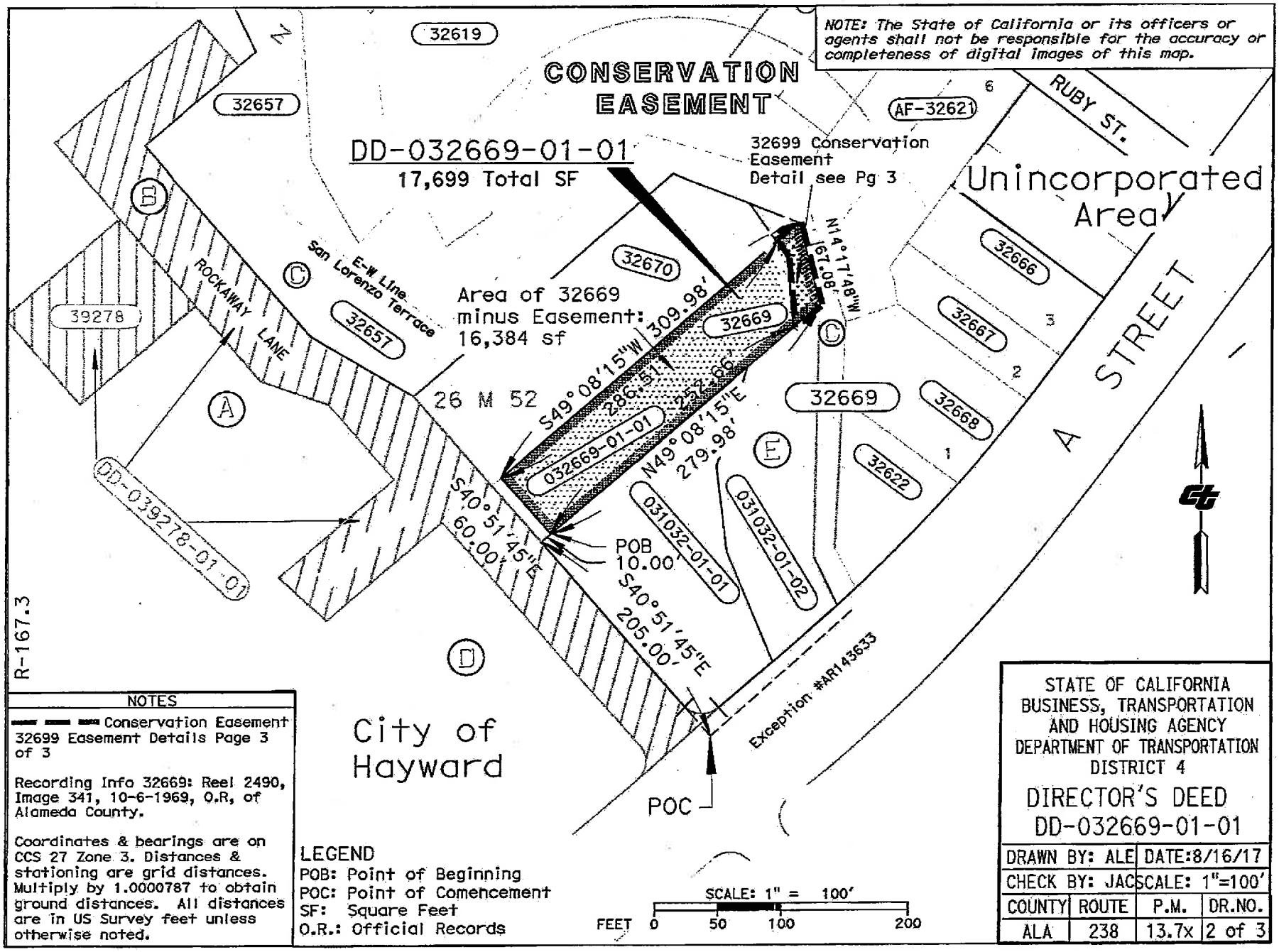
COUNTY OF ALAMEDA

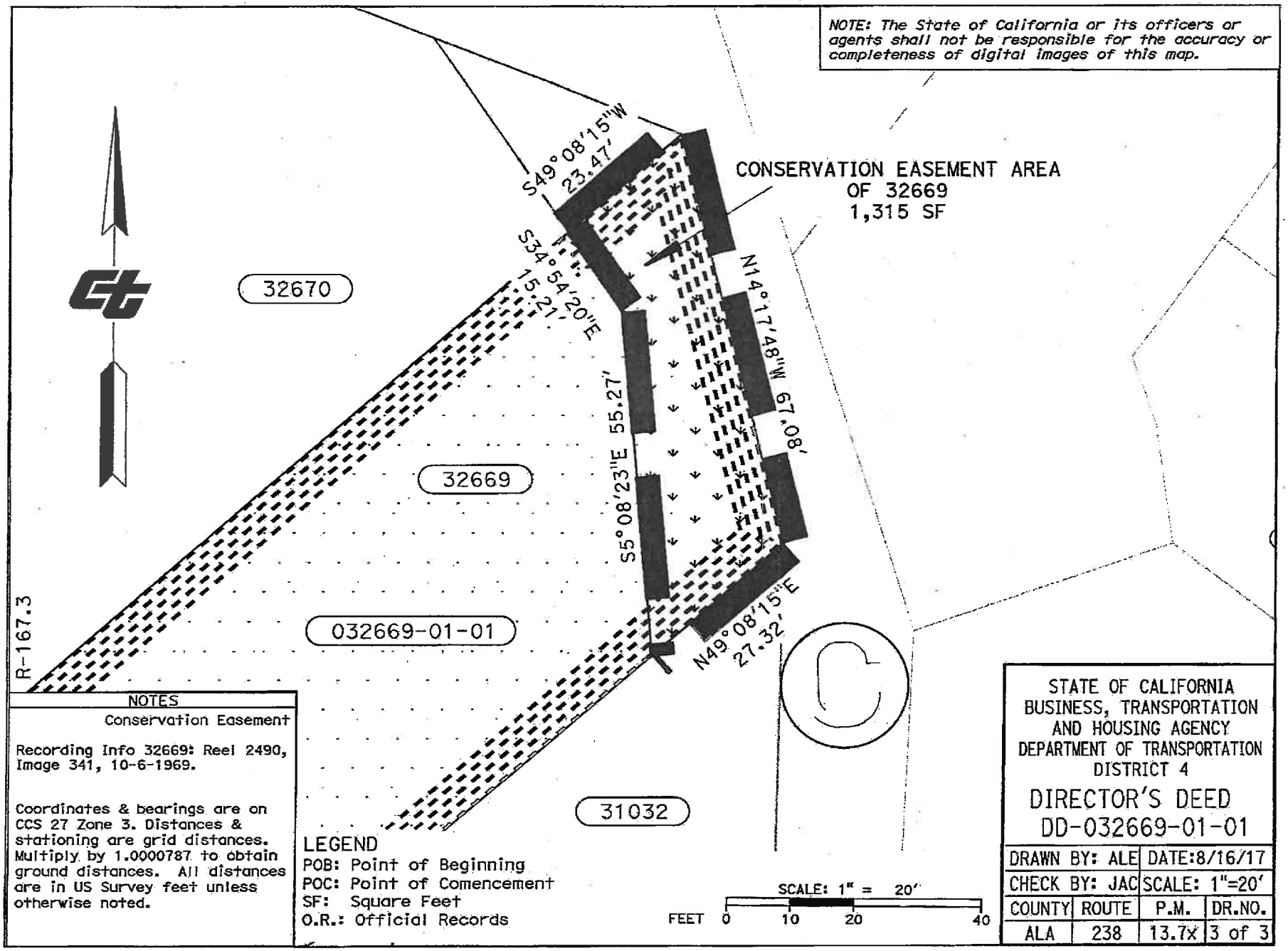


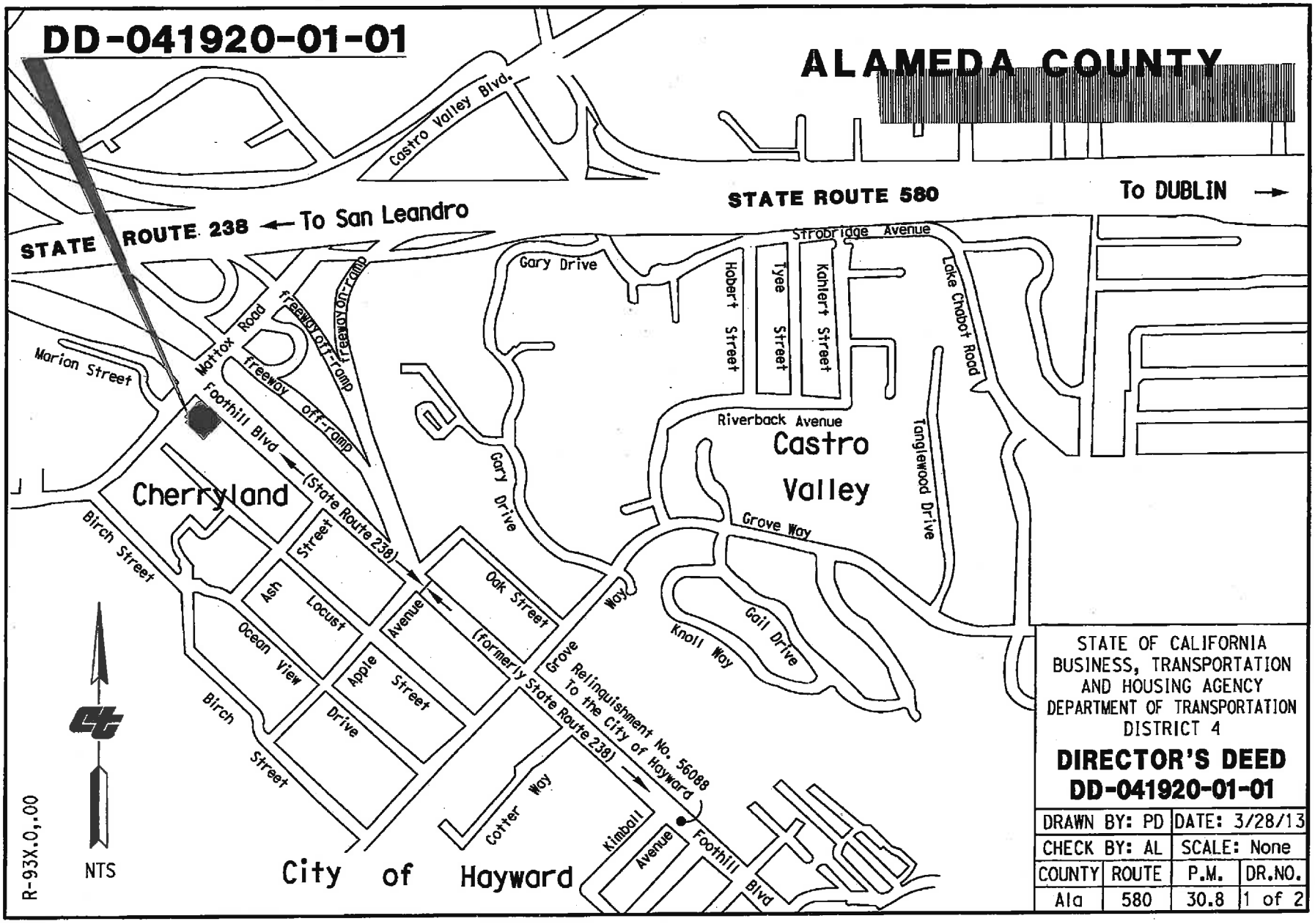
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-032699-01-01

DRAWN BY: ALE		DATE:8/16/17	
CHECK BY: JAC		SCALE: none	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.7x	1 of 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.
CONSERVATION EASEMENT
DD-032669-01-01
17,699 Total SF
32699 Conservation Easement Detail see Pg 3
Area of 32669 minus Easement: 16,384 sf
26 M 52
E-W Line San Lorenzo Terrace
ROCKAWAY LANE
RUBY ST.
A STREET
Unincorporated Area
City of Hayward
32619
32657
AF-32621
32670
32669
32666
32667
32668
32622
39278
DD-039278-01-01
032669-01-01
031032-01-01
031032-01-02
N14°17'48"W 67.08'
S49°08'15"W 309.98'
286.51'
252.06'
N49°08'15"E 279.98'
S40°51'45"E 60.00'
POB
10.00'
S40°51'45"E 205.00'
POC
Exception #AR143633
R-167.3
A
B
C
D
E
F
NOTES
Conservation Easement
32699 Easement Details Page 3 of 3
Recording Info 32669: Reel 2490, Image 341, 10-6-1969, O.R, of Alameda County.
Coordinates & bearings are on CCS 27 Zone 3. Distances & stationing are grid distances. Multiply by 1.0000787 to obtain ground distances. All distances are in US Survey feet unless otherwise noted.
LEGEND
POB: Point of Beginning
POC: Point of Comencement
SF: Square Feet
O.R.: Official Records
SCALE: 1" = 100'
FEET 0 50 100 200
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4
DIRECTOR'S DEED
DD-032669-01-01
DRAWN BY: ALE DATE:8/16/17
CHECK BY: JAC SCALE: 1"=100'
COUNTY ROUTE P.M. DR.NO.
ALA 238 13.7x 2 of 3

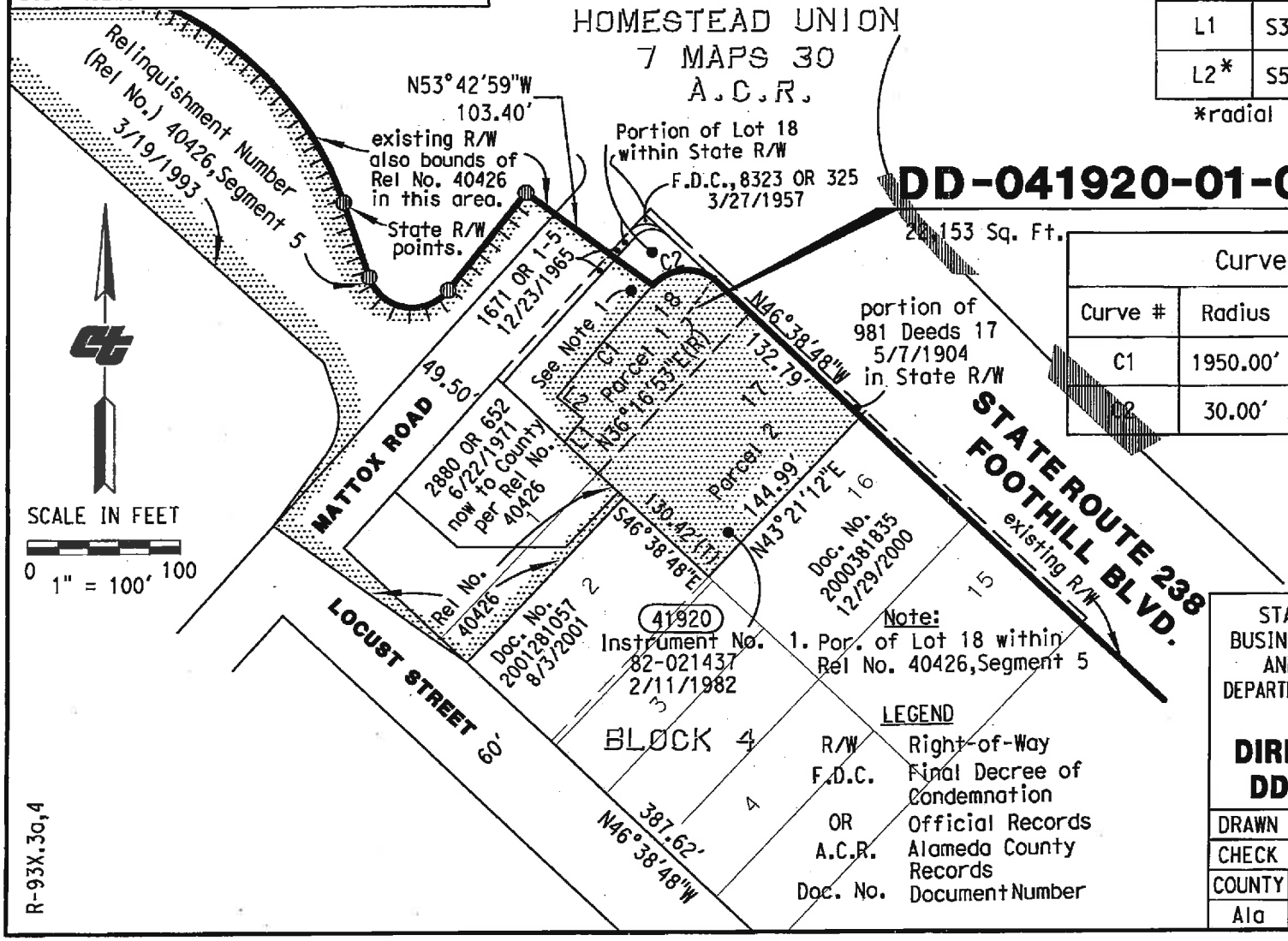

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.
CONSERVATION EASEMENT AREA
OF 32669
1,315 SF
S49°08'15"W
23.47'
S34°54'20"E
15.21'
S5°08'23"E 55.27'
N14°17'48"W 67.08'
N49°08'15"E
27.32'
32670
32669
032669-01-01
31032
R-167.3
NOTES
Conservation Easement
Recording Info 32669: Reel 2490, Image 341, 10-6-1969.
Coordinates & bearings are on CCS 27 Zone 3. Distances & stationing are grid distances. Multiply by 1.0000787 to obtain ground distances. All distances are in US Survey feet unless otherwise noted.
LEGEND
POB: Point of Beginning
POC: Point of Comencement
SF: Square Feet
O.R.: Official Records
SCALE: 1" = 20'
FEET 0 10 20 40
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4
DIRECTOR'S DEED
DD-032669-01-01
DRAWN BY: ALE
DATE:8/16/17
CHECK BY: JAC
SCALE: 1"=20'
COUNTY
ROUTE
P.M.
DR.NO.
ALA
238
13.7X
3 of 3


DD-041920-01-01
ALAMEDA COUNTY
Castro Valley Blvd.
STATE ROUTE 580
To DUBLIN
STATE ROUTE 238
To San Leandro
Strobridge Avenue
Gary Drive
Hobart Street
Tyee Street
Kahlert Street
Lake Chabot Road
Mattox Road
freeway off-ramp
freeway on-ramp
Marion Street
Foothill Blvd
(State Route 238)
Riverback Avenue
Castro Valley
Tanglewood Drive
Cherryland
Gary Drive
Grove Way
Birch Street
Street
Ash
Locust
Avenue
Oak Street
Grove Way
Knoll Way
Gail Drive
Ocean View
Apple
Street
Drive
(formerly State Route 238)
Relinquishment No. 56088
To the City of Hayward
Birch Street
Cotter Way
Kimball
Avenue
Foothill Blvd
City of Hayward
NTS
R-93X.0,.00
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4
DIRECTOR'S DEED
DD-041920-01-01
DRAWN BY: PD
DATE: 3/28/13
CHECK BY: AL
SCALE: None
COUNTY
ROUTE
P.M.
DR.NO.
Ala
580
30.8
1 of 2

BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY

MAP OF HAYWARD PARKS
HOMESTEAD UNION
7 MAPS 30
A.C.R.



Line Table		
Line #	Direction	Length
L1	S38°51'02"W	19.43'
L2*	S51°08'58"E	22.00'

*radial

Curve Table			
Curve #	Radius	Delta	Length
C1	1950.00'	2°50'46"	96.86'
C2	30.00'	84°35'14"	44.28'

Note:
1. Por. of Lot 18 within Rel No. 40426,Segment 5

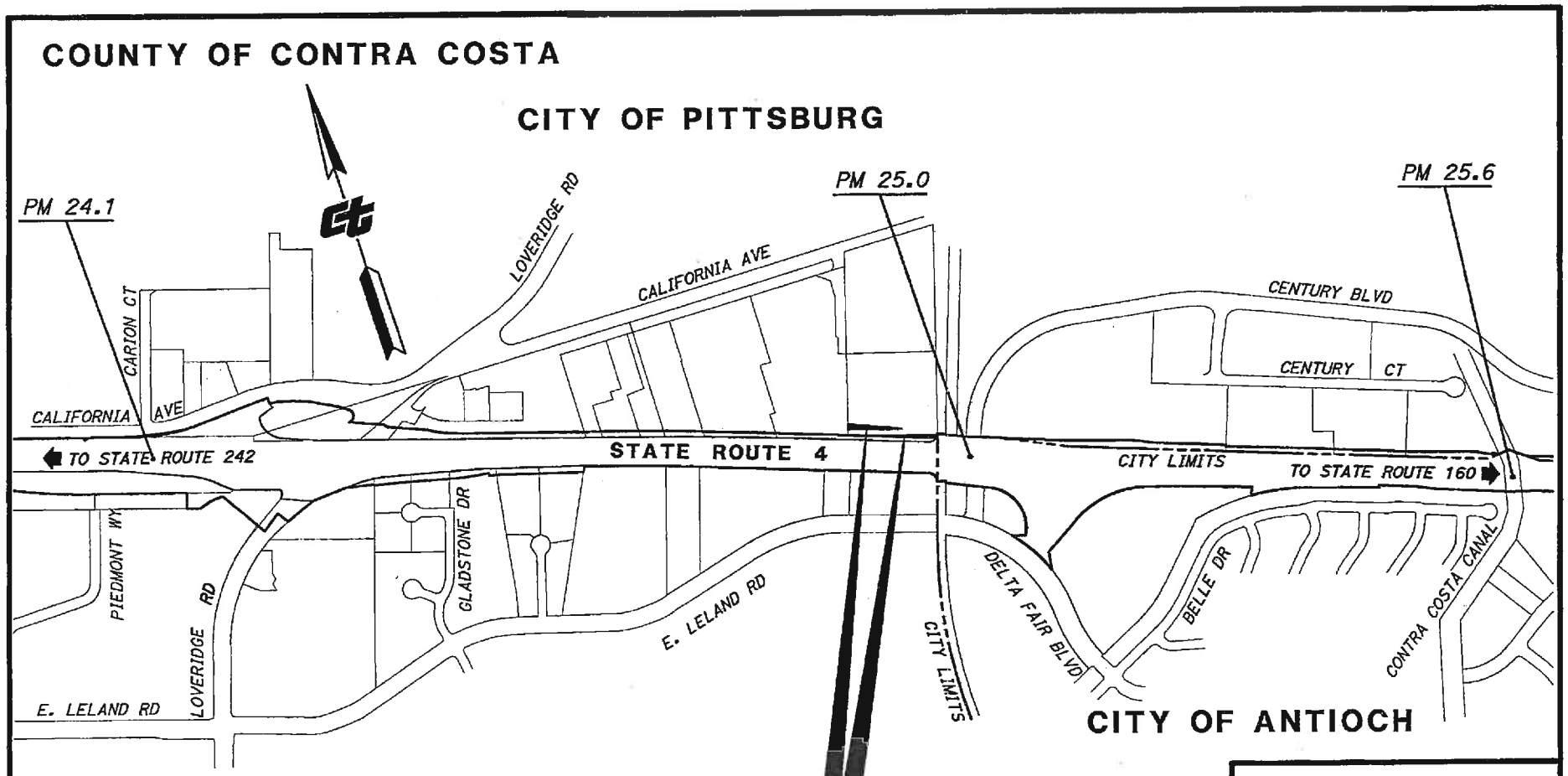
LEGEND

R/W	Right-of-Way
F.D.C.	Final Decree of Condemnation
OR	Official Records
A.C.R.	Alameda County Records
Doc. No.	Document Number

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-041920-01-01

DRAWN BY: PD		DATE: 3/28/13	
CHECK BY: AL		SCALE: 1"=100'	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	580	30.8	2 of 2



DE-060087-X4-X1

PARCELS 1 & 2
5,584 SQ. FT.
TRANSMISSION LINE EASEMENT

R-10308.5a

NO SCALE

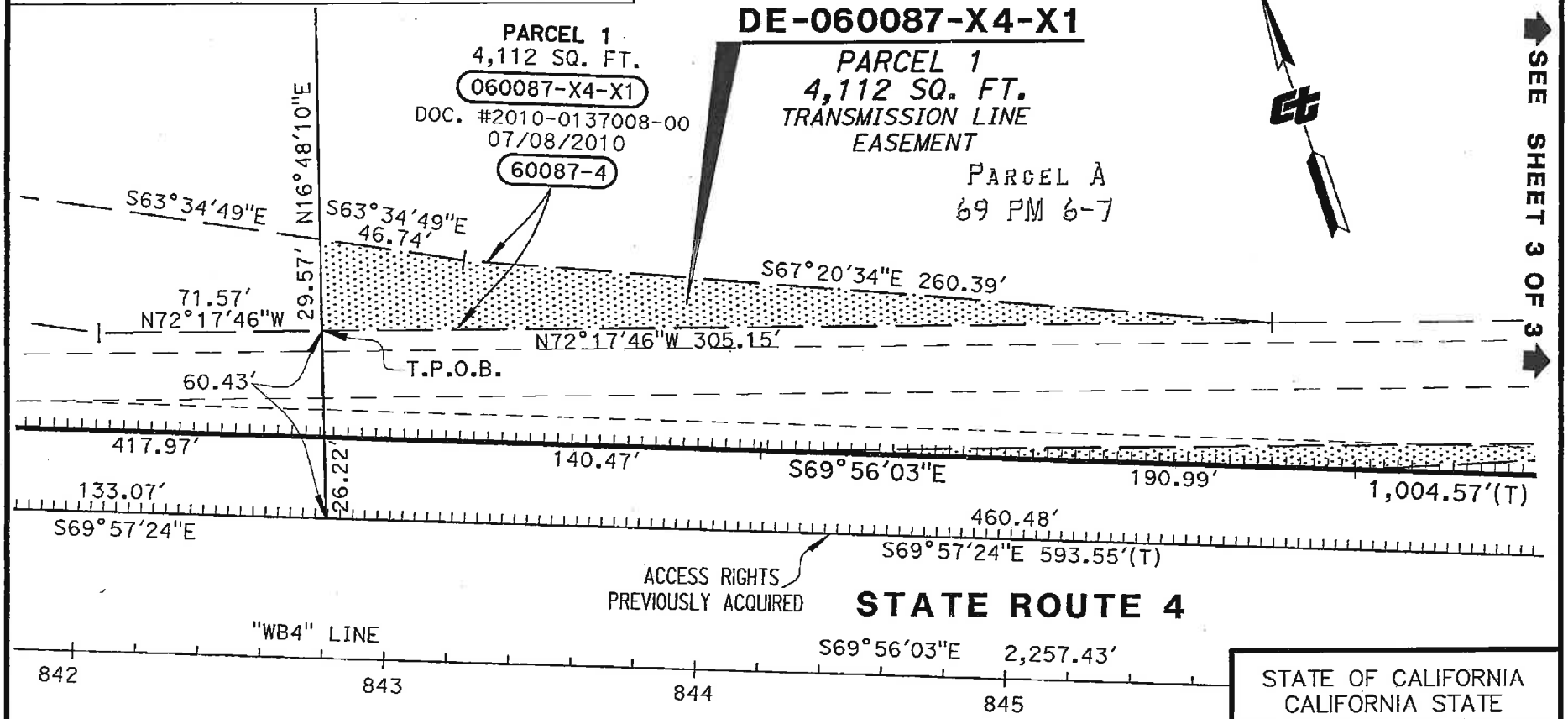
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060087-X4-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: NONE	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.9	1 OF 3

Bearings and distances are on CCS 1983, Zone 3, 1986 Adjustment. Distances and Stationing are in grid. Multiply by 1.0000632 to obtain ground distances. All distances are in feet unless otherwise noted.

CITY OF PITTSBURG



R-10308.5a

LEGEND

|||||||||	ACCESS PROHIBITED
T.P.O.B.	TRUE POINT OF BEGINNING
DOC.	DOCUMENT
(T)	TOTAL

SCALE: 1" = 50'

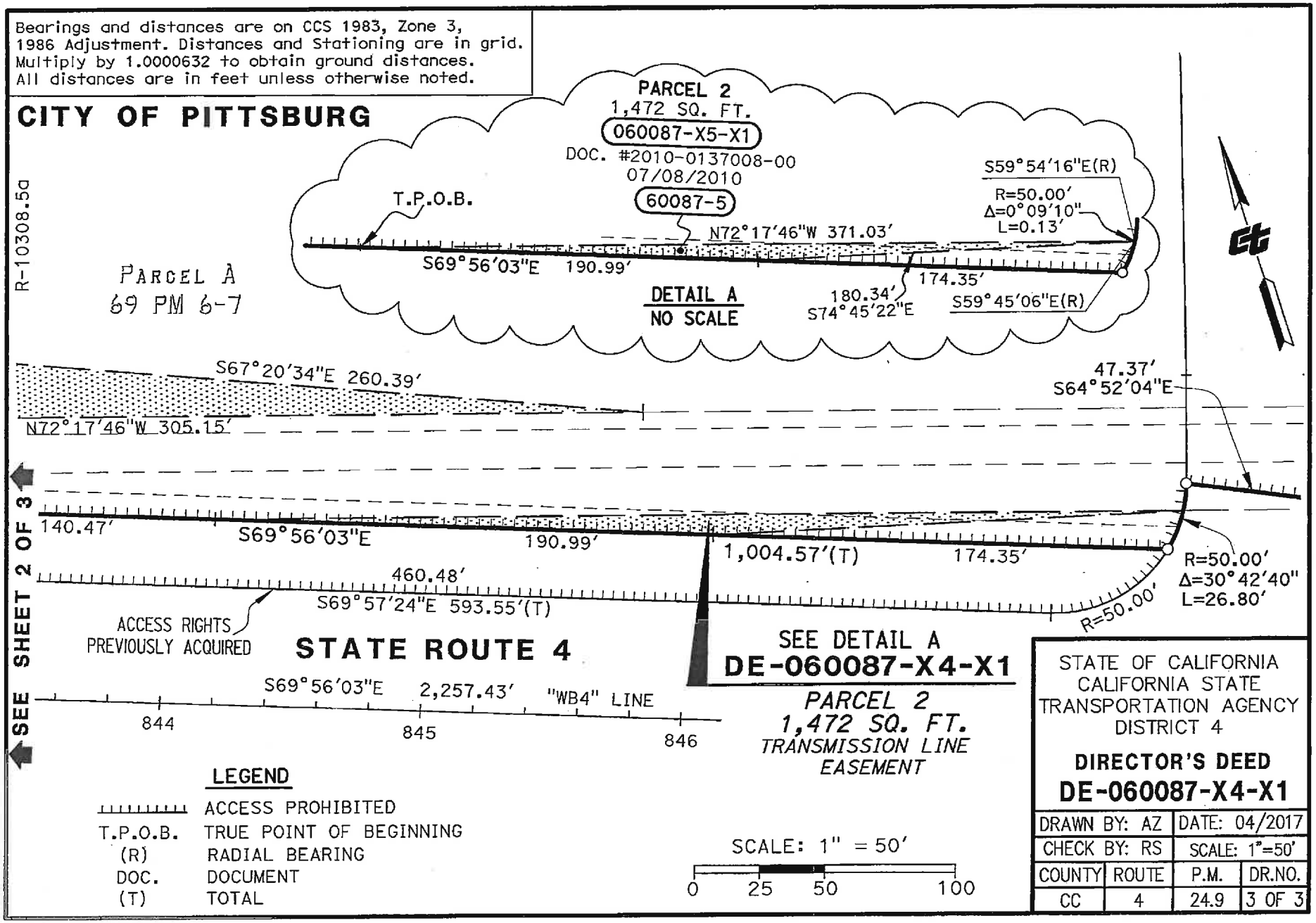
0 25 50 100

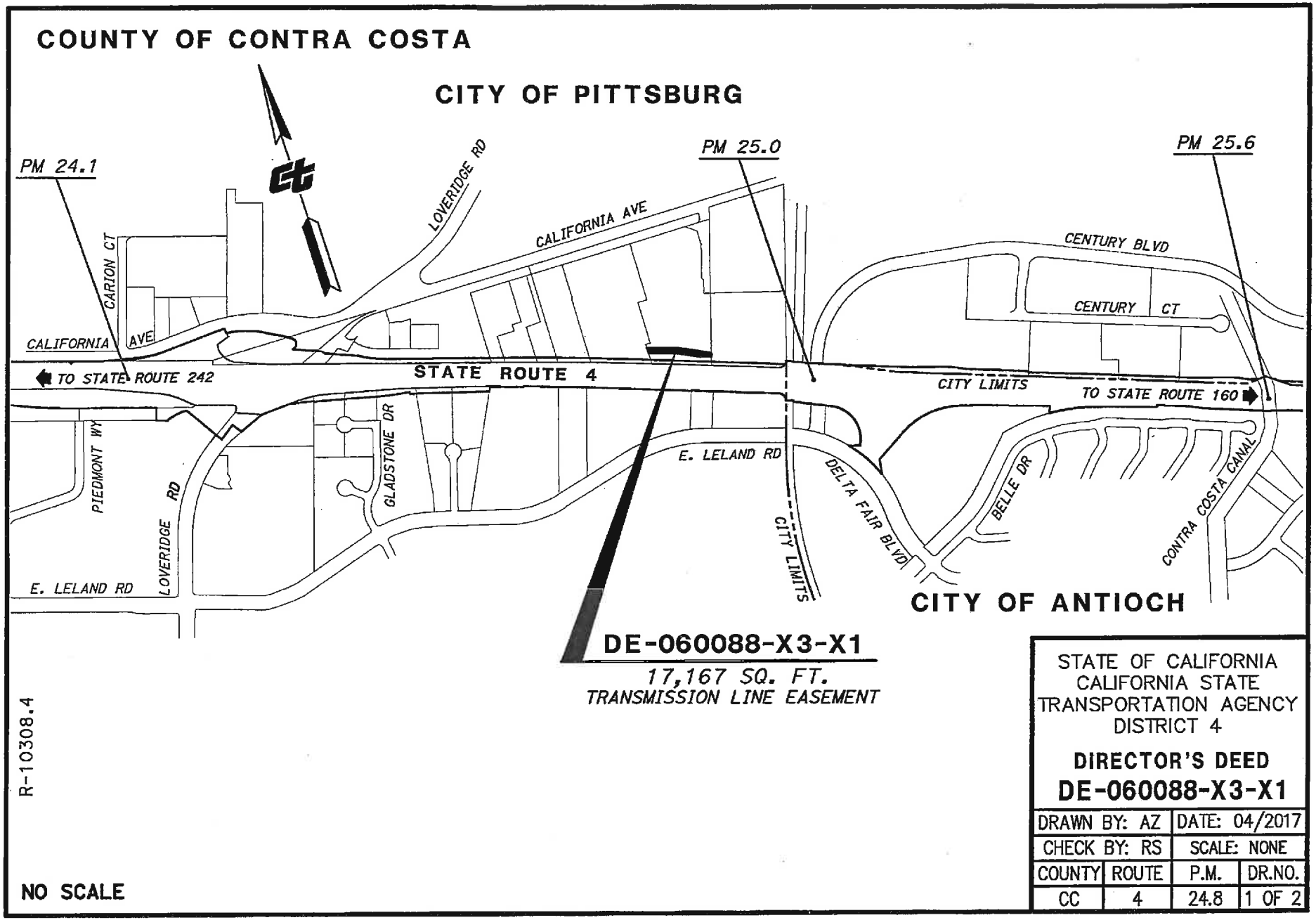
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060087-X4-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.9	2 OF 3

Bearings and distances are on CCS 1983, Zone 3, 1986 Adjustment. Distances and Stationing are in grid. Multiply by 1.0000632 to obtain ground distances. All distances are in feet unless otherwise noted.



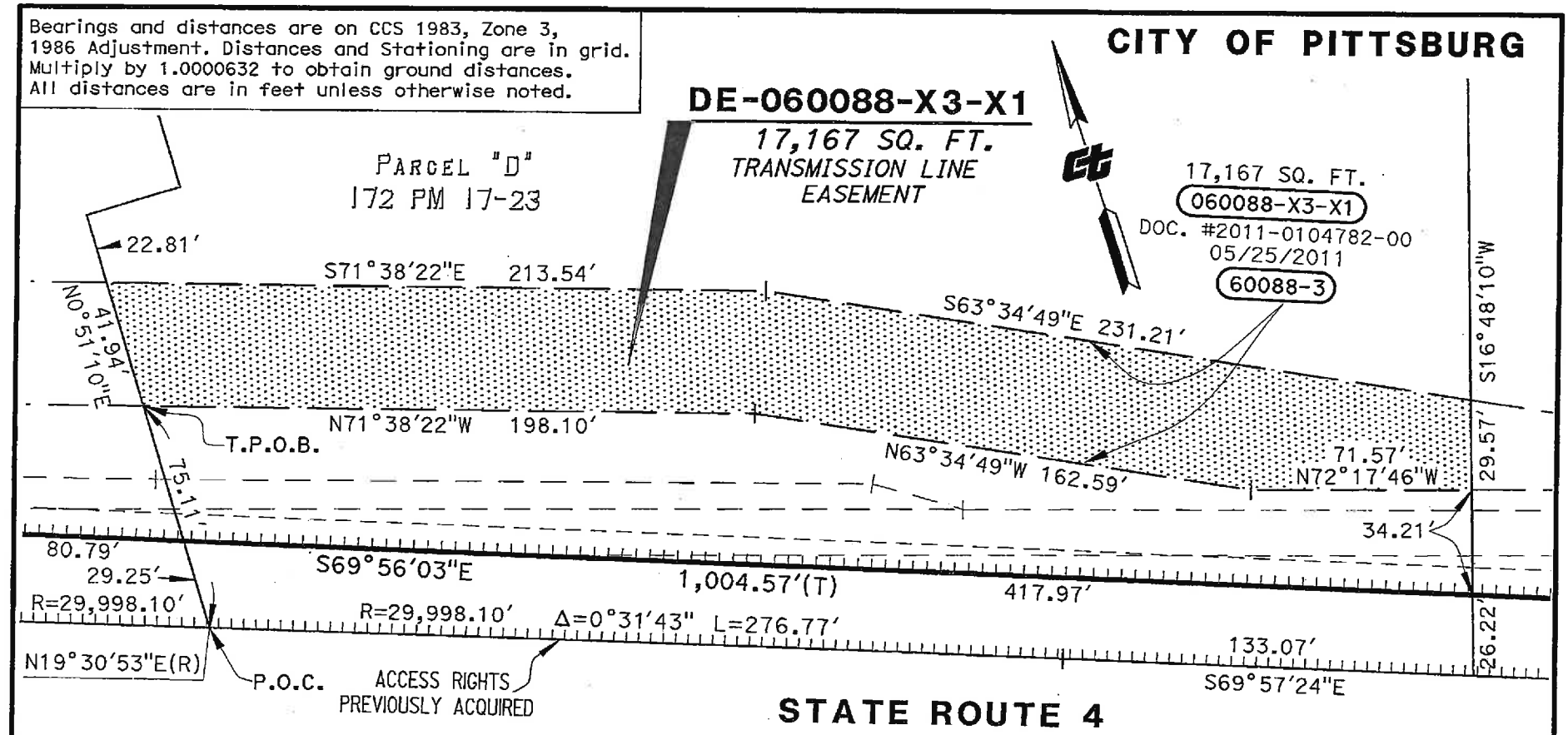


STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060088-X3-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: NONE	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.8	1 OF 2

Bearings and distances are on CCS 1983, Zone 3, 1986 Adjustment. Distances and Stationing are in grid. Multiply by 1.0000632 to obtain ground distances. All distances are in feet unless otherwise noted.



LEGEND

	ACCESS PROHIBITED
P.O.C.	POINT OF COMMENCEMENT
T.P.O.B.	TRUE POINT OF BEGINNING
DOC.	DOCUMENT
(R)	RADIAL BEARING
(T)	TOTAL

SCALE: 1" = 50'

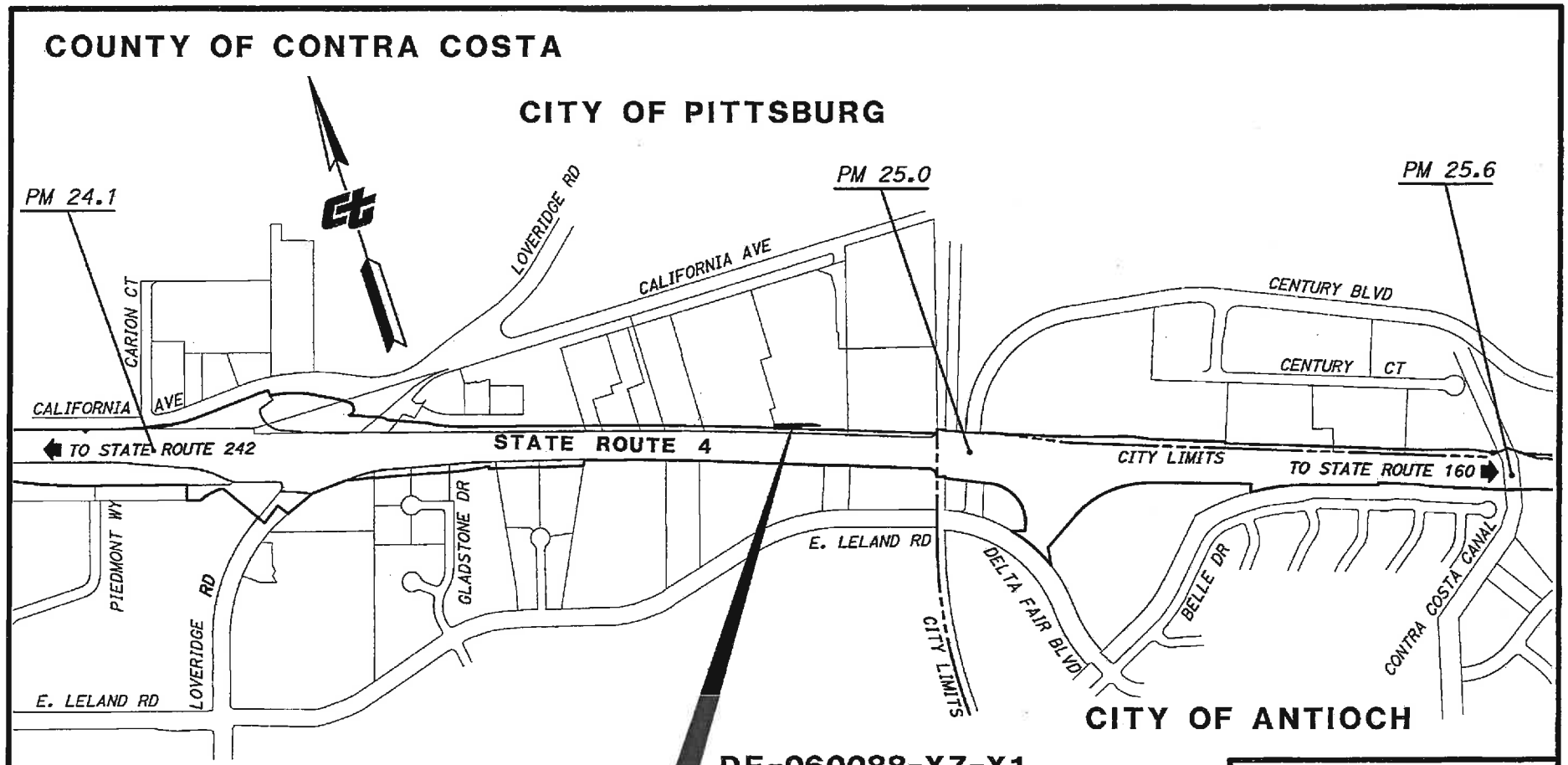
0 25 50 100

STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED

DE-060088-X3-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.8	2 OF 2



R-10308.4

NO SCALE

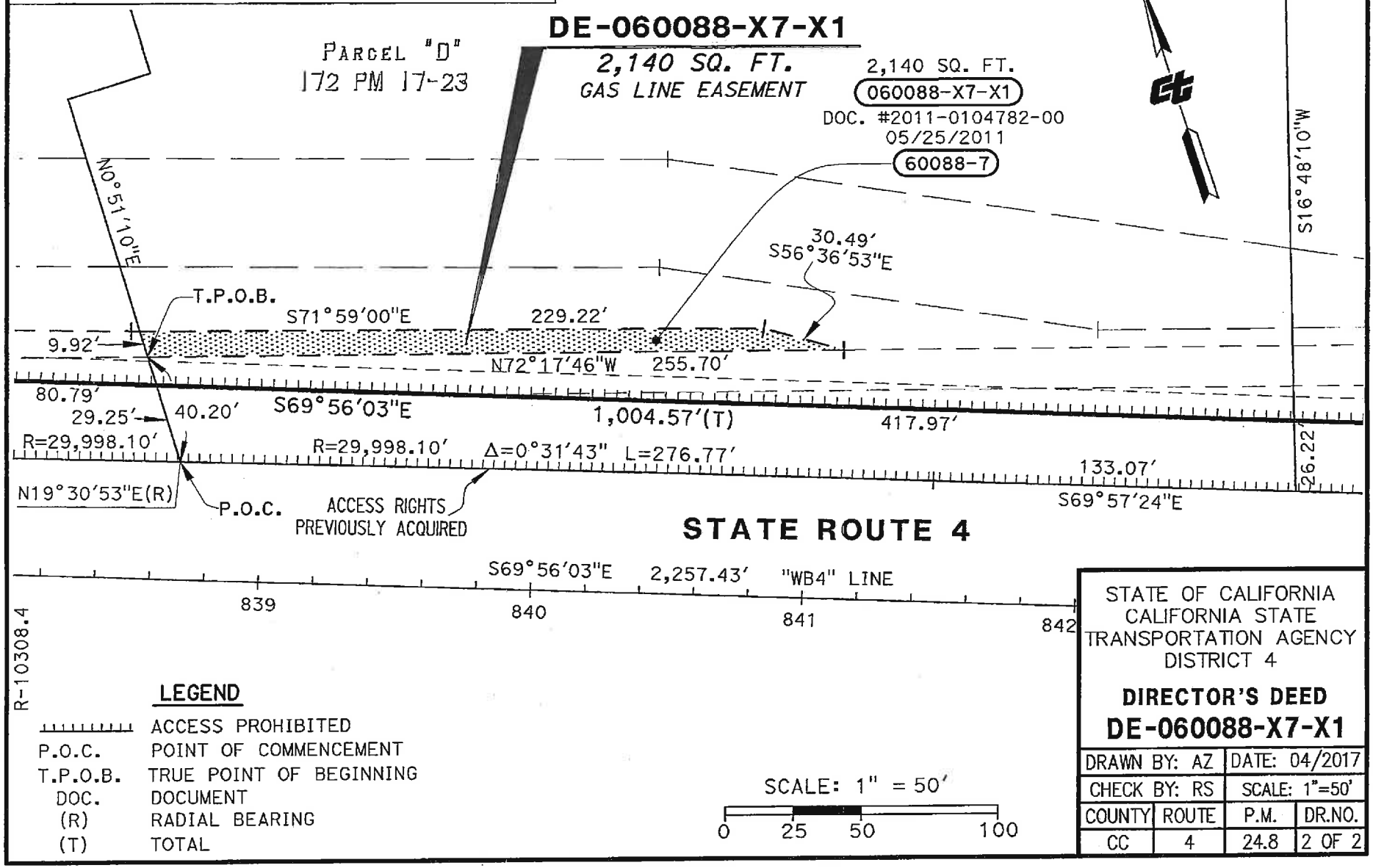
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060088-X7-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: NONE	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.8	1 OF 2

Bearings and distances are on CCS 1983, Zone 3, 1986 Adjustment. Distances and Stationing are in grid. Multiply by 1.0000632 to obtain ground distances. All distances are in feet unless otherwise noted.

CITY OF PITTSBURG



LEGEND

|||||||||	ACCESS PROHIBITED
P.O.C.	POINT OF COMMENCEMENT
T.P.O.B.	TRUE POINT OF BEGINNING
DOC.	DOCUMENT
(R)	RADIAL BEARING
(T)	TOTAL

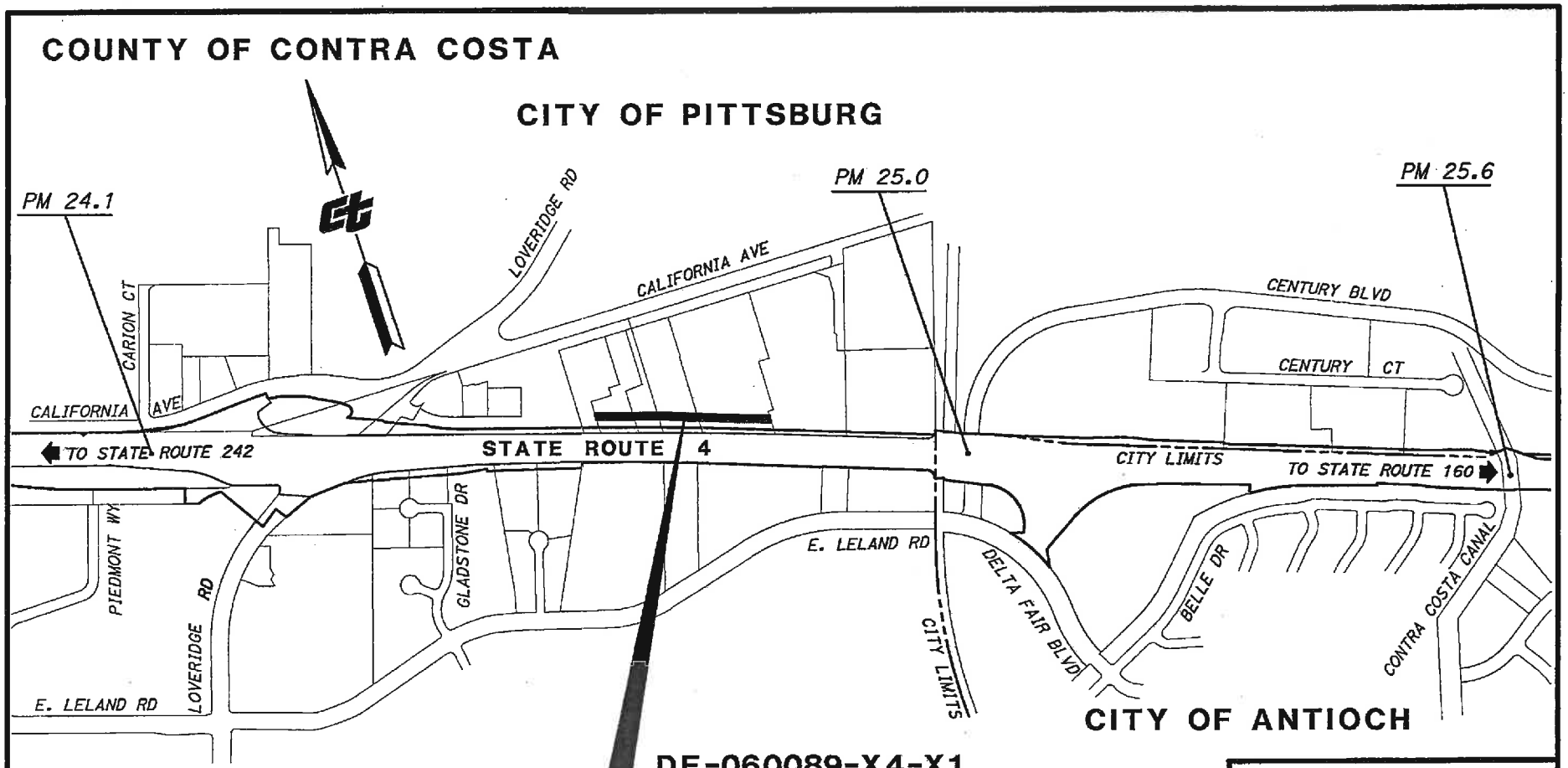
SCALE: 1" = 50'

0 25 50 100

STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060088-X7-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.8	2 OF 2



R-10308.4

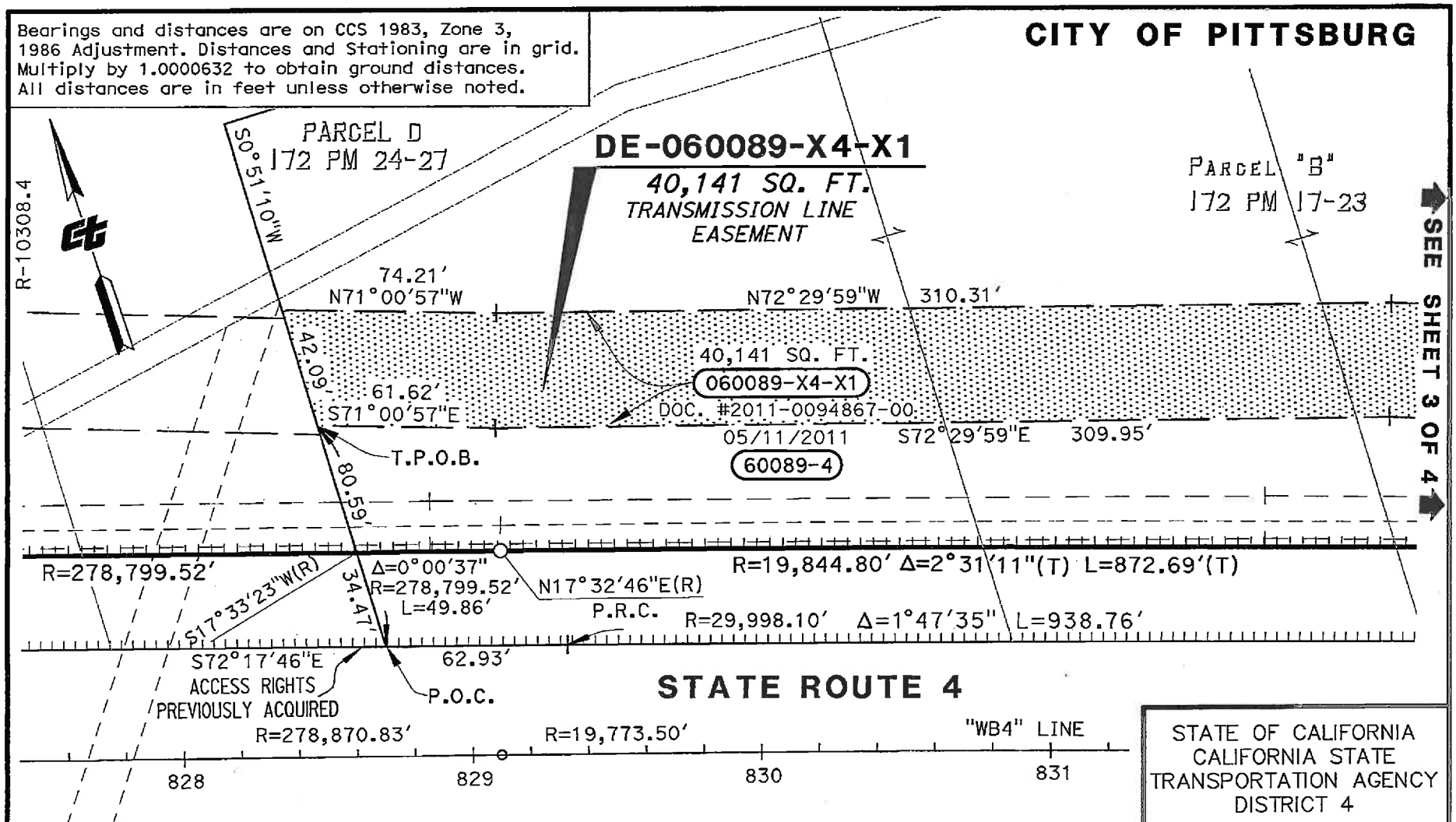
NO SCALE

STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060089-X4-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: NONE	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.7	1 OF 4

Bearings and distances are on CCS 1983, Zone 3, 1986 Adjustment. Distances and Stationing are in grid. Multiply by 1.0000632 to obtain ground distances. All distances are in feet unless otherwise noted.



LEGEND

|||||||||	ACCESS PROHIBITED
P.O.C.	POINT OF COMMENCEMENT
T.P.O.B.	TRUE POINT OF BEGINNING
DOC.	DOCUMENT
(R)	RADIAL BEARING
(T)	TOTAL

SCALE: 1" = 50'

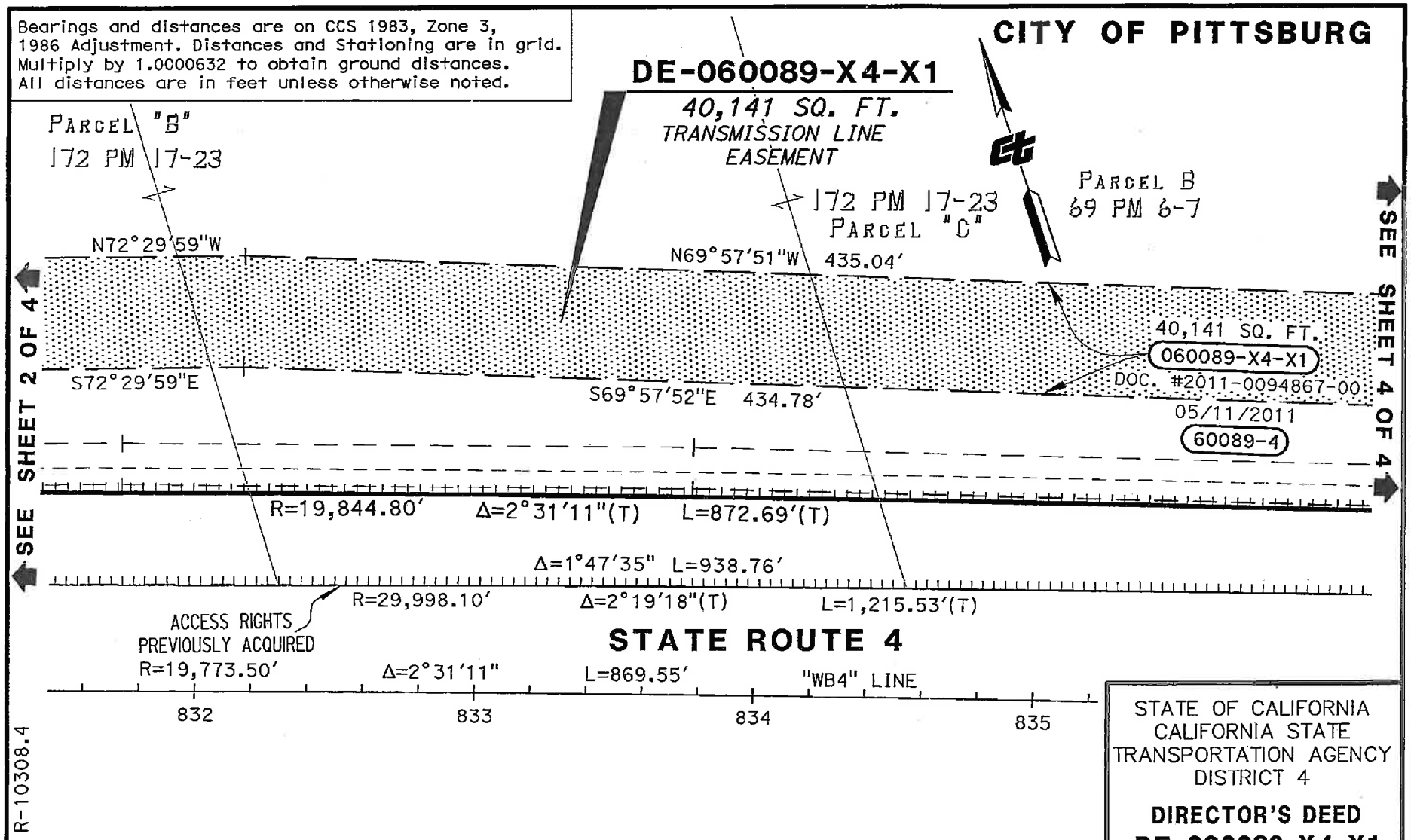
0 25 50 100

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060089-X4-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.7	2 OF 4

Bearings and distances are on CCS 1983, Zone 3, 1986 Adjustment. Distances and Stationing are in grid. Multiply by 1.0000632 to obtain ground distances. All distances are in feet unless otherwise noted.



LEGEND

ACCESS PROHIBITED	
DOC.	DOCUMENT
(T)	TOTAL

SCALE: 1" = 50'

0 25 50 100

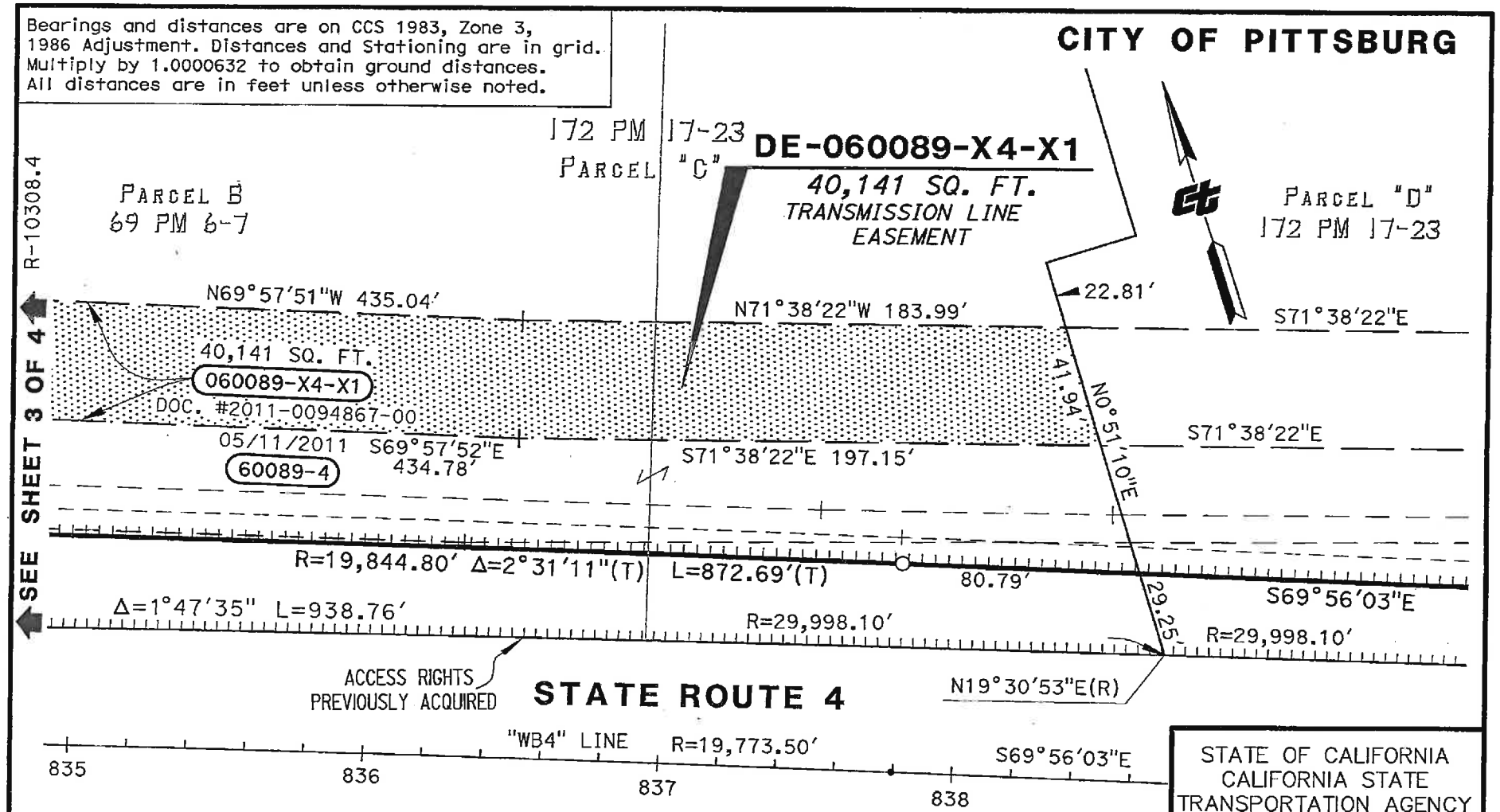
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED

DE-060089-X4-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.7	3 OF 4

Bearings and distances are on CCS 1983, Zone 3, 1986 Adjustment. Distances and Stationing are in grid. Multiply by 1.0000632 to obtain ground distances. All distances are in feet unless otherwise noted.



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060089-X4-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.7	4 OF 4

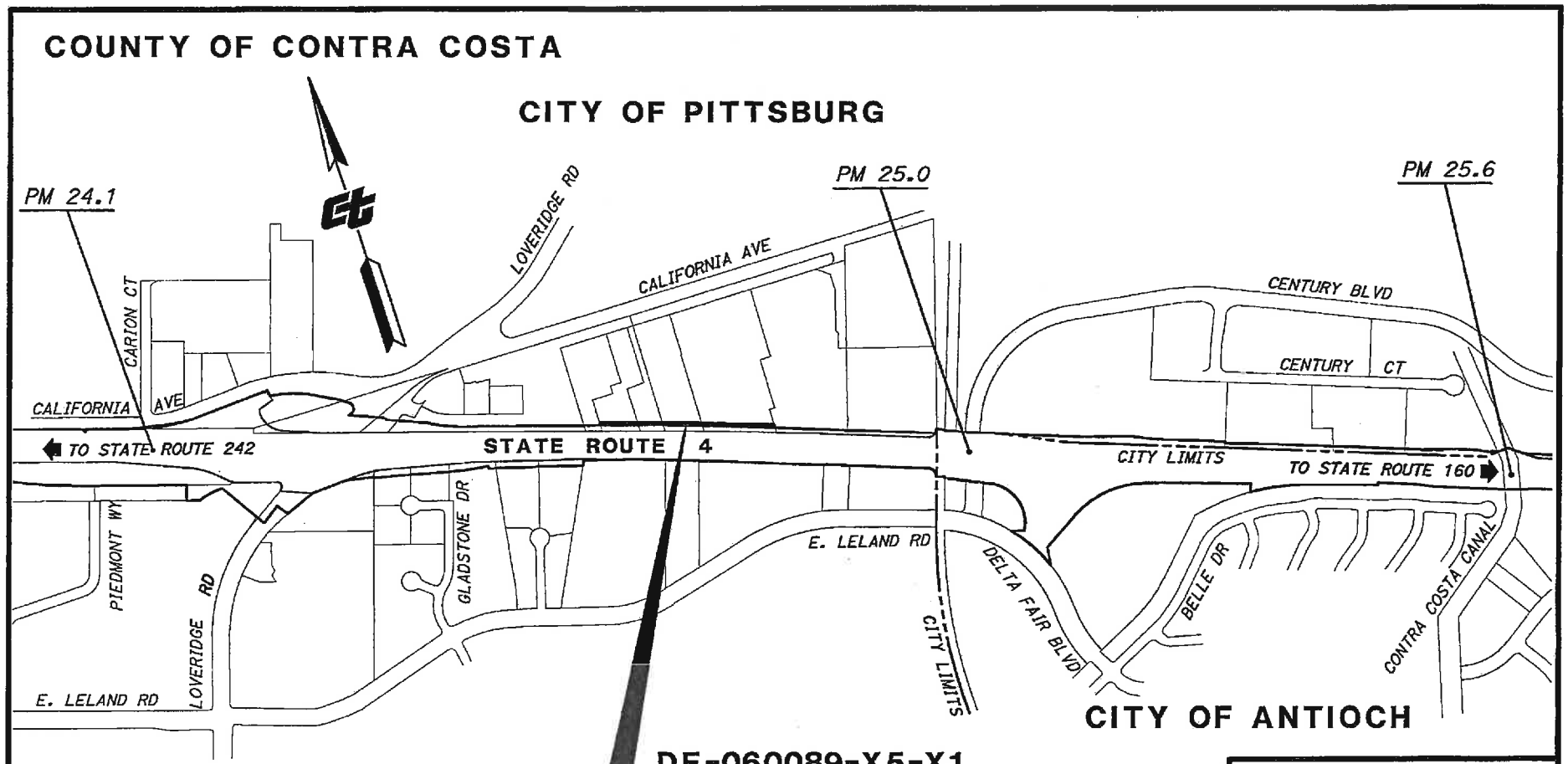
LEGEND

++++++++++	ACCESS PROHIBITED
DOC.	DOCUMENT
(R)	RADIAL BEARING
(T)	TOTAL

SCALE: 1" = 50'

0 25 50 100

6K



R-10308.4

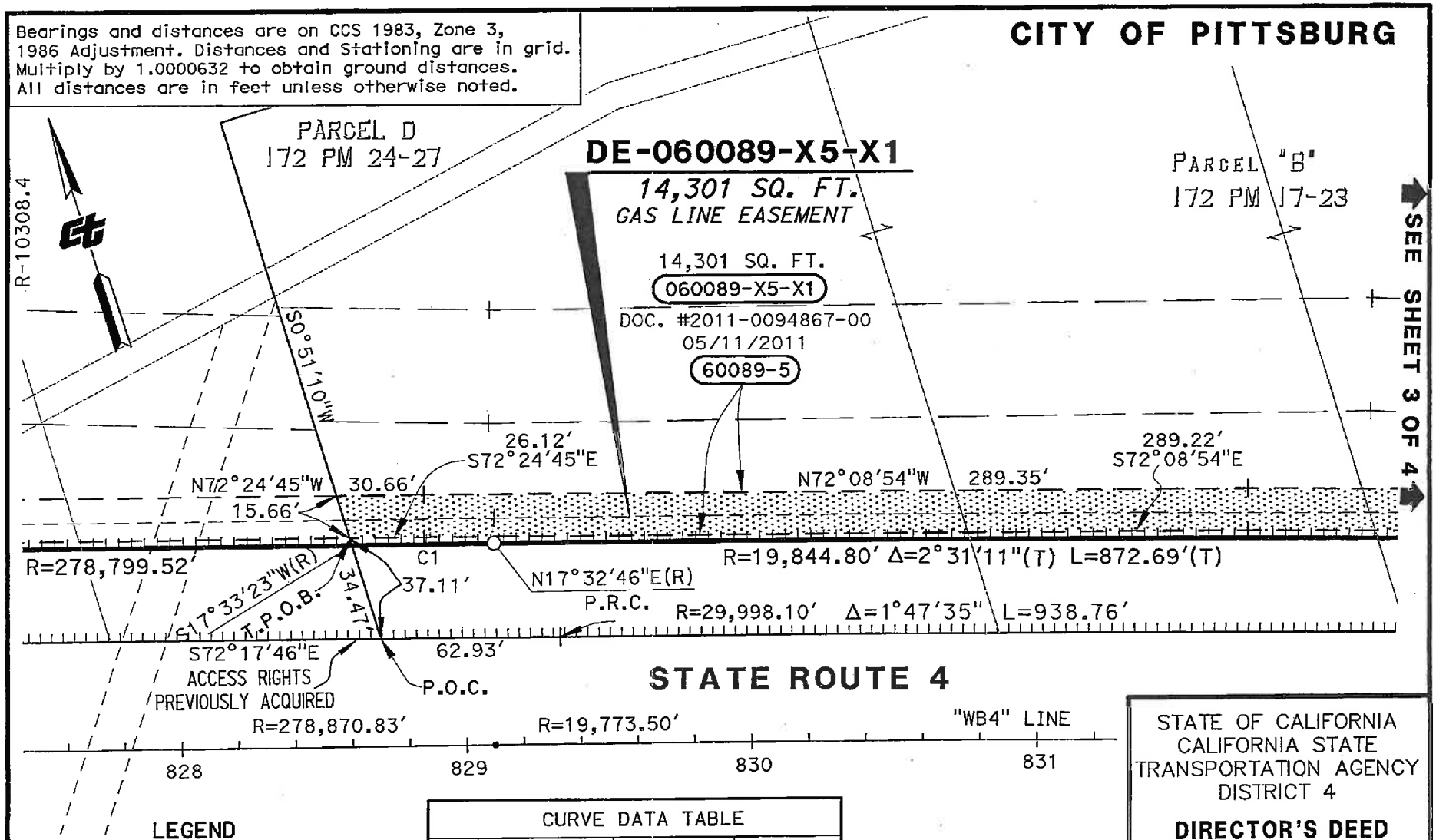
NO SCALE

STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060089-X5-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: NONE	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.7	1 OF 4

Bearings and distances are on CCS 1983, Zone 3, 1986 Adjustment. Distances and Stationing are in grid. Multiply by 1.0000632 to obtain ground distances. All distances are in feet unless otherwise noted.



LEGEND

|||||||||	ACCESS PROHIBITED
P.O.C.	POINT OF COMMENCEMENT
T.P.O.B.	TRUE POINT OF BEGINNING
DOC.	DOCUMENT
(R)	RADIAL BEARING
(T)	TOTAL

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	278,799.52'	0°00'37"	49.86'

SCALE: 1" = 50'

0 25 50 100

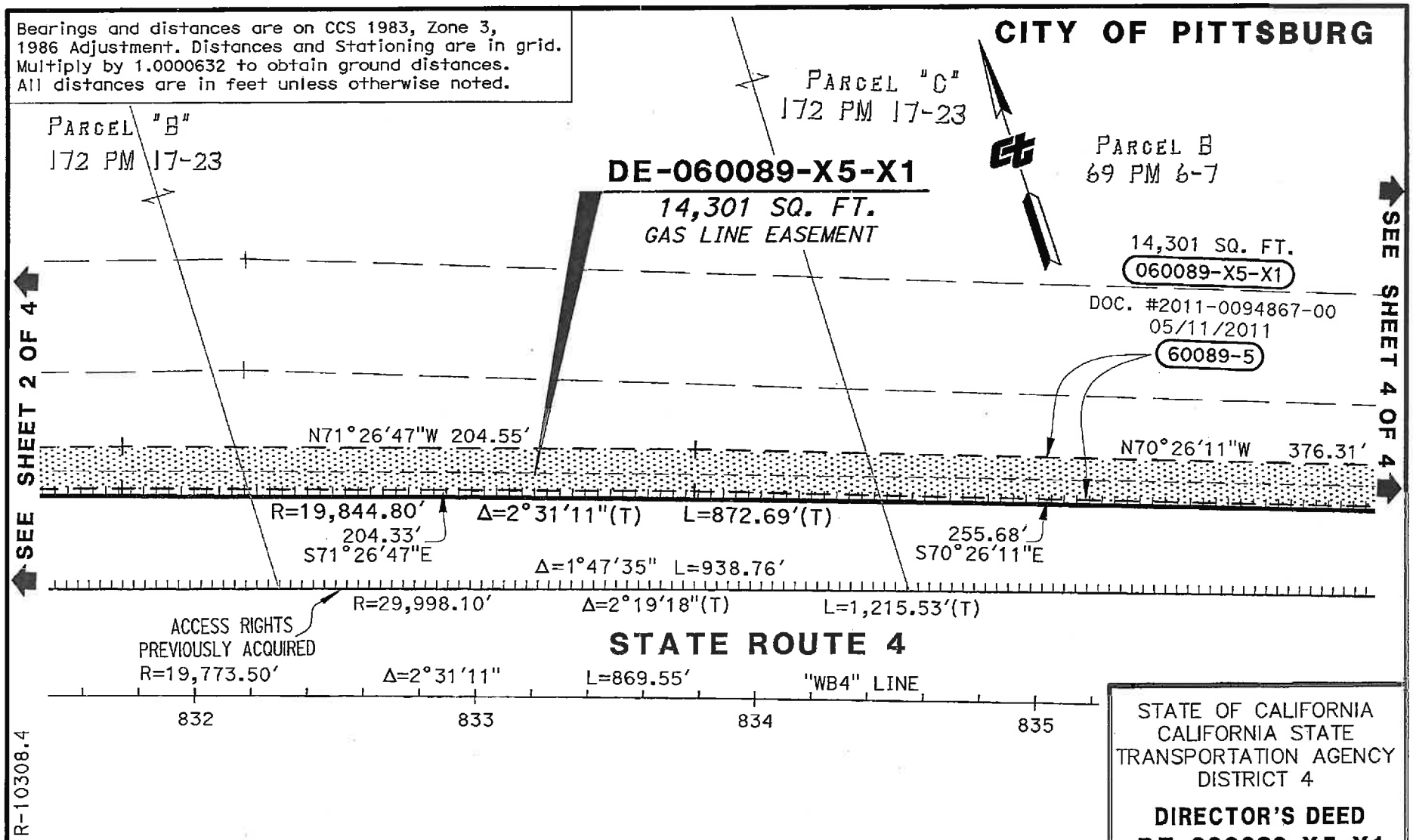
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060089-X5-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.7	2 OF 4

6M

Bearings and distances are on CCS 1983, Zone 3, 1986 Adjustment. Distances and Stationing are in grid. Multiply by 1.0000632 to obtain ground distances. All distances are in feet unless otherwise noted.



LEGEND

ACCESS PROHIBITED	
DOC.	DOCUMENT
(T)	TOTAL

SCALE: 1" = 50'

0 25 50 100

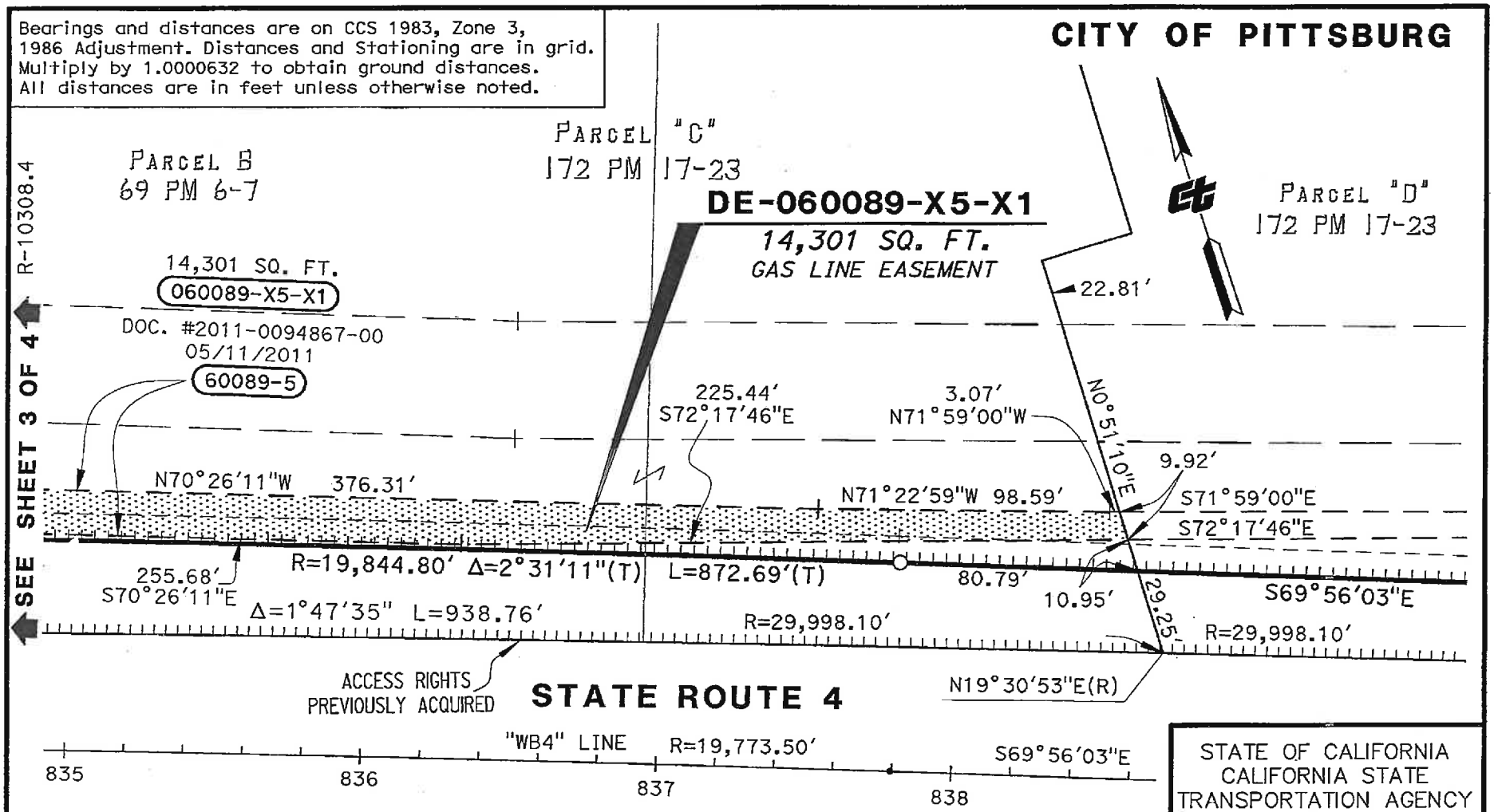
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060089-X5-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.7	3 OF 4

N9

Bearings and distances are on CCS 1983, Zone 3, 1986 Adjustment. Distances and Stationing are in grid. Multiply by 1.0000632 to obtain ground distances. All distances are in feet unless otherwise noted.



STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060089-X5-X1

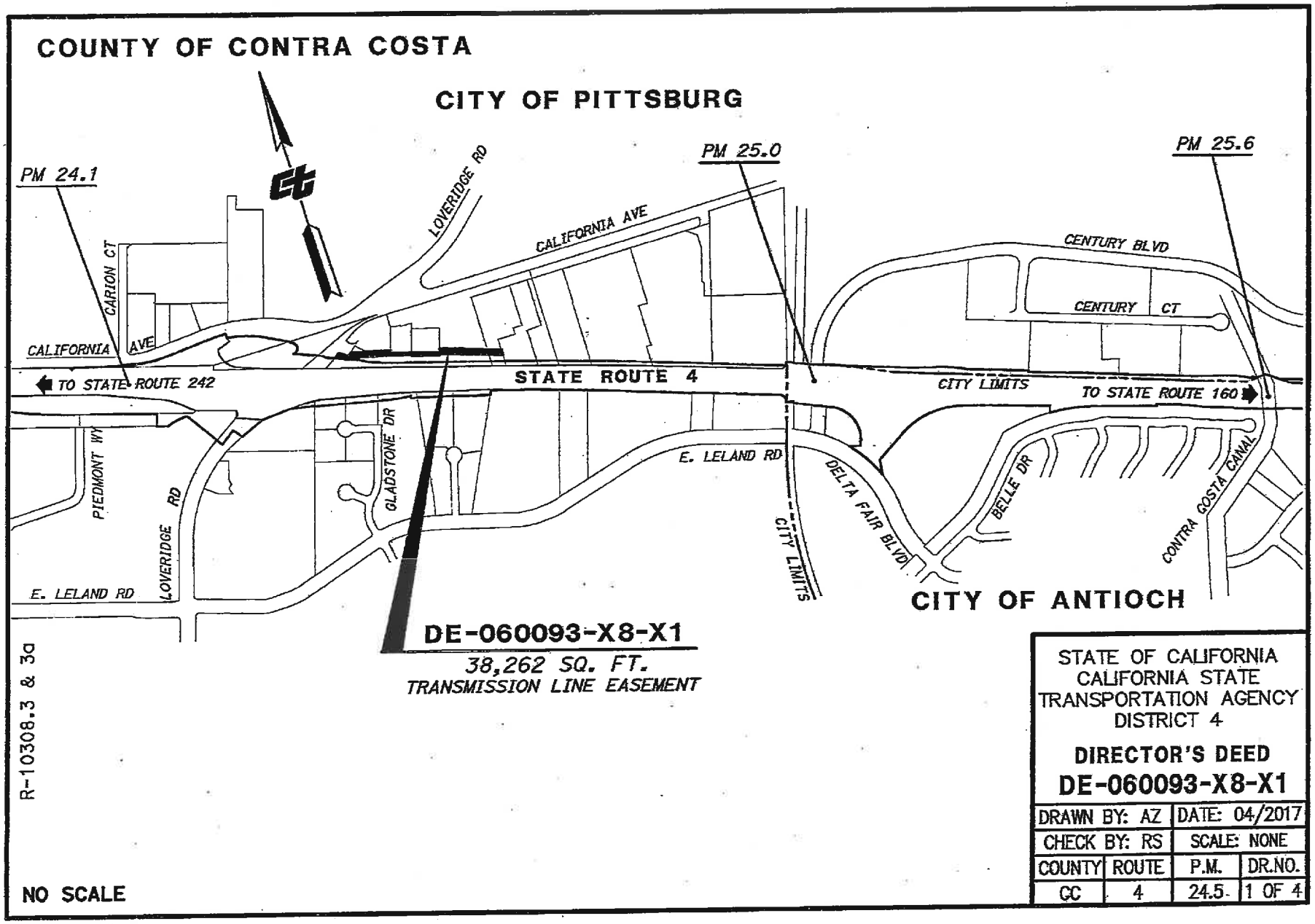
DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.7	4 OF 4

LEGEND

++++++++++	ACCESS PROHIBITED
DOC.	DOCUMENT
(R)	RADIAL BEARING
(T)	TOTAL

SCALE: 1" = 50'

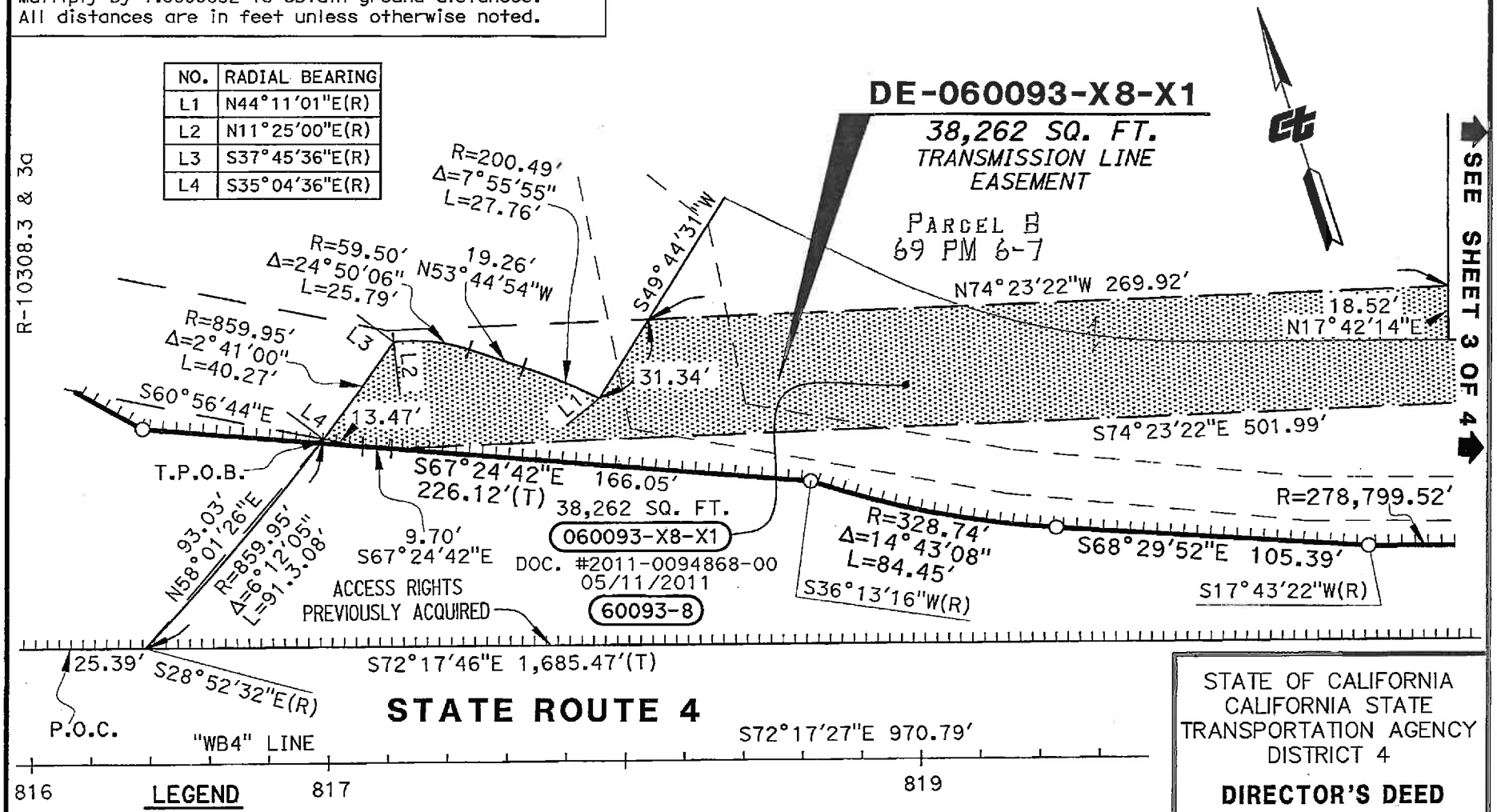
0 25 50 100


COUNTY OF CONTRA COSTA
CITY OF PITTSBURG
PM 24.1
PM 25.0
PM 25.6
LOVERIDGE RD
CALIFORNIA AVE
CARION CT
CENTURY BLVD
CENTURY CT
CALIFORNIA AVE
TO STATE ROUTE 242
STATE ROUTE 4
CITY LIMITS
TO STATE ROUTE 160
PIEDMONT WY
LOVERIDGE RD
GLADSTONE DR
E. LELAND RD
DELTA FAIR BLVD
BELLE DR
CONTRA COSTA CANAL
CITY LIMITS
E. LELAND RD
CITY OF ANTIOCH
DE-060093-X8-X1
38,262 SQ. FT.
TRANSMISSION LINE EASEMENT
R-10308.3 & 3a
NO SCALE
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4
DIRECTOR'S DEED
DE-060093-X8-X1
DRAWN BY: AZ
DATE: 04/2017
CHECK BY: RS
SCALE: NONE
COUNTY
ROUTE
P.M.
DR.NO.
CC
4
24.5
1 OF 4

Bearings and distances are on CCS 1983, Zone 3, 1986 Adjustment. Distances and Stationing are in grid. Multiply by 1.0000632 to obtain ground distances. All distances are in feet unless otherwise noted.

CITY OF PITTSBURG

NO.	RADIAL BEARING
L1	N44°11'01"E(R)
L2	N11°25'00"E(R)
L3	S37°45'36"E(R)
L4	S35°04'36"E(R)



LEGEND

++++++++	ACCESS PROHIBITED
T.P.O.B.	TRUE POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
DOC.	DOCUMENT
(R)	RADIAL BEARING
(T)	TOTAL

SCALE: 1" = 50'

0 25 50 100

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060093-X8-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.5	2 OF 4

Bearings and distances are on CCS 1983, Zone 3, 1986 Adjustment. Distances and Stationing are in grid. Multiply by 1.0000632 to obtain ground distances. All distances are in feet unless otherwise noted.

CITY OF PITTSBURG

DE-060093-X8-X1

38,262 SQ. FT.
TRANSMISSION LINE EASEMENT

PARCEL B
69 PM 6-7

38,262 SQ. FT.
060093-X8-X1
DOC. #2011-0094868-00
05/11/2011
60093-8

R-10308.3 & 3a

18.52'
N17°42'14"E

N72°17'46"W 334.98'

S74°23'22"E 501.99'

9.84'
S15°16'52"W

37.56'
S74°23'22"E

S71°59'06"E 151.50'

24.36'
S17°42'14"W

45.77'
N71°59'06"W

N70°31'37"W

S70°31'37"E

S71°59'06"E 45.25'

N18°06'12"E 9.84'

SEE SHEET 2 OF 4

SEE SHEET 4 OF 4

R=278,799.52' Δ=0°10'36"(T) L=858.96'(T) Δ=0°09'59" L=809.10'

ACCESS RIGHTS PREVIOUSLY ACQUIRED

1,231.43'

S72°17'46"E 1,685.47'(T)

STATE ROUTE 4

"WB4" LINE R=278,870.83' Δ=0°09'47" L=793.94'

821 822 823 824

LEGEND

|||||||||||	ACCESS PROHIBITED
DOC.	DOCUMENT
(T)	TOTAL

SCALE: 1" = 50'

0 25 50 100

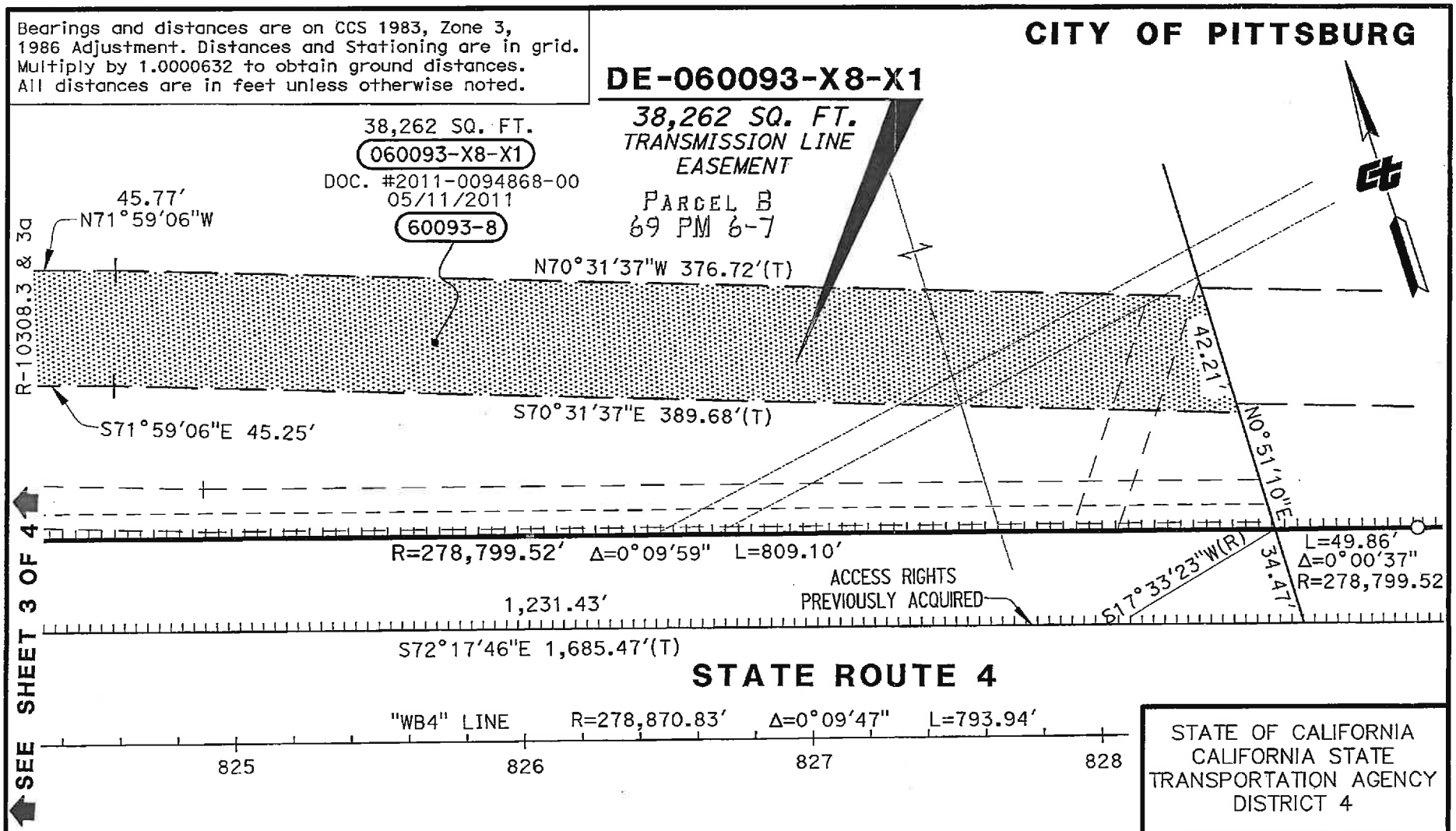
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060093-X8-X1

DRAWN BY: AZ		DATE: 03/2017	
CHECK BY: RS		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.5	3 OF 4

6R

Bearings and distances are on CCS 1983, Zone 3, 1986 Adjustment. Distances and Stationing are in grid. Multiply by 1.0000632 to obtain ground distances. All distances are in feet unless otherwise noted.



LEGEND

++++++++++	ACCESS PROHIBITED
DOC.	DOCUMENT
(R)	RADIAL BEARING
(T)	TOTAL

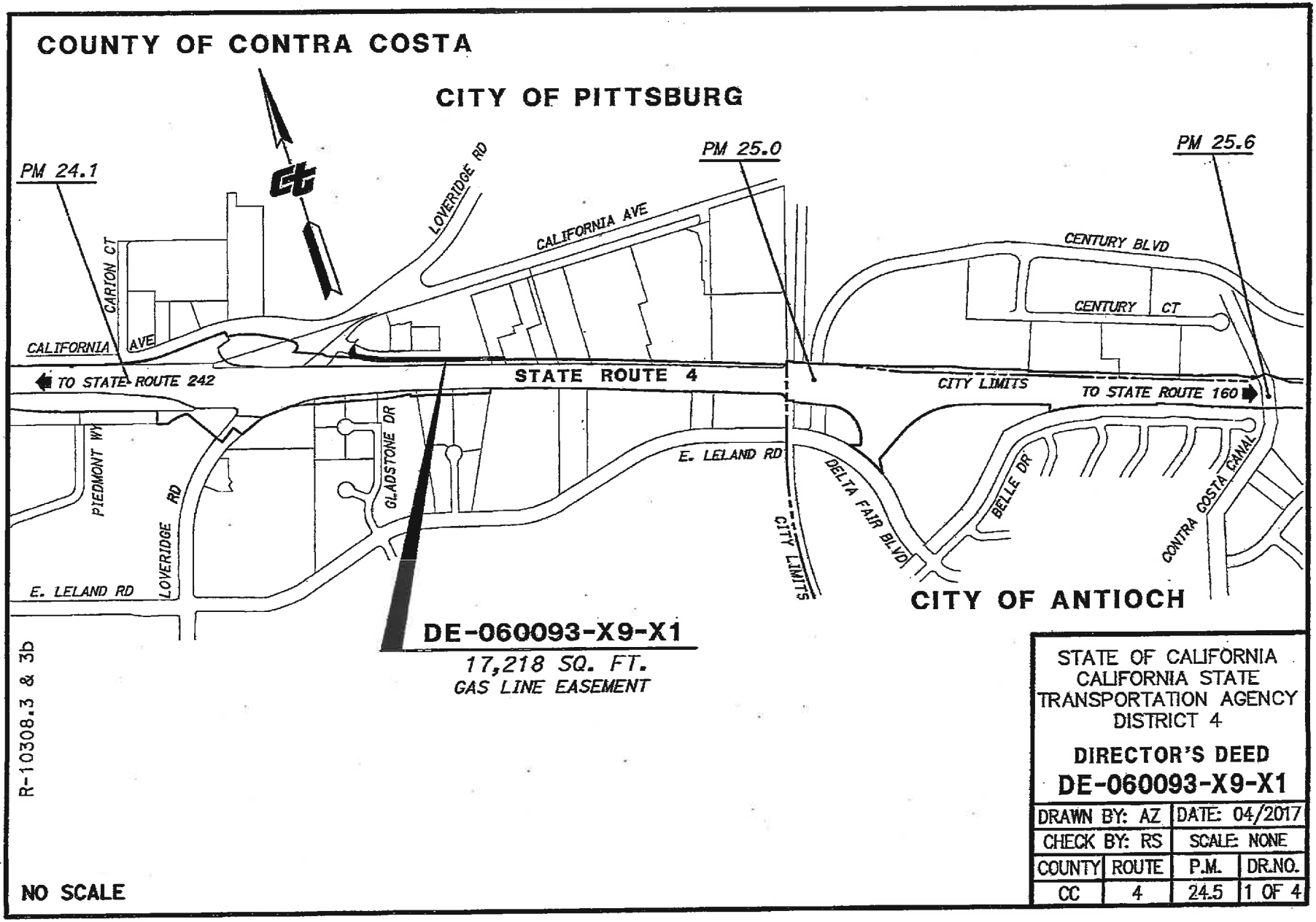
SCALE: 1" = 50'

0 25 50 100

STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060093-X8-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.5	4 OF 4



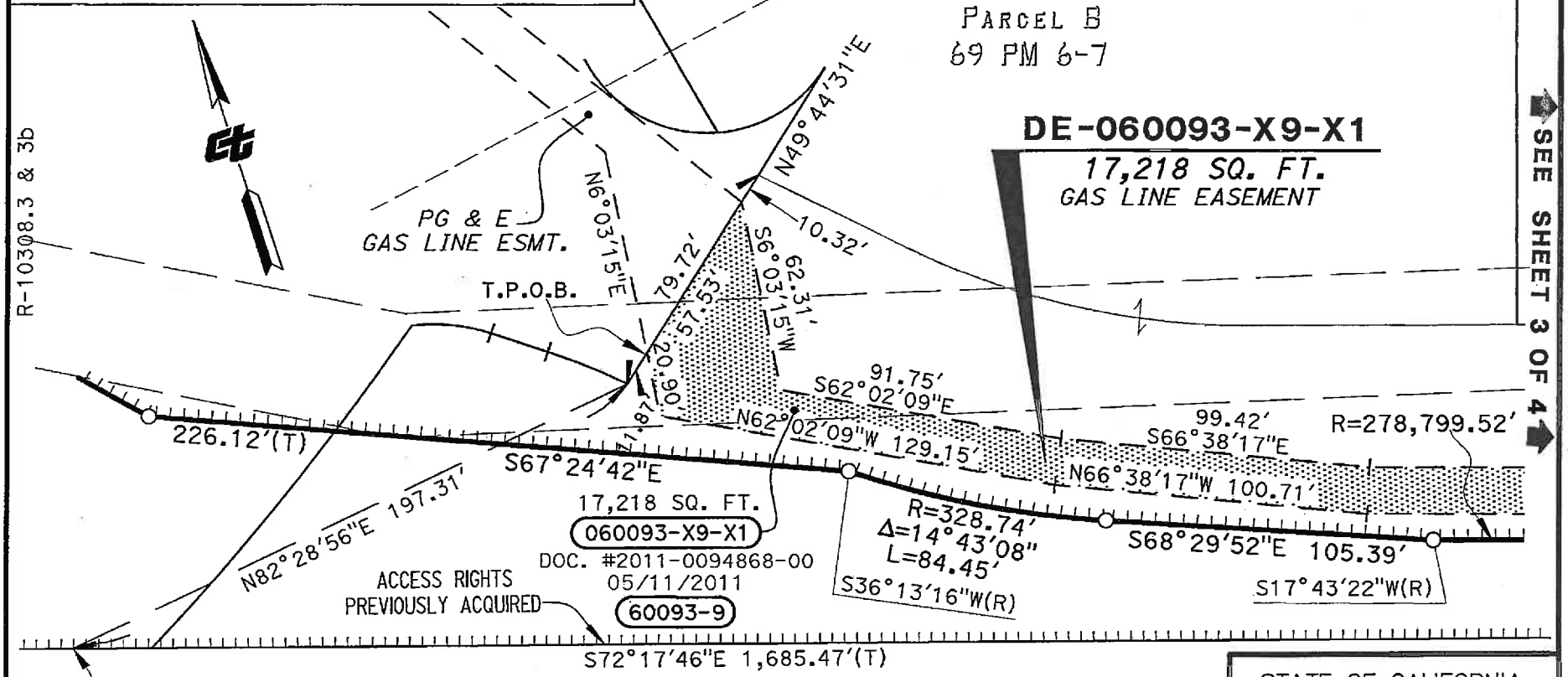
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060093-X9-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: NONE	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.5	1 OF 4

Bearings and distances are on CCS 1983, Zone 3, 1986 Adjustment. Distances and Stationing are in grid. Multiply by 1.0000632 to obtain ground distances. All distances are in feet unless otherwise noted.

CITY OF PITTSBURG



LEGEND

++++++++++	ACCESS PROHIBITED
T.P.O.B.	TRUE POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
DOC.	DOCUMENT
(R)	RADIAL BEARING
(T)	TOTAL

SCALE: 1" = 50'

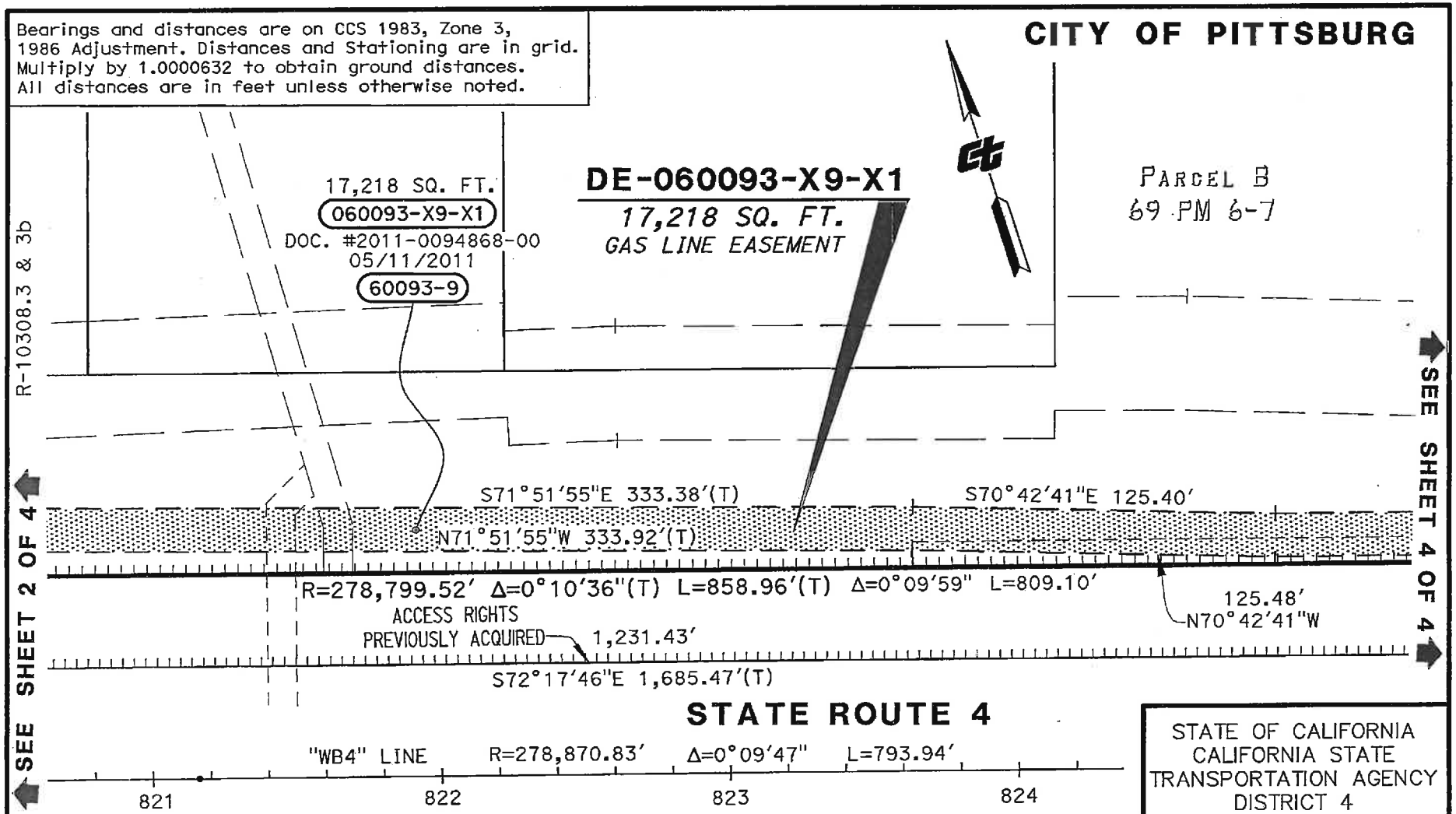
0 25 50 100

STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060093-X9-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.5	2 OF 4

Bearings and distances are on CCS 1983, Zone 3, 1986 Adjustment. Distances and Stationing are in grid. Multiply by 1.0000632 to obtain ground distances. All distances are in feet unless otherwise noted.



LEGEND

ACCESS PROHIBITED	
DOC.	DOCUMENT
(T)	TOTAL

SCALE: 1" = 50'

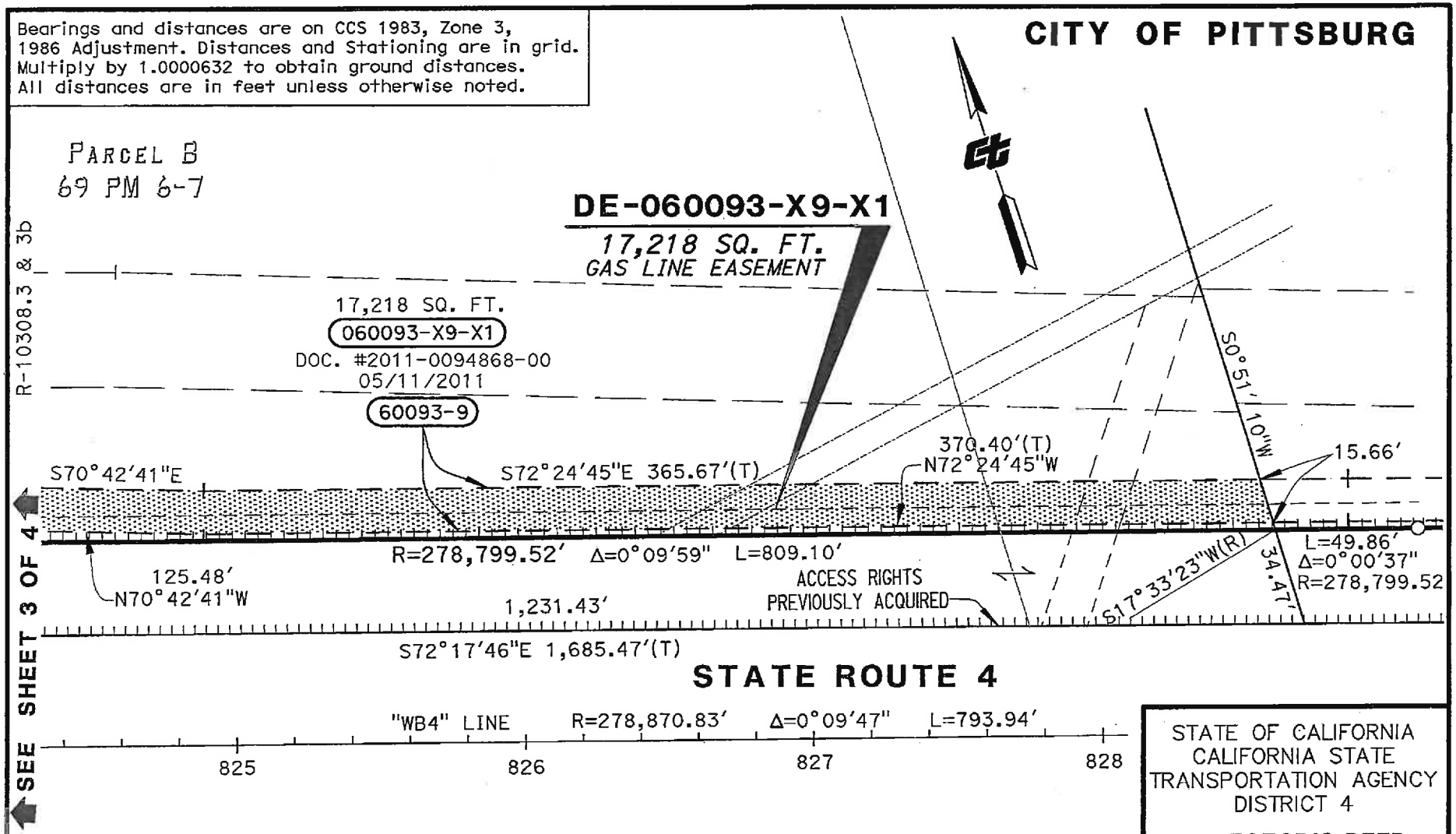
0 25 50 100

STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060093-X9-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.5	3 OF 4

Bearings and distances are on CCS 1983, Zone 3, 1986 Adjustment. Distances and Stationing are in grid. Multiply by 1.0000632 to obtain ground distances. All distances are in feet unless otherwise noted.



LEGEND

++++++++	ACCESS PROHIBITED
DOC.	DOCUMENT
(R)	RADIAL BEARING
(T)	TOTAL

SCALE: 1" = 50'

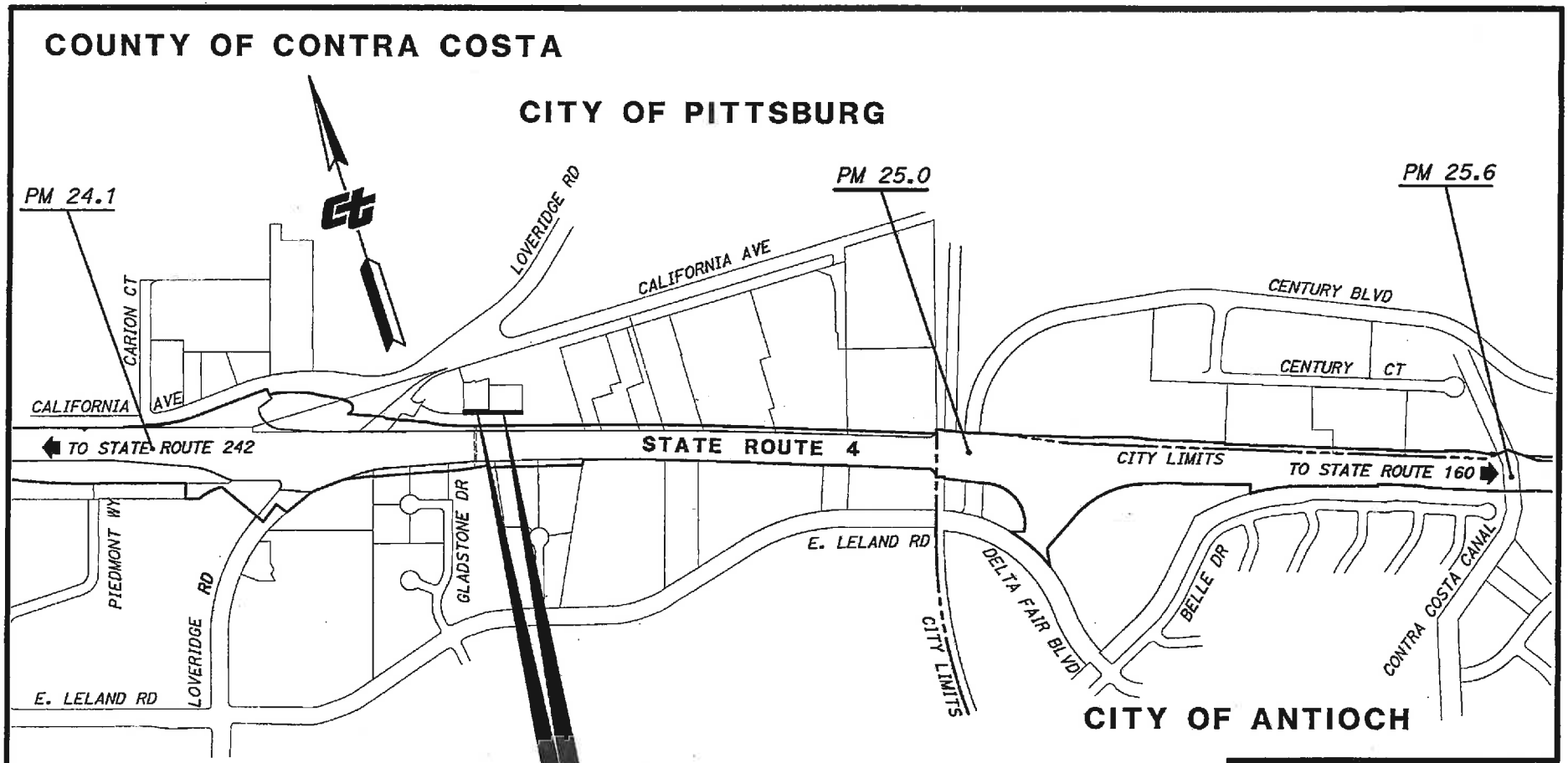
0 25 50 100

STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060093-X9-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.5	4 OF 4

6W



DE-060130-X3-X1

PARCELS 1 & 2
5,885 SQ. FT.
TRANSMISSION LINE EASEMENT

R-10308.3

NO SCALE

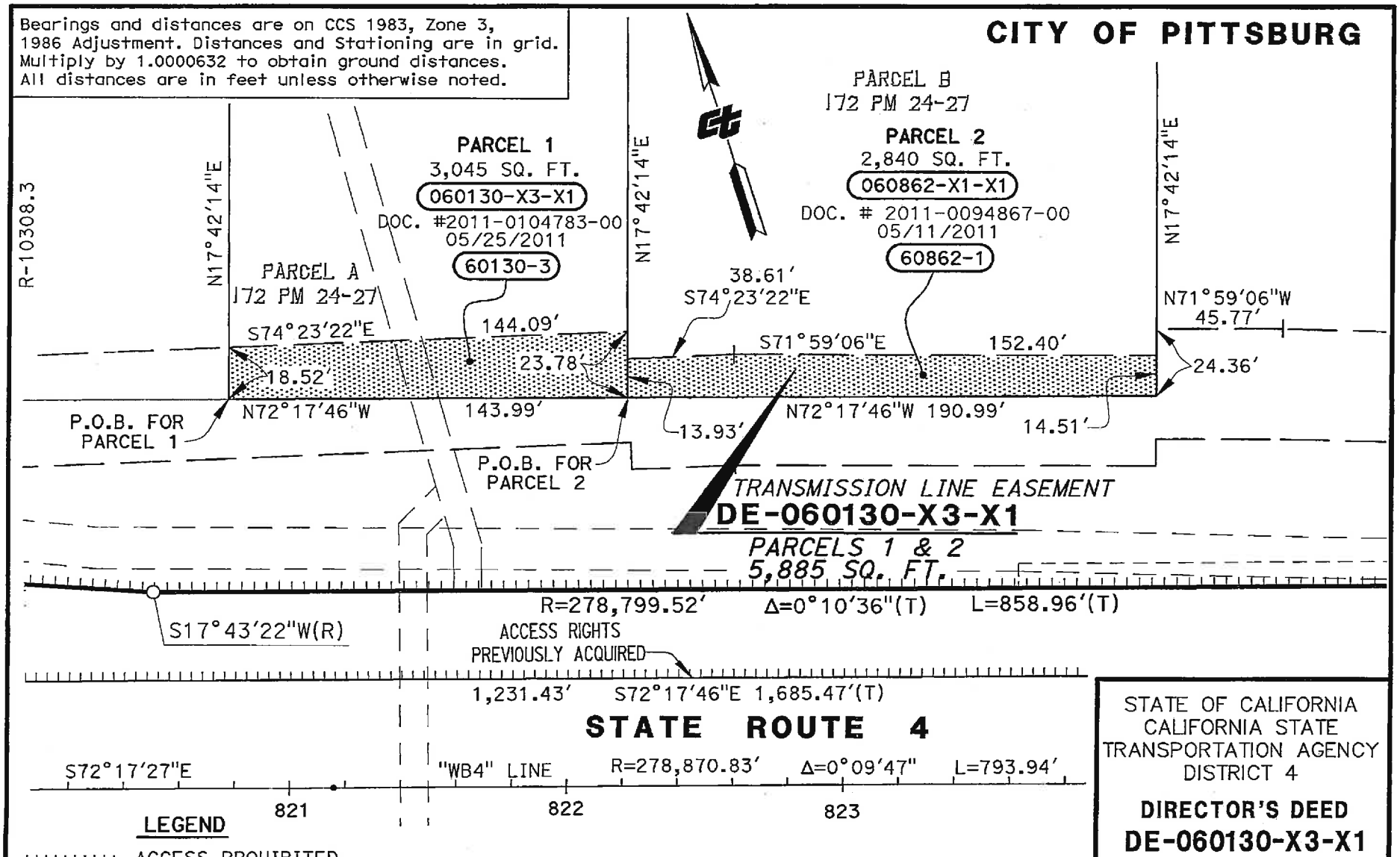
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060130-X3-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: NONE	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.5	1 OF 2

X9

Bearings and distances are on CCS 1983, Zone 3, 1986 Adjustment. Distances and Stationing are in grid. Multiply by 1.0000632 to obtain ground distances. All distances are in feet unless otherwise noted.



LEGEND

▟▟▟▟▟▟	ACCESS PROHIBITED
P.O.B.	POINT OF BEGINNING
DOC.	DOCUMENT
(R)	RADIAL BEARING
(T)	TOTAL

SCALE: 1" = 50'

0 25 50 100

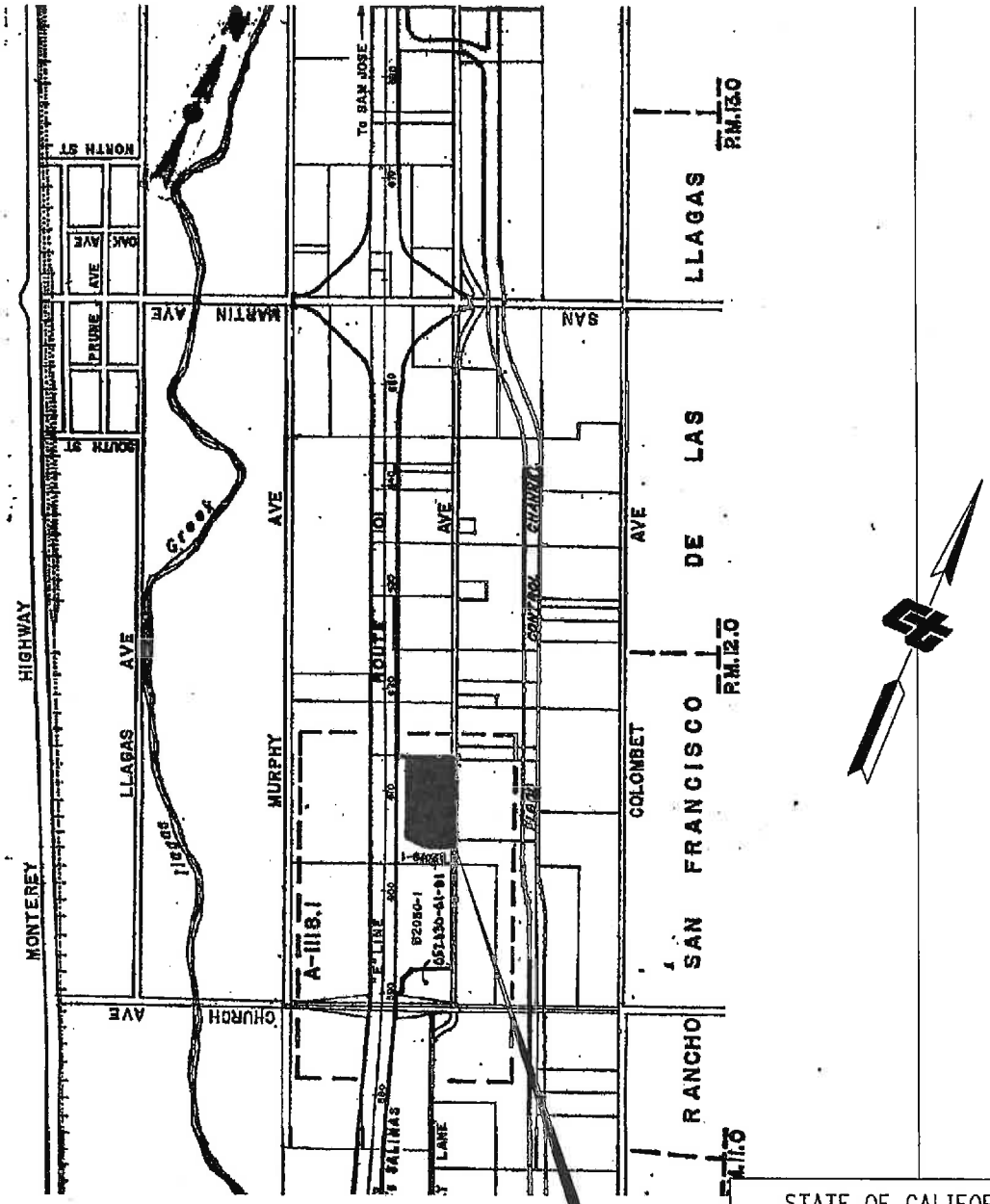
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DE-060130-X3-X1

DRAWN BY: AZ		DATE: 04/2017	
CHECK BY: RS		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
CC	4	24.5	2 OF 2

6Y

SANTA CLARA COUNTY



DD-052029-01-01

A-1118.0 & .1
R-113.16, .17

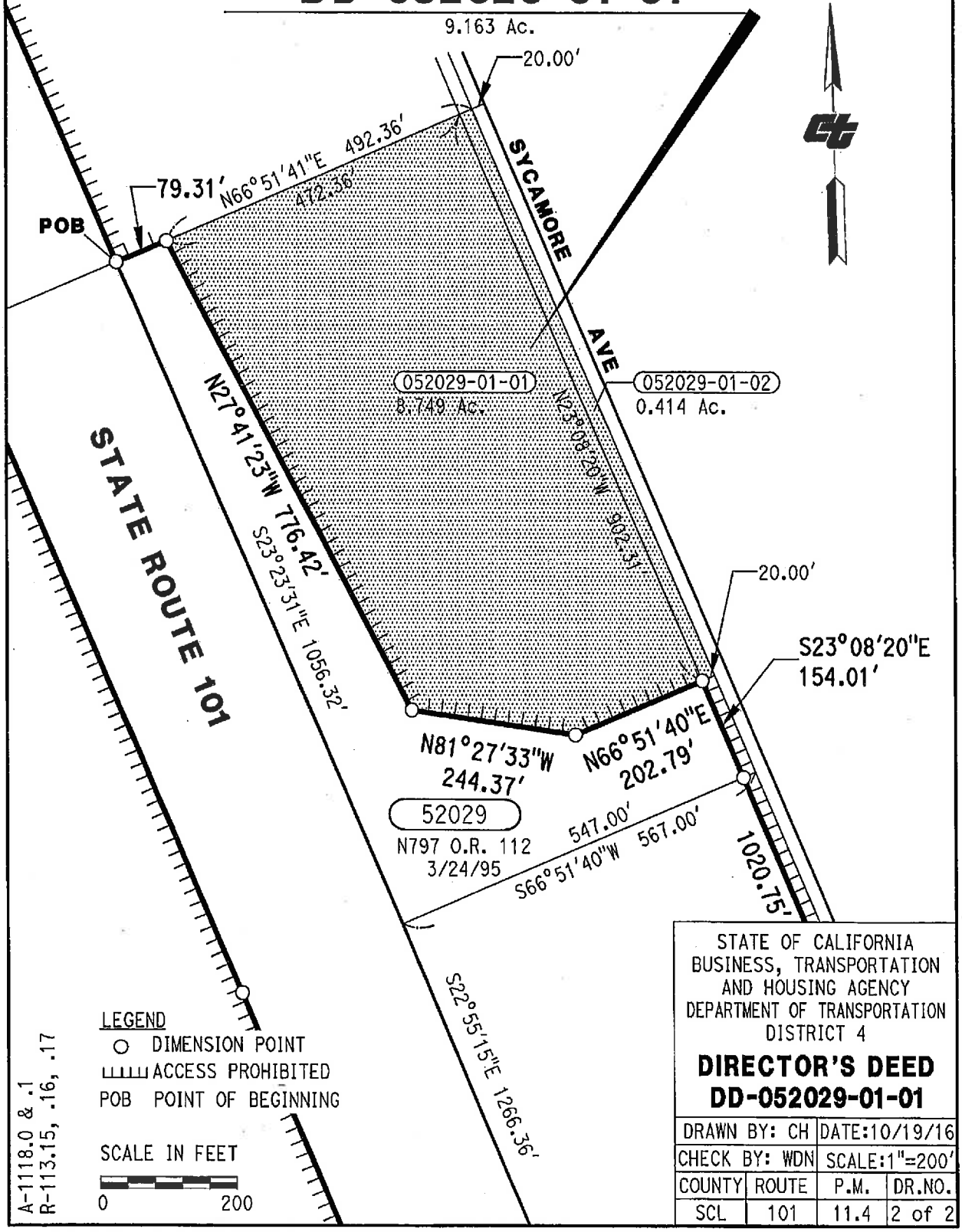
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-052029-01-01

DRAWN BY: CH		DATE:10/19/16	
CHECK BY: WDN		SCALE: NTS	
COUNTY	ROUTE	P.M.	DR.NO.
SCL	101	11.4	1 of 2

SANTA CLARA COUNTY

DD-052029-01-01

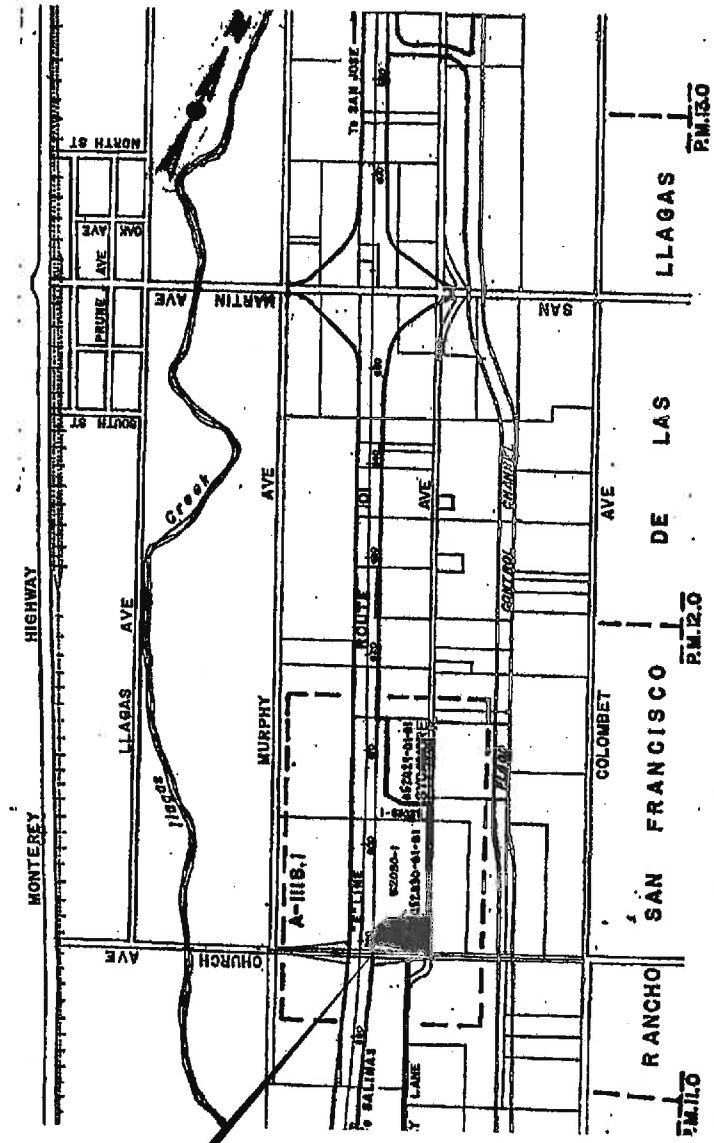


STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-052029-01-01

DRAWN BY: CH		DATE:10/19/16	
CHECK BY: WDN		SCALE:1"=200'	
COUNTY	ROUTE	P.M.	DR.NO.
SCL	101	11.4	2 of 2

SANTA CLARA COUNTY



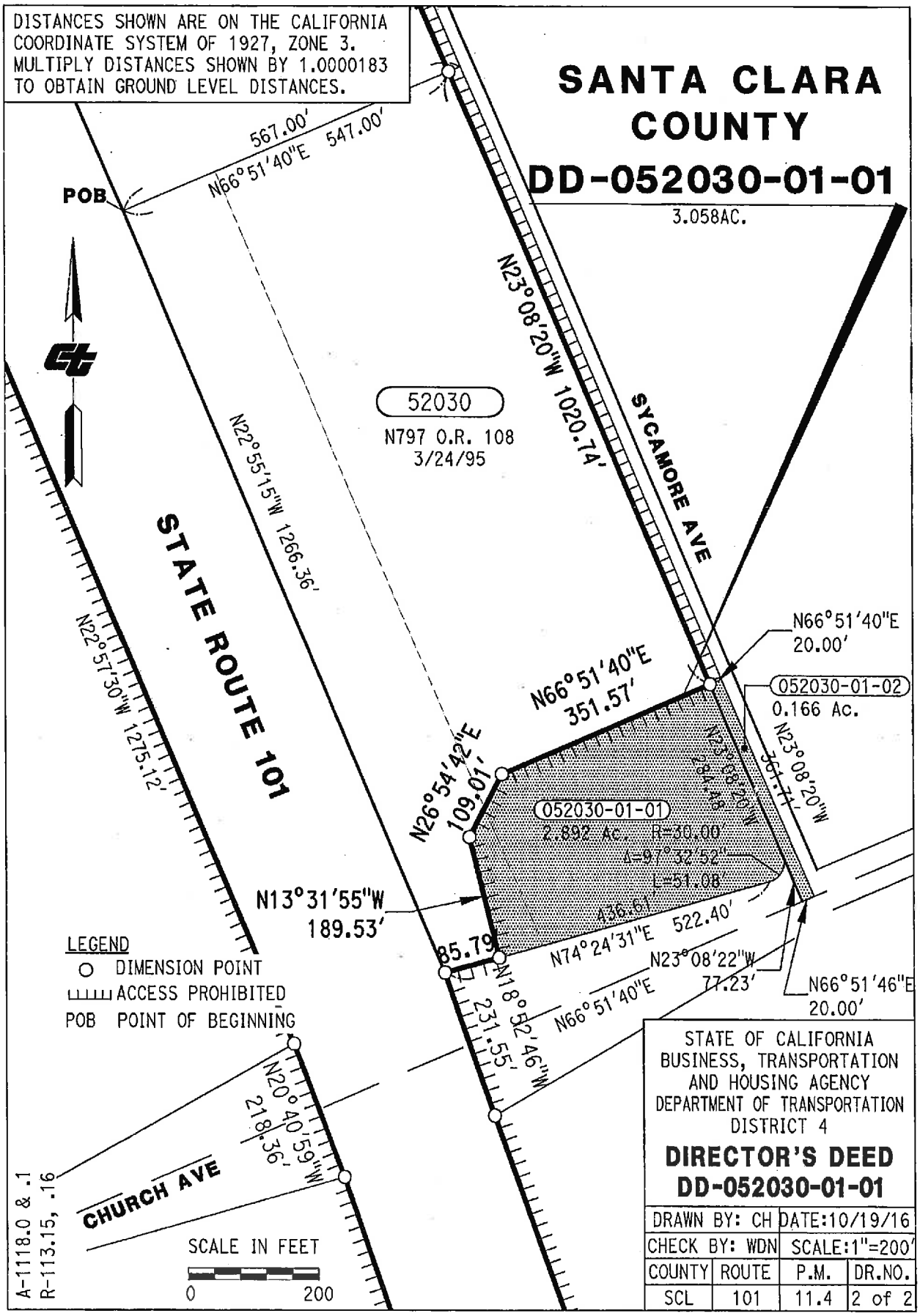
DD-052030-01-01

A-1118.0 & .1
R-113.00

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

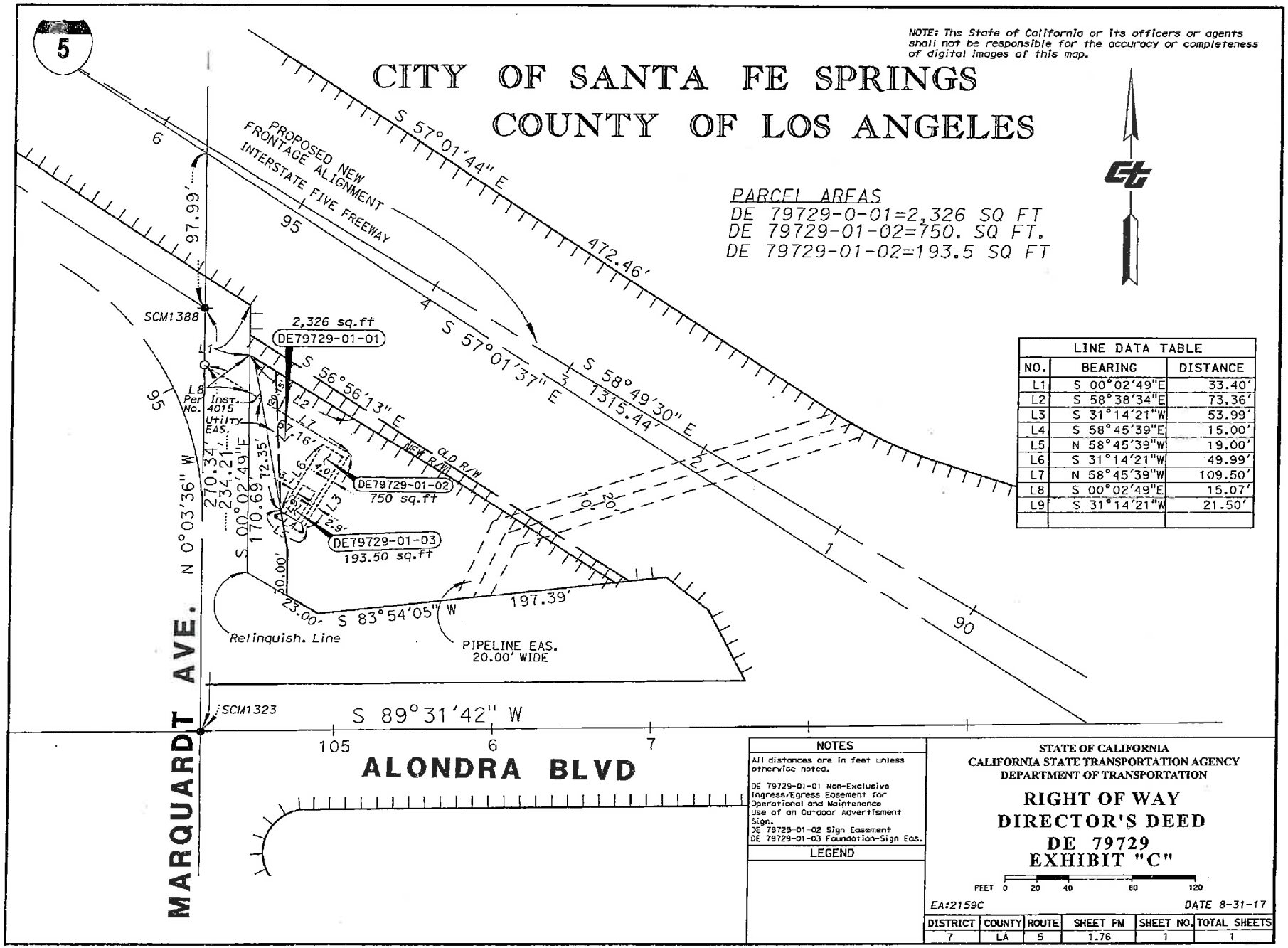
DIRECTOR'S DEED
DD-052030-01-01

DRAWN BY: CH		DATE:10/19/16	
CHECK BY: WDN		SCALE: NTS	
COUNTY	ROUTE	P.M.	DR.NO.
SCL	101	11.4	1 of 2


DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000183 TO OBTAIN GROUND LEVEL DISTANCES.
SANTA CLARA COUNTY
DD-052030-01-01
3.058AC.
POB
567.00'
N66°51'40"E 547.00'
N23°08'20"W 1020.74'
SYCAMORE AVE
52030
N797 O.R. 108
3/24/95
N22°55'15"W 1266.36'
STATE ROUTE 101
N22°57'30"W 1275.12'
N66°51'40"E
20.00'
052030-01-02
0.166 Ac.
N66°51'40"E
351.57'
N23°08'20"W
361.71'
N23°08'20"W
284.49'
N26°54'42"E
109.01'
052030-01-01
2.892 Ac.
R=30.00'
Δ=97°32'52"
L=51.08'
436.61'
N13°31'55"W
189.53'
85.79
N74°24'31"E 522.40'
N23°08'22"W
77.23'
N66°51'46"E
20.00'
N18°52'46"W
231.55'
N66°51'40"E
LEGEND
DIMENSION POINT
ACCESS PROHIBITED
POB POINT OF BEGINNING
N20°40'59"W
218.36'
CHURCH AVE
A-1118.0 & .1
R-113.15, .16
SCALE IN FEET
0
200
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4
DIRECTOR'S DEED
DD-052030-01-01
DRAWN BY: CH
DATE:10/19/16
CHECK BY: WDN
SCALE:1"=200'
COUNTY
ROUTE
P.M.
DR.NO.
SCL
101
11.4
2 of 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.

CITY OF SANTA FE SPRINGS
COUNTY OF LOS ANGELES



LINE DATA TABLE		
NO.	BEARING	DISTANCE
L1	S 00°02'49"E	33.40'
L2	S 58°38'34"E	73.36'
L3	S 31°14'21"W	53.99'
L4	S 58°45'39"E	15.00'
L5	N 58°45'39"W	19.00'
L6	S 31°14'21"W	49.99'
L7	N 58°45'39"W	109.50'
L8	S 00°02'49"E	15.07'
L9	S 31°14'21"W	21.50'

NOTES

All distances are in feet unless otherwise noted.

DE 79729-01-01 Non-Exclusive Ingress/Egress Easement for Operational and Maintenance Use of an Outdoor Advertisment Sign.
DE 79729-01-02 Sign Easement
DE 79729-01-03 Foundation-Sign Eas.

LEGEND

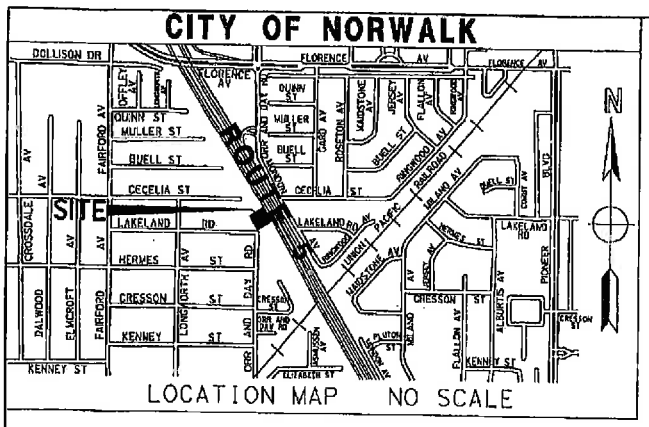
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTOR'S DEED
DE 79729
EXHIBIT "C"

FEET 0 20 40 80 120

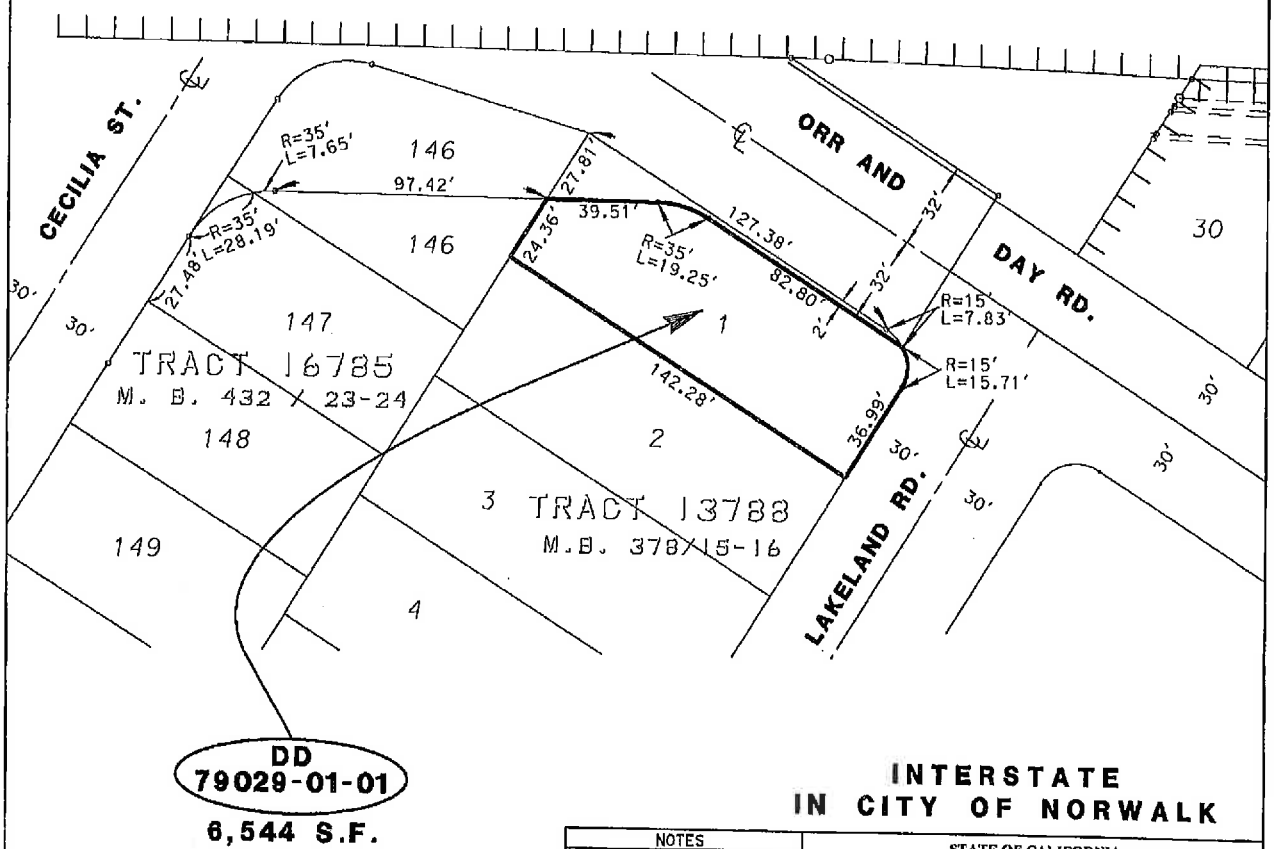
EA:2159C DATE 8-31-17

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
7	LA	5	1.76	1	1



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 79029-01-01	6,544 SF



INTERSTATE
IN CITY OF NORWALK

NOTES
All distances are in feet unless otherwise noted.
LEGEND
STATE RETAINS ACCESS RIGHTS

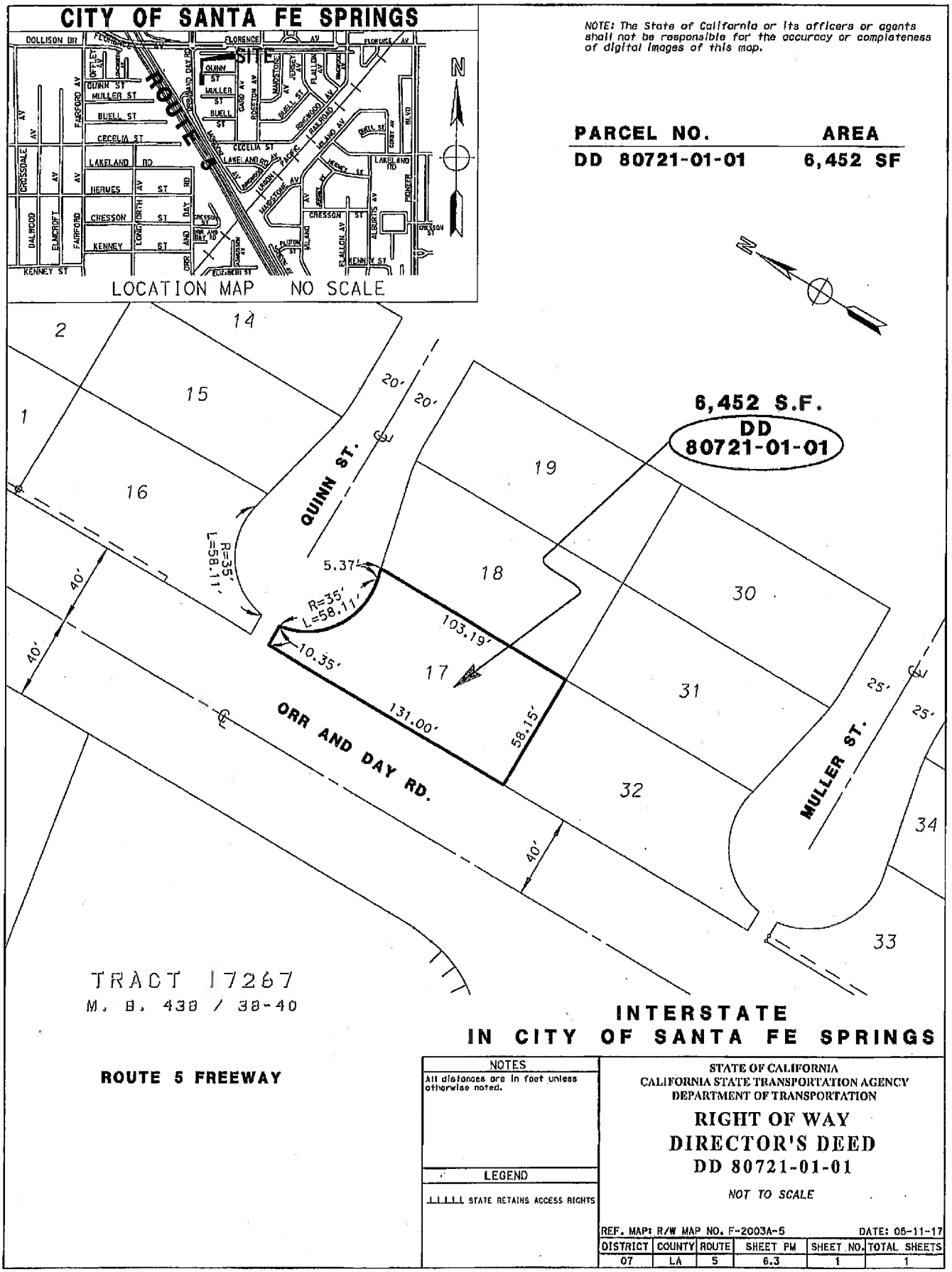
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

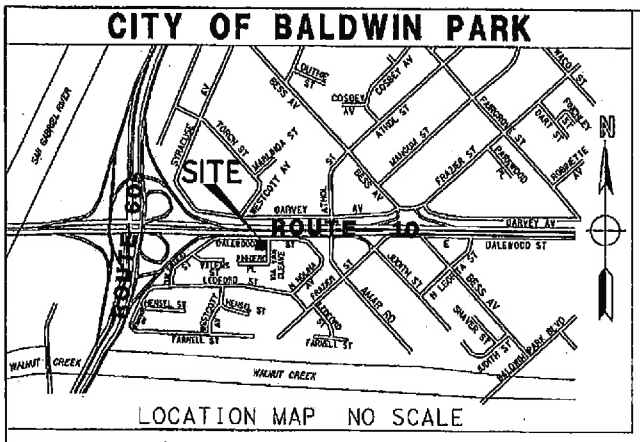
RIGHT OF WAY
DIRECTOR'S DEED
DD 79029-01-01

NOT TO SCALE

REF. MAP: R/W MAP NO. F-2003A-2 DATE: 05-25-17

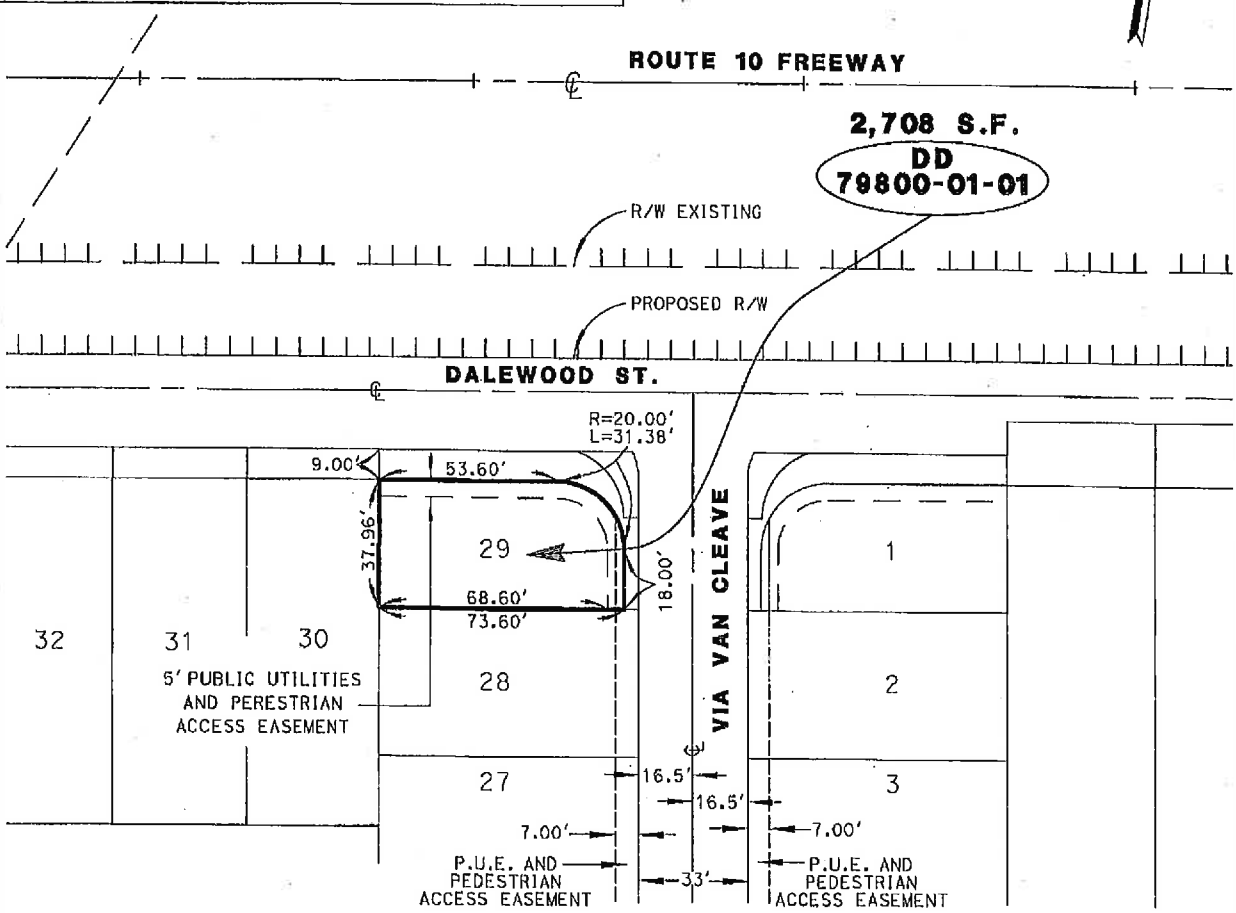
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	5	6.1	1	1


CITY OF SANTA FE SPRINGS
LOCATION MAP NO SCALE
SITE
ROUTE 5
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 80721-01-01 6,452 SF
6,452 S.F.
DD
80721-01-01
QUINN ST.
ORR AND DAY RD.
MULLER ST.
R=35'
L=58.11'
5.37'
103.19'
10.35'
131.00'
58.15'
20'
40'
25'
TRACT 17267
M. B. 438 / 38-40
INTERSTATE
IN CITY OF SANTA FE SPRINGS
ROUTE 5 FREEWAY
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 80721-01-01
NOT TO SCALE
REF. MAP: R/W MAP NO. F-2003A-5
DATE: 06-11-17
DISTRICT COUNTY ROUTE SHEET PM SHEET NO. TOTAL SHEETS
07 LA 5 6.3 1 1



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 79800-01-01	2,708 SF



TRACT No. 53452
M.B. 1273 / 75-77

INTERSTATE
IN CITY OF BALDWIN PARK

NOTES
All distances are in feet unless otherwise noted.

LEGEND
STATE RETAINS ACCESS RIGHTS

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

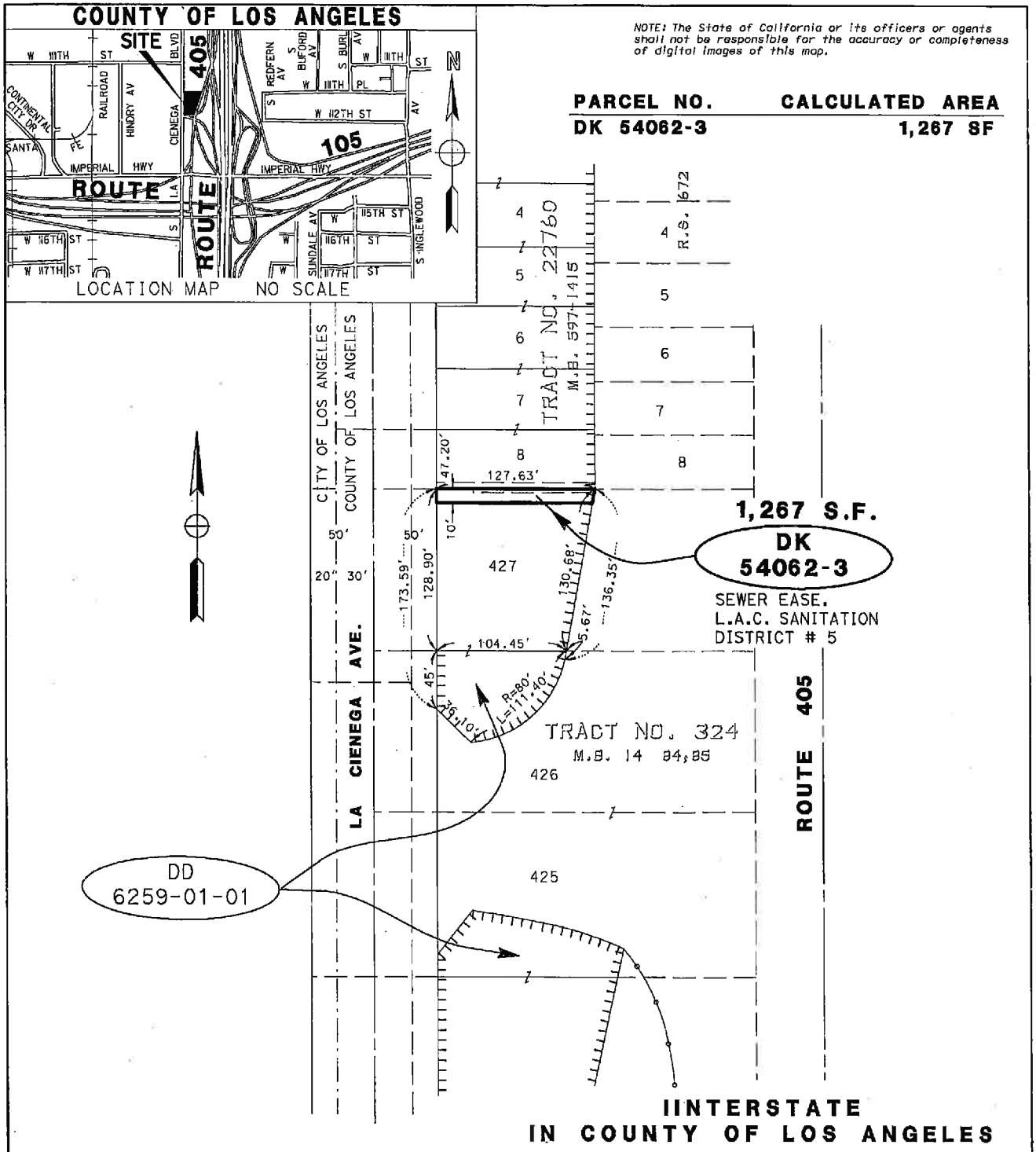
RIGHT OF WAY
DIRECTOR'S DEED
DD 79800-01-01

NOT TO SCALE

REF. MAP: R/W MAP NO. F-18600-20 DATE: 07-13-17

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	10	31.3	1	1

DD 79800-01-01.dgn 7/13/2017 8:33:06 AM



NOTES
All distances are in feet unless otherwise noted.

LEGEND
⊥⊥⊥⊥⊥ STATE RETAINS ACCESS RIGHTS

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

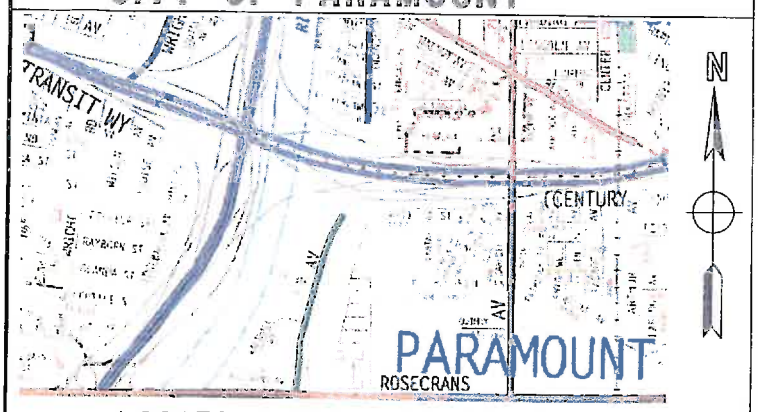
RIGHT OF WAY
DIRECTOR'S DEED
DK 54062-3

NOT TO SCALE

REF. MAP: R/W MAP NO. F1924-2 DATE: 07-13-17

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	105/405	2.1	1	1

CITY OF PARAMOUNT



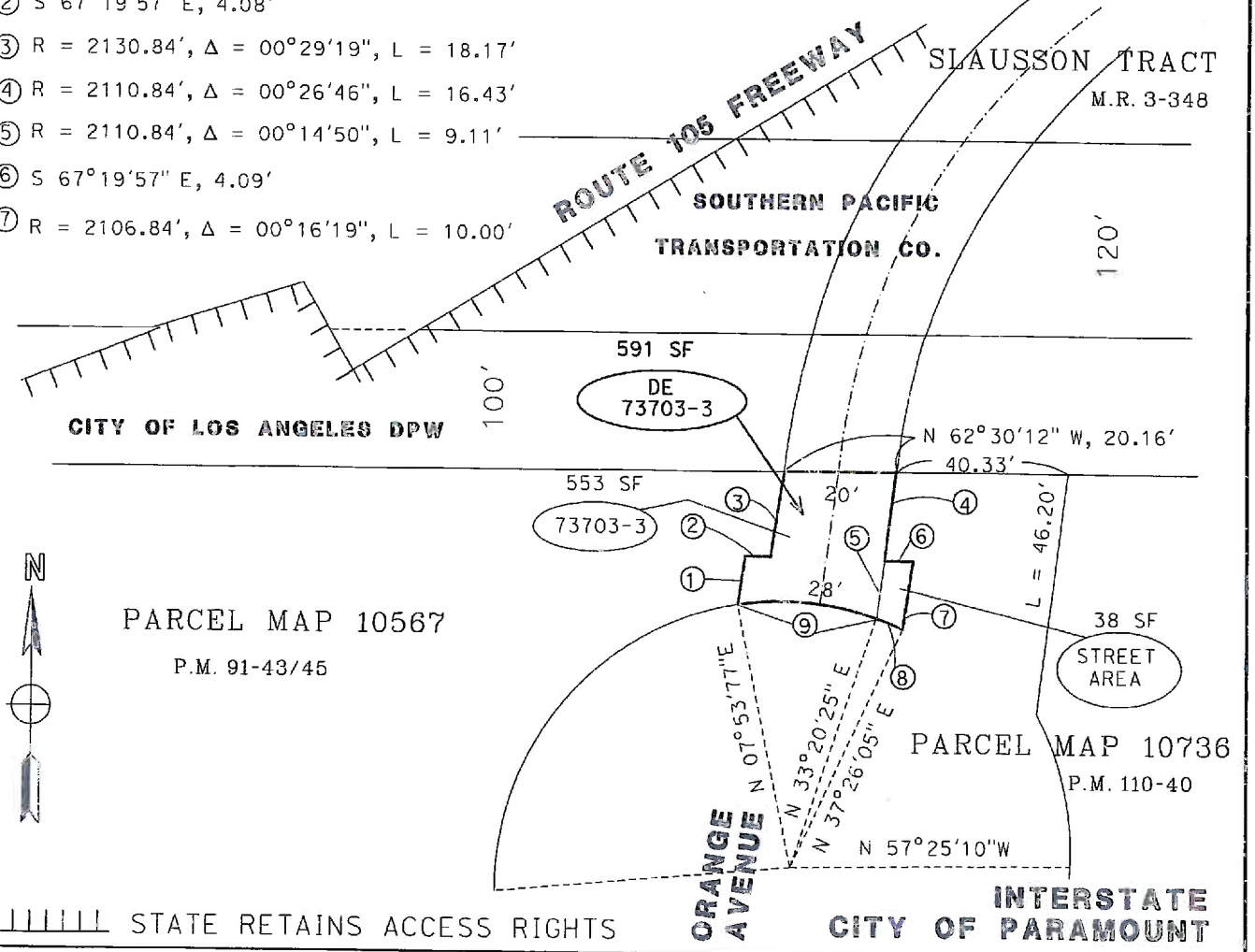
LOCATION MAP NO SCALE

DIST	COUNTY	ROUTE	POST MILE
07	LA	105/710	13.5/15.5

PARCEL NO.	AREA
73703-3	553 SF
STREET AREA	38 SF
DE 73703-3	591 SF

PORTION OF PARCEL 2 OF PARCEL MAP 10567
P.M. 91-43/45

① R = 2134.84′, Δ = 00°16′06″, L= 10.00′
② S 67°19′57″ E, 4.08′
③ R = 2130.84′, Δ = 00°29′19″, L = 18.17′
④ R = 2110.84′, Δ = 00°26′46″, L = 16.43′
⑤ R = 2110.84′, Δ = 00°14′50″, L = 9.11′
⑥ S 67°19′57″ E, 4.09′
⑦ R = 2106.84′, Δ = 00°16′19″, L = 10.00′
⑧ R = 56.00′, Δ = 04°05′40″, L = 4.00′
⑨ R = 56.00′, Δ = 25°27′08″, L = 24.88′



STATE RETAINS ACCESS RIGHTS

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DE 73703-3

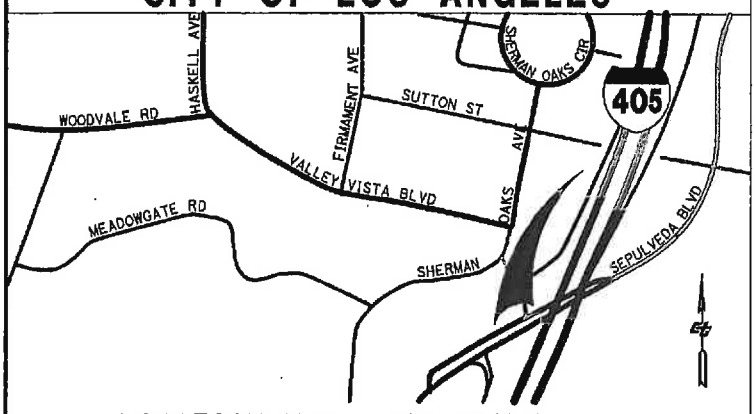
REF. MAP: F1152-10

SCALE: NONE

DRWN: FC CHKD: RG

DATE: 1-9-2014

CITY OF LOS ANGELES

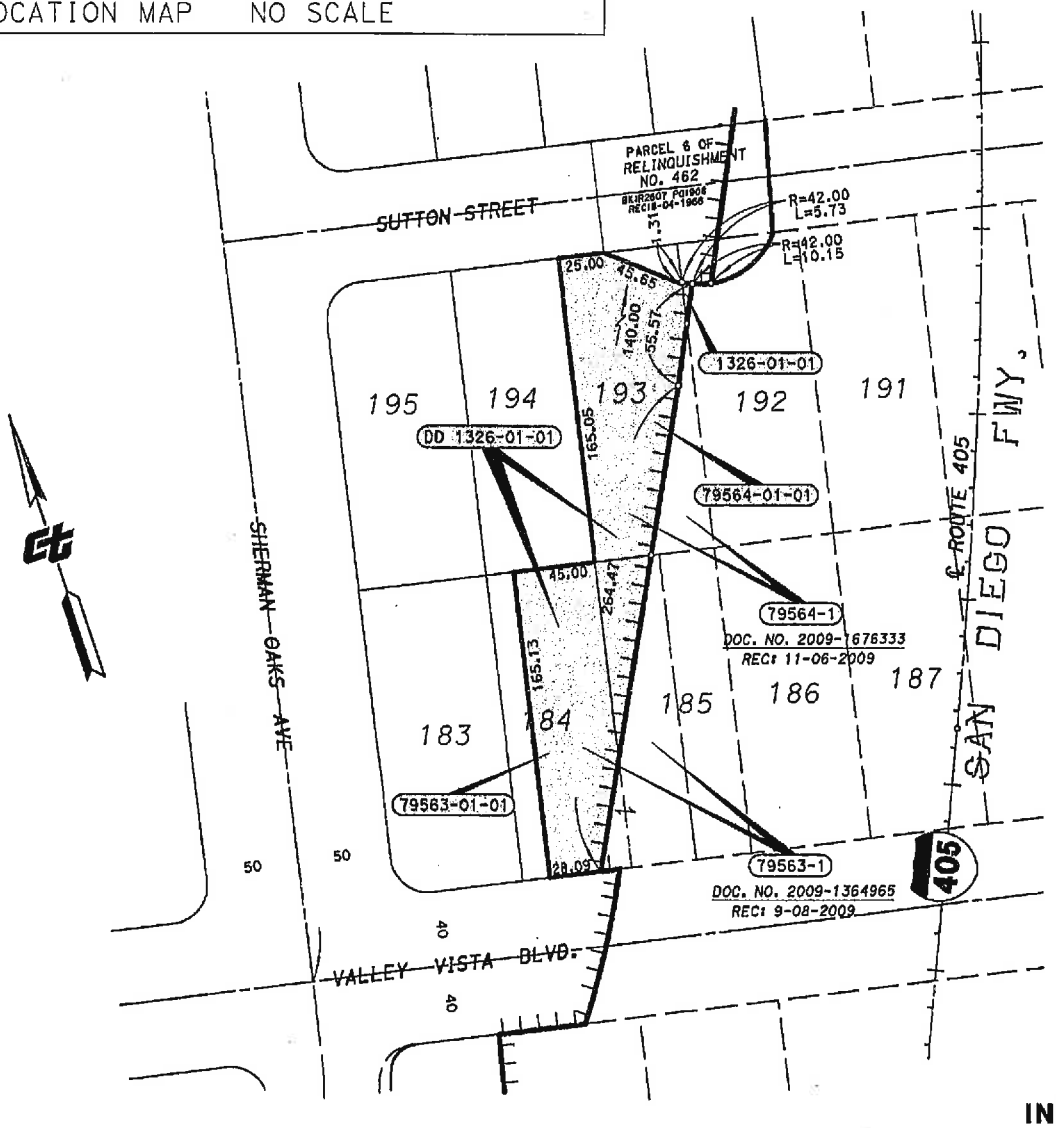


LOCATION MAP NO SCALE

DIST	COUNTY	ROUTE	POST MILE
07	LA	405	38.6

PARCEL NO.	AREA
1326-01-01	61 S.F
79563-01-01	8,570 S.F
79564-01-01	8,235 S.F
TOTAL: DD1326-01-01	16,866 S.F

TRACT 10000
M.B. 146-25/28



STATE RETAINS ACCESS RIGHTS

INTERSTATE
CITY OF LOS ANGELES

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

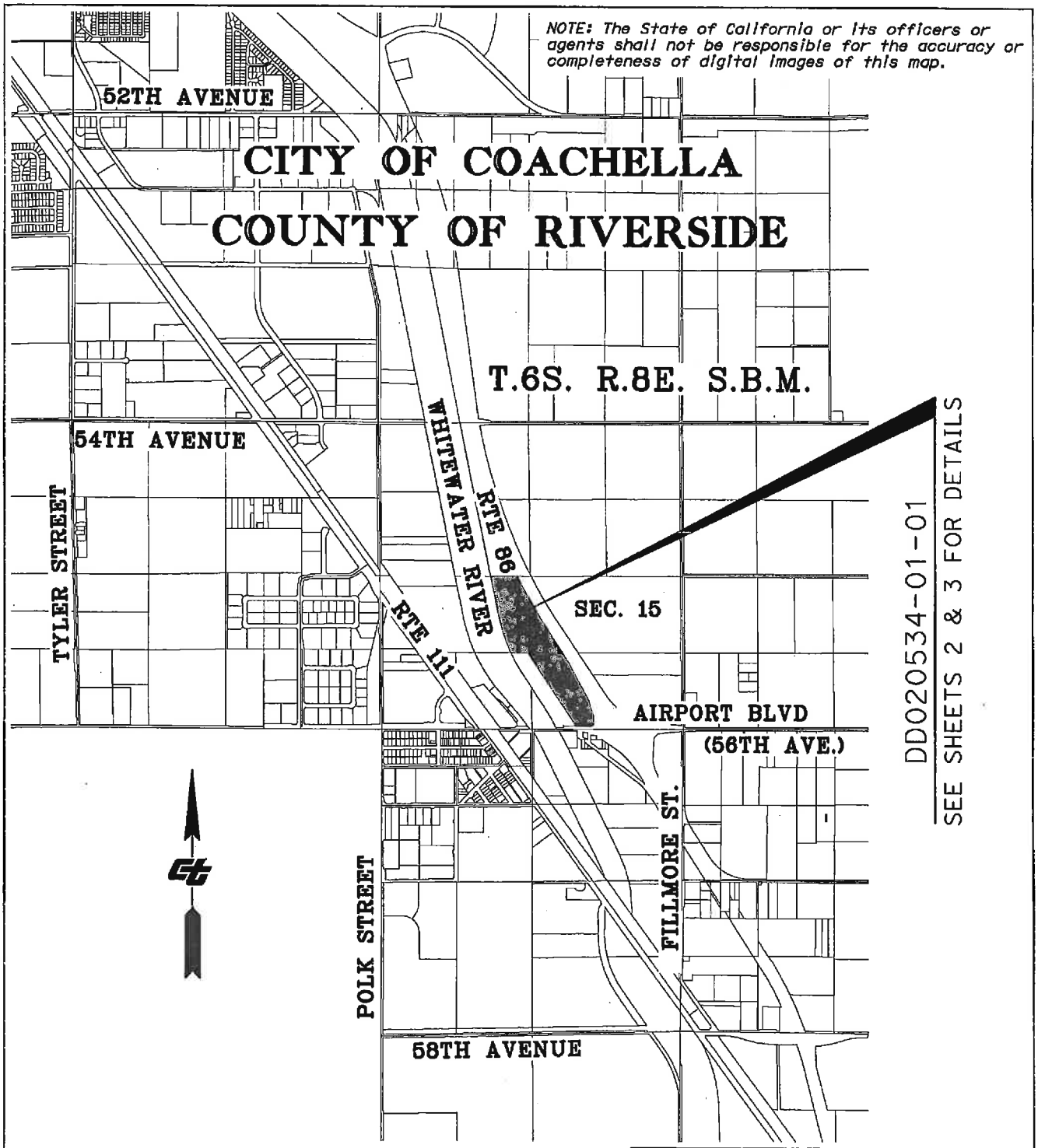
DIRECTOR'S DEED DD1326-01-01

REF. MAP: F1936-9A

SCALE: NONE

DRWN:JNV CHKD:NW

DATE: 6-19-2017



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

VICINITY MAP
DIRECTORS DEED
DD020534-01-01
EXHIBT "B"

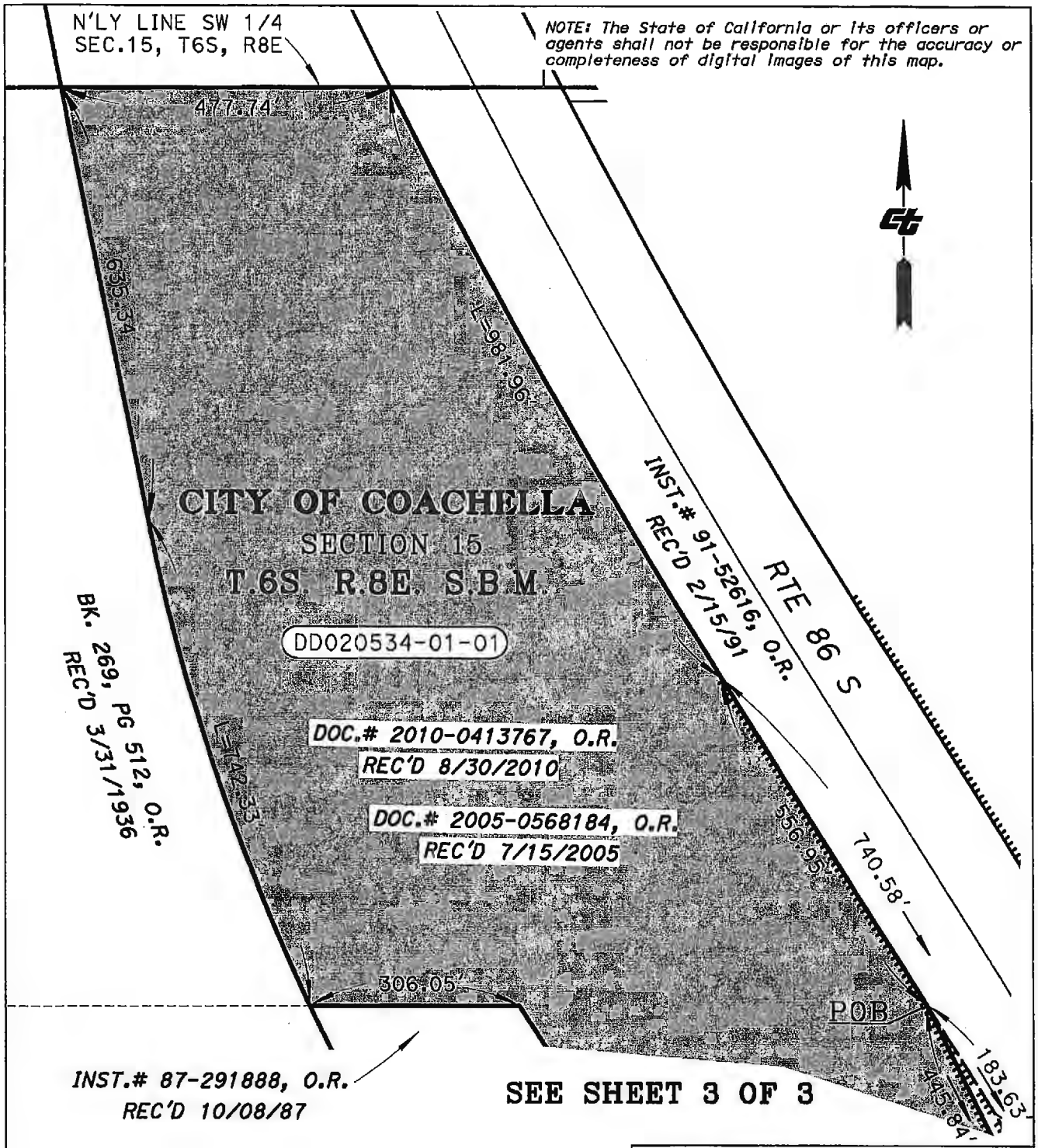
NO SCALE

DIST	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
8	RIV	86 S	16.45	1	3

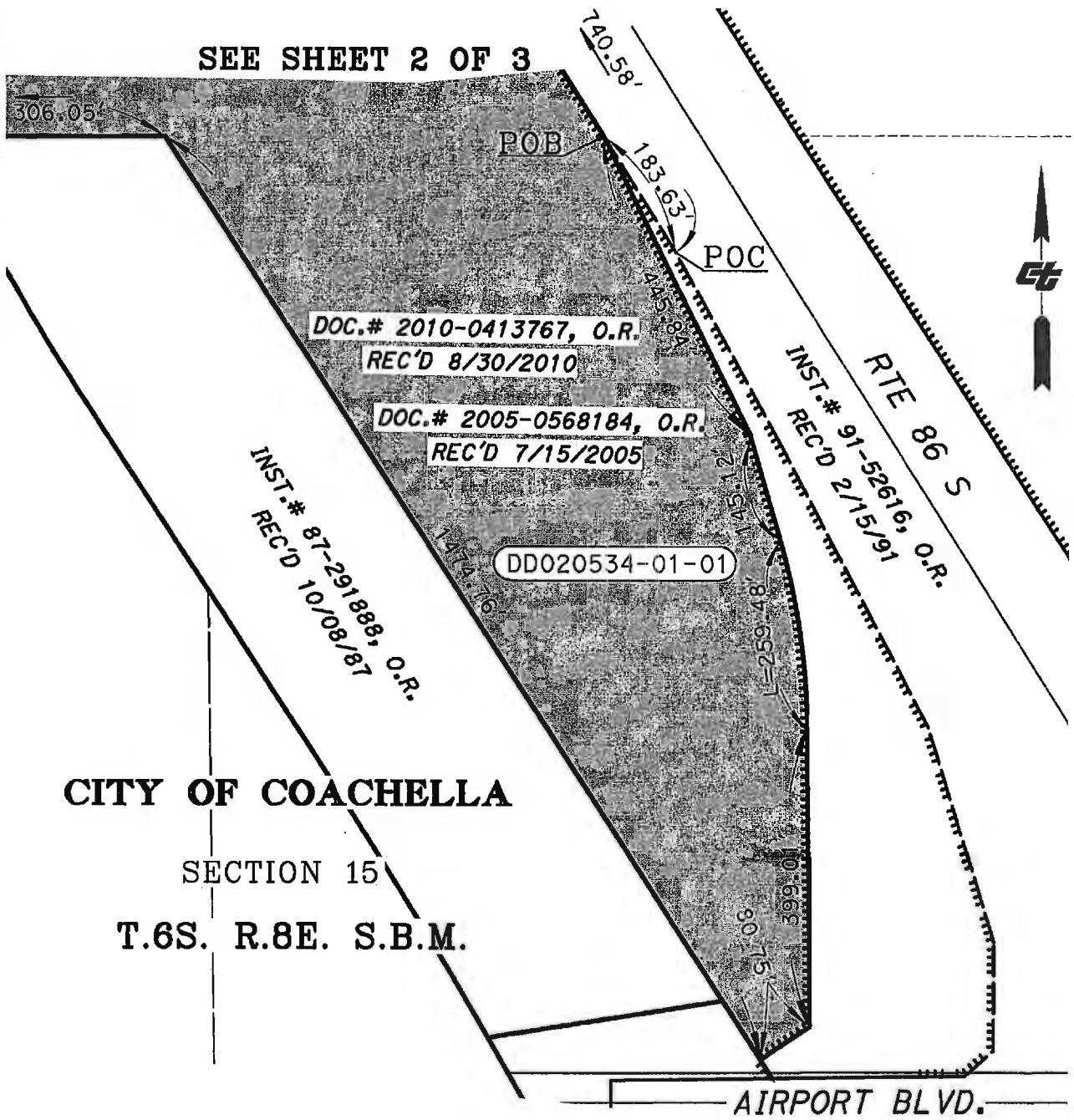
EXHIBIT "B"

VICINITY MAP FOR DEPICTION OF EXHIBIT "A"

REF. INFO. DIST. 08 R/W MAP 407530-2


N'LY LINE SW 1/4
SEC.15, T6S, R8E
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.
477.74'
635.54'
L=981.96'
CITY OF COACHELLA
SECTION 15
T.6S. R.8E. S.B.M.
DD020534-01-01
INST.# 91-52616, O.R.
REC'D 2/15/91
RTE 86 S
BK. 269, PG 512, O.R.
REC'D 3/31/1936
L=142.33'
DOC.# 2010-0413767, O.R.
REC'D 8/30/2010
DOC.# 2005-0568184, O.R.
REC'D 7/15/2005
556.95'
740.58'
306.05'
POB
183.63'
445.84'
INST.# 87-291888, O.R.
REC'D 10/08/87
SEE SHEET 3 OF 3
ACCESS CONTROL
SUPERCEDED ACCESS CONTROL
REF. INFO DIST. 08 R/W MAP 407530-1
R/W MAP 407530-2
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DETAIL PLAT
DIRECTOR'S DEED
DD020534-01-01
EXHIBIT "B"
SCALE: 1" = 200'
FEET 0 100 200 400
DIST 8 | COUNTY RIV | ROUTE 86 | SHEET PM 16.45 | SHEET NO. 2 | TOTAL SHEETS 3

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.



ACCESS CONTROL

SUPERCEDED ACCESS CONTROL

REF. INFO DIST. 08 R/W MAP 407530-1
R/W MAP 407530-2

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

DETAIL PLANT
DIRECTOR'S DEED
DD020534-01-01
EXHIBIT "B"

SCALE: 1" = 200'

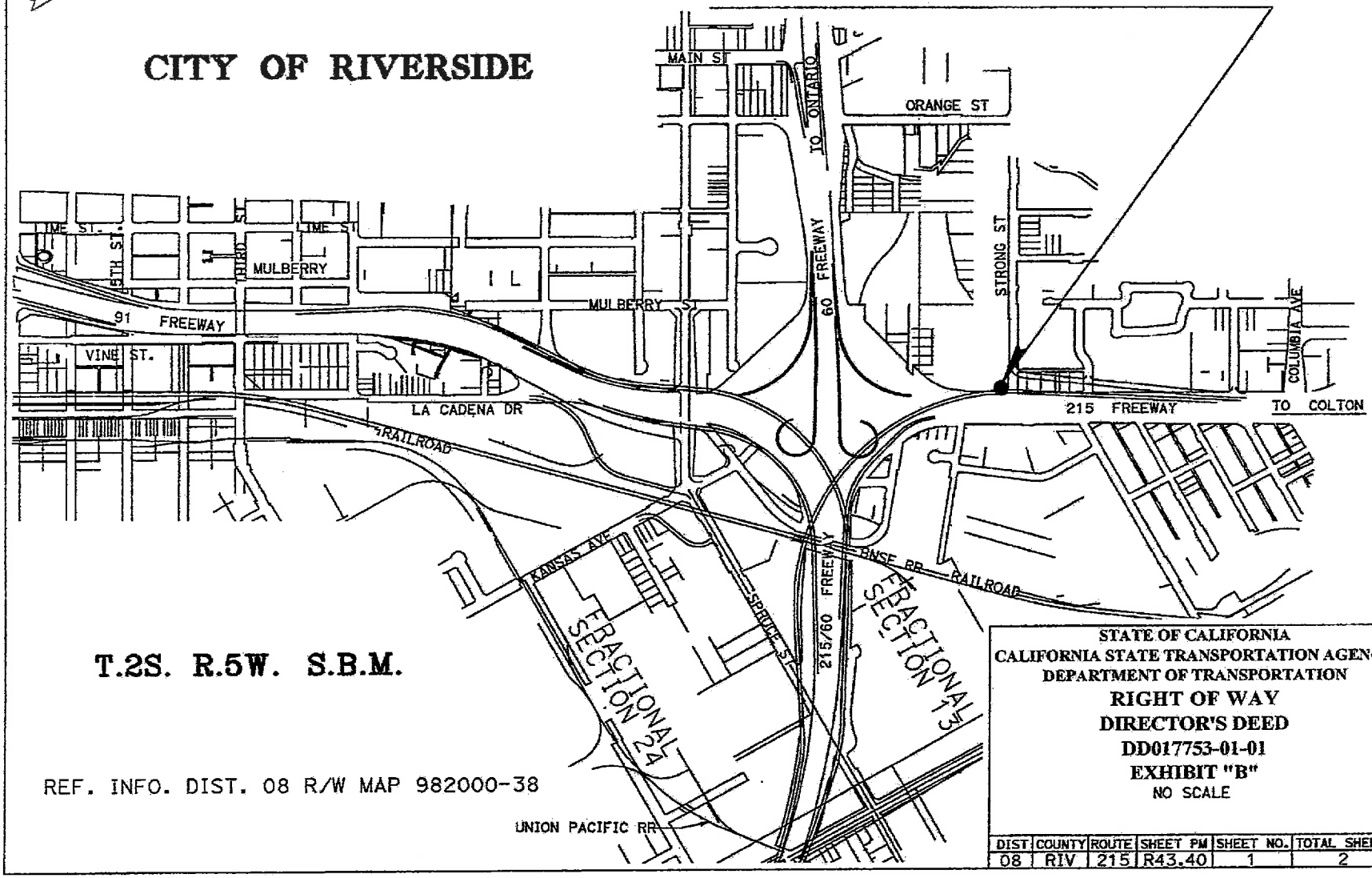
FEET 0 100 200 400

DIST	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
8	RIV	111	16.45	3	3

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



T.2S. R.5W. S.B.M.

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"
NO SCALE

DIST	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
08	RIV	215	R43.40	1	2

CITY 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.

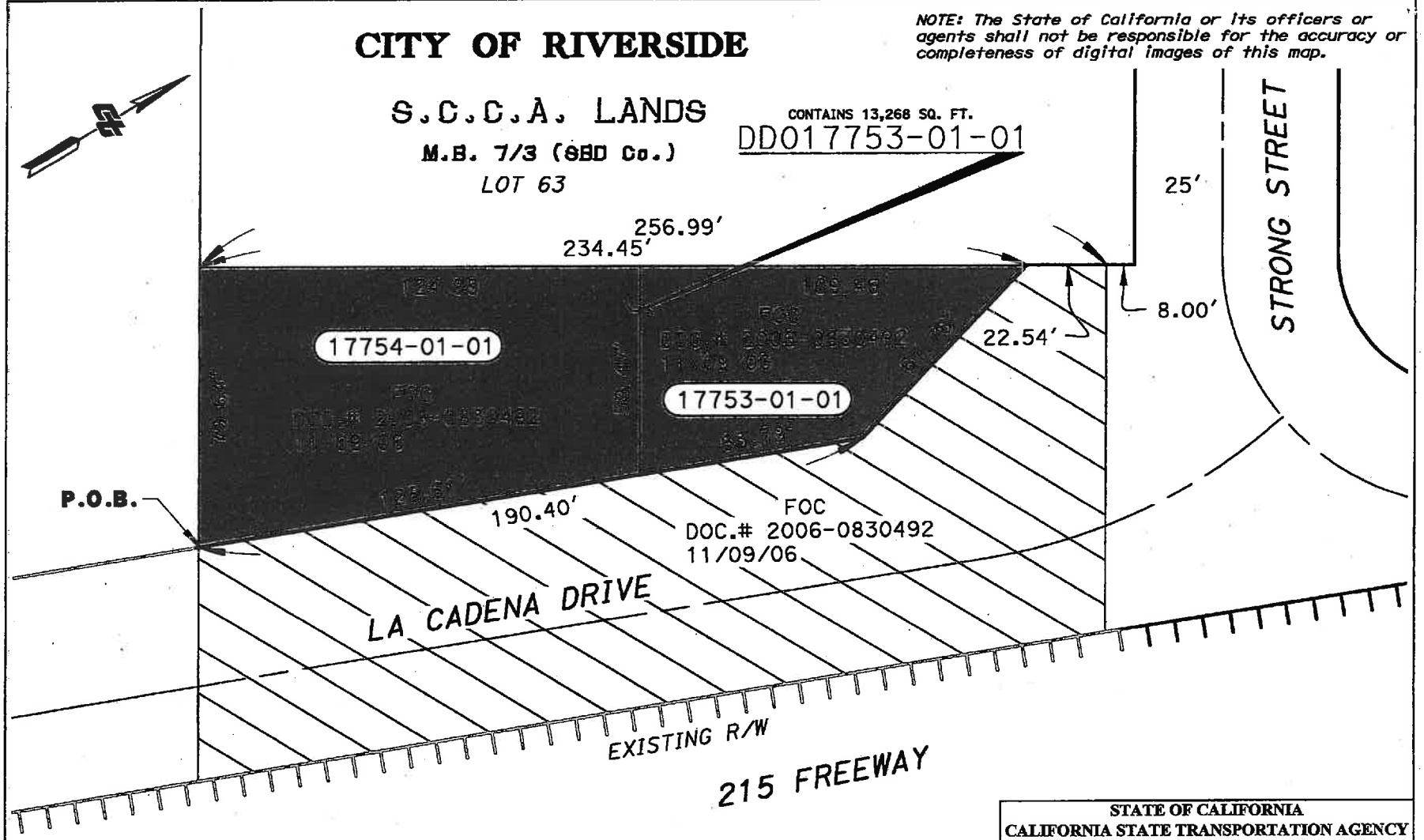
S.C.C.A. LANDS

M.B. 7/3 (SBD Co.)

LOT 63

CONTAINS 13,268 SQ. FT.

DD017753-01-01



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

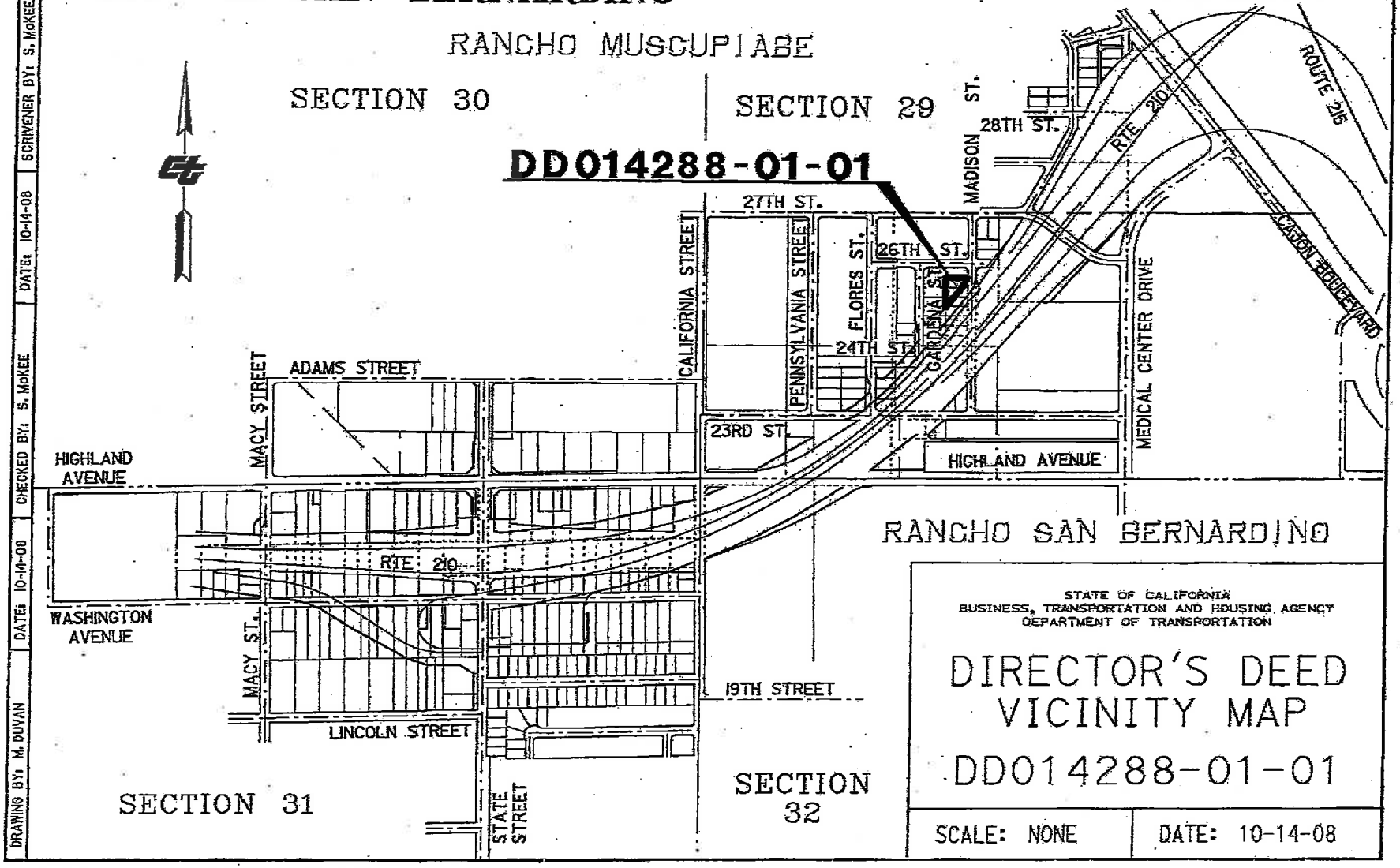
T.1N. R.4W. S.B.M.

COUNTY OF SAN BERNARDINO
CITY OF SAN BERNARDINO

Caltrans Metric

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

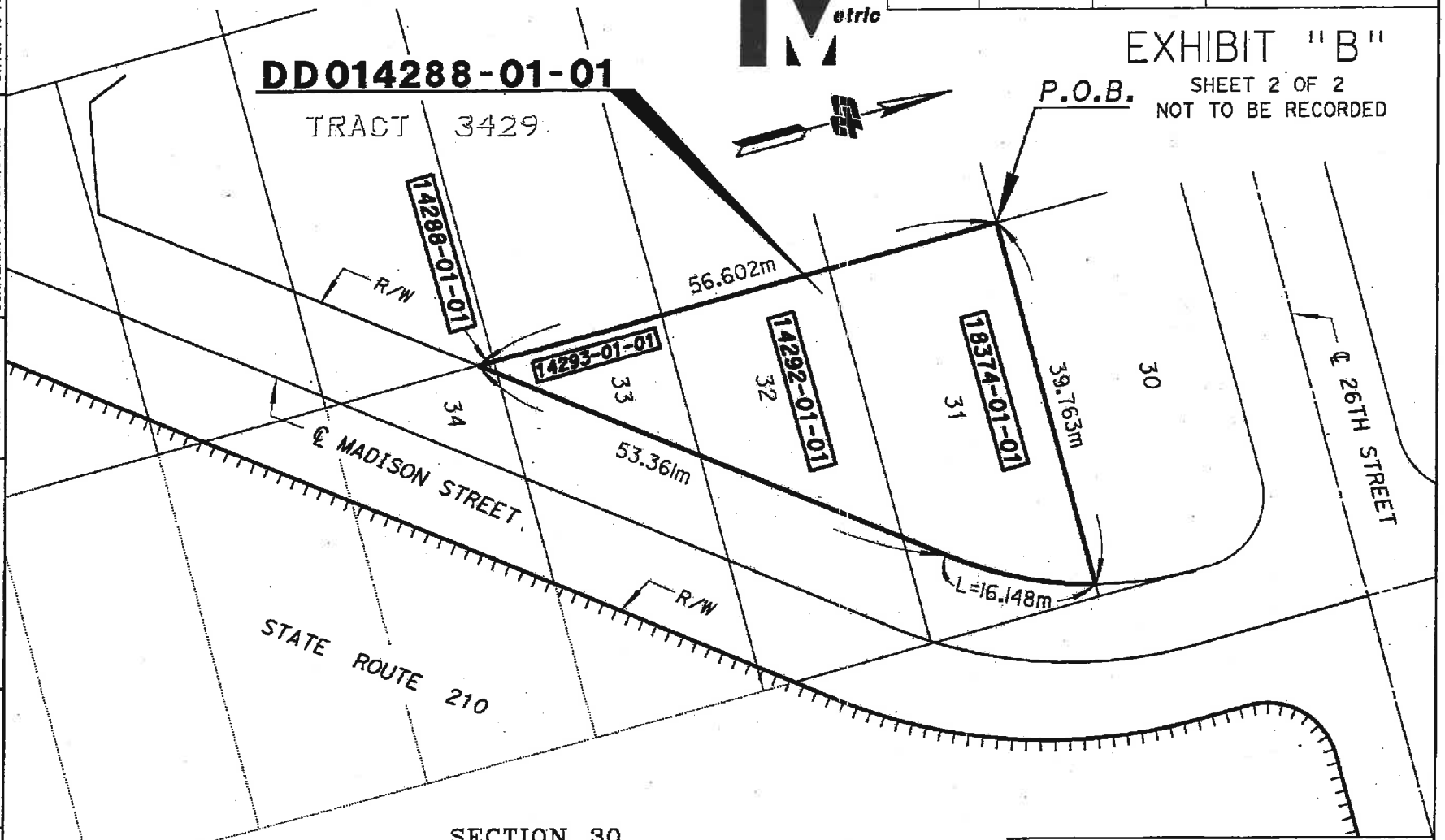
DRAWING BY: M. DUVAN | DATE: 10-14-08 | CHECKED BY: S. McKEE | DATE: 10-14-08 | SCRIVENER BY: S. McKEE | DATE: 10-14-08

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.

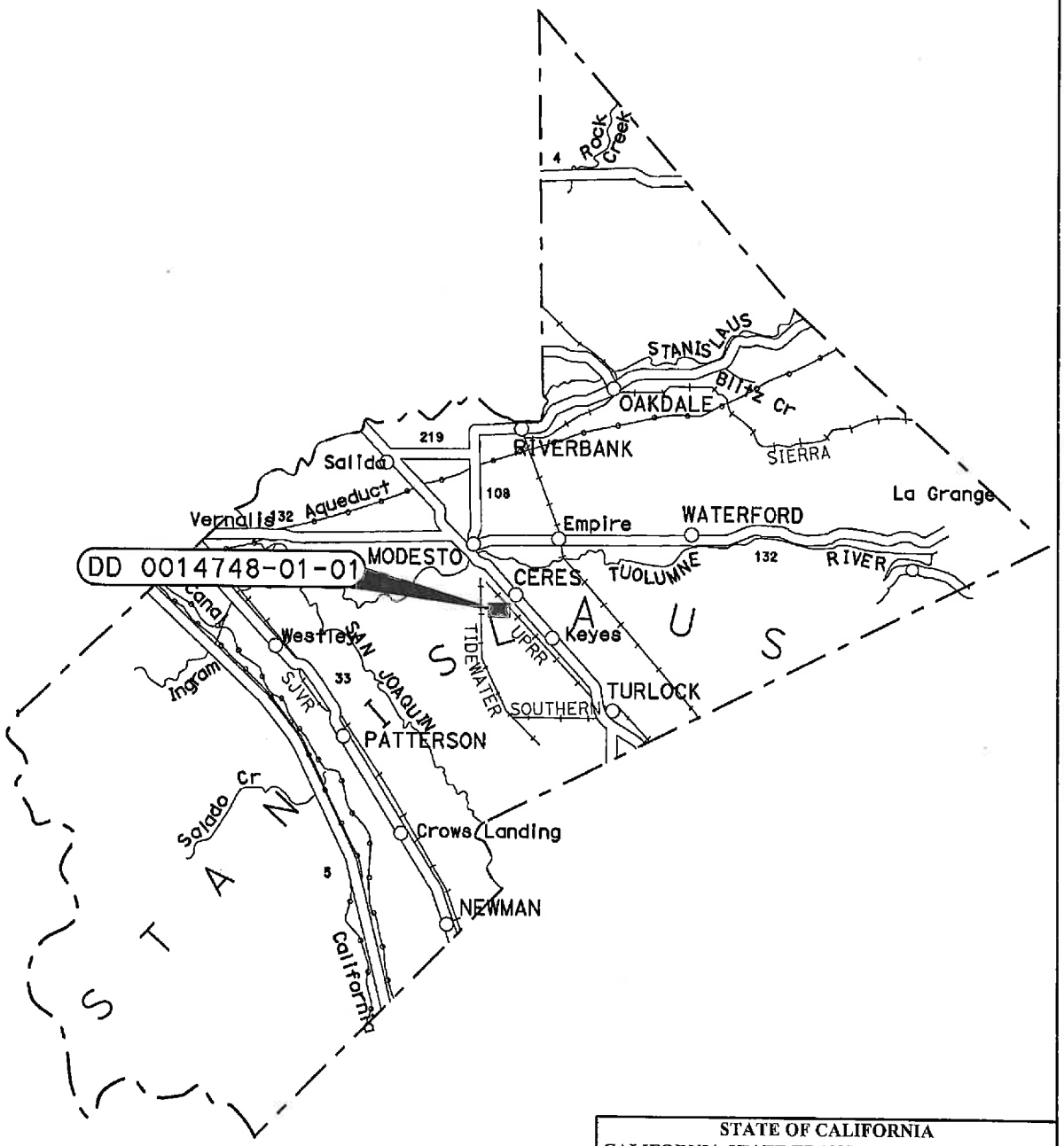
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED MAP
DD014288-01-01

SCALE 1: 600 | DATE: 09-14-17

DRAWING BY: M. DUVAN | DATE: 10-14-08 | CHECKED BY: S. Mo KEE | DATE: 10-14-08 | SCRIVENER BY: S. Mo KEE | DATE: 10-14-08

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

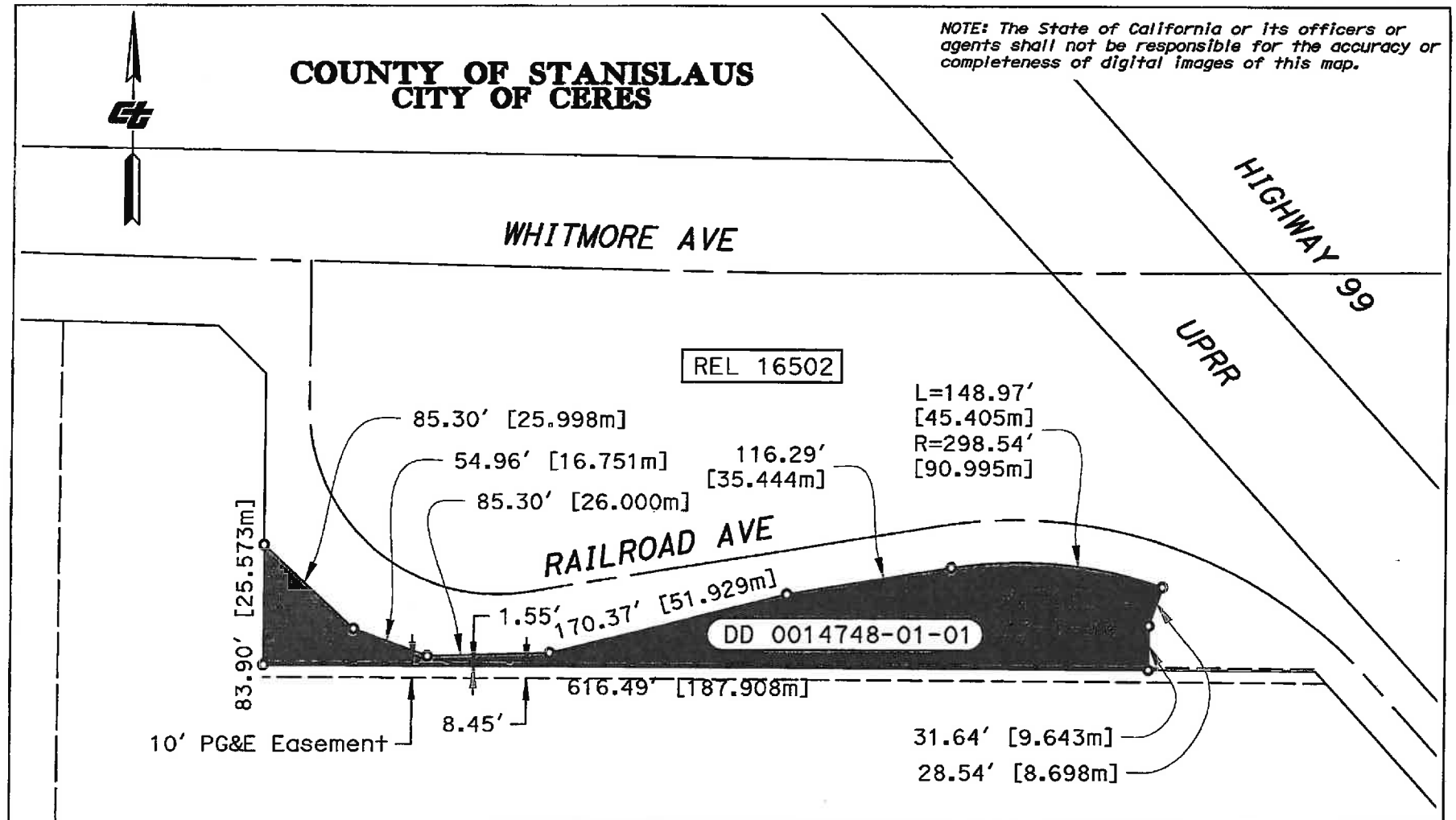


STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTORS DEED
DD 0014748-01-01
AREA MAP

NOT TO SCALE

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
LADD NEU, PLS	11/03/2015	10	STA	99	11.9	1	2



T.4S. R.9E. M.D.M.
SECTION 15

NOTES	LEGEND
Coordinates and bearings are on CCS 1983 Zone 3. Distances and stationing are grid distances. Divide by 0.999934 to obtain ground distances. All distances are in feet unless otherwise noted.	##-S-## RECORD OF SURVEY O DIMENSION POINT CALTRANS PARCEL 27,137 SQUARE FEET

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD 0014748-01-01

SCALE: 1" = 100'
FEET 0 50 100 200

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
LADD NEU, PLS	11/03/2015	10	STA	99	11.9	2	2

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 49

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 2.5g.(2a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR A PROPOSITION 1B STATE ADMINISTERED STATE ROUTE 99 PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION R99-AA-1718-01, AMENDING RESOLUTION R99-AA-1213-09**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request to amend Resolution R99-AA-1213-09 for the Proposition 1B State Route 99 (SR99) State Route 99/113 Interchange project (PPNO 8373), in Sutter County?

RECOMMENDATION:

The Department recommends the Commission amend Resolution R99-AA-1213-09 to de-allocate an additional $989,185 in Proposition 1B SR99 construction engineering funds from the State Route 99/113 Interchange project in Sutter County, thereby reducing the amended SR99 allocation for construction capital from $13,833,000 to $12,843,815. This de-allocation reflects final contract close-out savings.

BACKGROUND:

At its June 2012 meeting, the Commission approved Resolution R99-A-1112-011, allocating $15,250,000 in SR99 bond funds for construction capital for the State Route 99/113 Interchange project. The construction contract was awarded on October 16, 2012 with SR99 bond savings of $1,417,000. At its December 2012 meeting, the Commission approved Resolution R99-AA-1213-09 de-allocating the award savings. The contract is in final close-out with additional SR99 savings of $989,185. The necessary changes are reflected in strikethrough and bold on the attachment.

FINANCIAL RESOLUTION:

Be it Resolved, that $15,250,000 construction capital in Proposition 1B SR99 bond funds originally allocated under Resolution R99-A-1112-011 for the State Route 99/113 Interchange project (PPNO 8373) in Sutter County and amended under Resolution R99-AA-1213-09 reducing the original SR99 by $1,417,000, is hereby amended again by an additional $989,185 due to savings at closeout, reducing the SR99 construction capital amount to $12,843,815, in accordance with the revised attachment.

Attachment

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Item # Fund Type	Amount by Fund Type
2.5g.(2f)	**Allocation Amendment - Proposition 1B –State Administered Route 99 Projects on the State Highway System**		**Resolution R99-AA-1718-01,** Amending Resolution R99-AA-1213-09	
1 ~~$16,333,000~~ **$15,343,815** Department of Transportation SACOG Sutter 03-Sut-99 R19.5/R20.5	**State Route 99/ 113 Interchange**. In Sutter County near Tudor Road from 1.8 miles north of Wilson Road to 2.1 mile south of O'Banion Road. Construct interchange at the intersection of SR 113 and SR 99. Final Project Development Support Estimate: $ 1,300,000 Programmed Amount: $ 1,000,000 Adjustment: $ 300,000 (Debit - IIP) Final Right of Way Right of Way Estimate: $ 700,000 Programmed Amount: $ 600,000 Adjustment: $ 0 (< 20%) (Future Consideration of Funding – Resolution E-04-17, August 2004.) Outcome/Output: Hours of daily vehicle hours of delay saved: 277. **Amend Resolution R99-A-1213-09 to de-allocate $989,185 SR99 CONST to reflect final close-out savings.**	03-8373 SR-99/12-13 CON ENG $2,500,000 CONST ~~$13,833,000~~ **$12,843,815** 0300020246 4 1A4644	004-6072 SR99 2012-13 304-6072 SR-99 20.20.722.000	$2,500,000 ~~$13.833,000~~ **$12,843,815**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 50

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 2.5g.(2b)/2.5g.(2c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **FINANCIAL ALLOCATION AMENDMENTS FOR A PROPOSITION 1B STATE ADMINISTERED STATE ROUTE 99 PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION R99-AA-1718-02, AMENDING RESOLUTION R99-AA-1112-02; RESOLUTION FS-17-01, AMENDING RESOLUTION FS-11-02; RESOLUTION FA-17-02, AMENDING RESOLUTION FA-11-15**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request to amend Resolution R99-AA-1112-02 and Resolution FA-11-15 for the Proposition 1B State Route 99 (SR99) Sutter 99 Segment 2 project (PPNO 8361B), in Sutter County to de-allocate SR99 funding from the project?

RECOMMENDATION:

The Department recommends the Commission amend Resolution R99-AA-1112-02 to de-allocate $12,130 in SR99 funds from FY 2009-2010 and amend Resolution FA 11-15 to de-allocate $2,409,235 in SR99 funds from FY 2011-12 in SR99 funds from the Sutter 99 Segment 2 project (PPNO 8361B) in Sutter County. These de-allocations reflect final contract close-out savings.

BACKGROUND:

In June 2007, this project was originally programmed with $62,000,000 for construction capital and $7,000,000 for construction support with SR99 Bond funds. In January 2010, a total of $58,140,000 for construction capital and $7,000,000 for construction support were voted. In July 2010, the project was awarded for $35,931,000, resulting in savings of $22,209,000 million that was subsequently de-allocated to the SR99 Bond program.

In January 2012, the project swapped $19,061,000 of SR 99 funds for federal stimulus funding leaving a SR99 construction capital allocation of $16,870,000. In addition the project received approval for supplemental fund for $7,800,000 for construction capital and $1,500,000 for construction support to address problems discovered when construction began.

The project is now at construction close-out and has a savings of $2,421,365 in SR99 funds; $12,130 in FY 2009-10 from the original construction capital allocation and $2,409,235 from FY 2011-12 from the supplemental construction capital allocation.

FINANCIAL RESOLUTION:

Be it Resolved, that $16,870,000 from FY 2009-10 in Proposition 1B-State Route 99 (SR99) bond funds originally allocated for construction capital under Resolution R99-AA-1112-02 and the supplemental increase of $7,800,000 from FY 2011-12 under Resolution FA-11-15, for the Sutter 99 Segment 2 (PPNO 8361B) project in Sutter County is hereby amended again by reducing the SR99 original construction capital amount in FY 2009-10 by $12,130 to $16,857,870 and also reducing the SR99 supplemental construction capital amount in FY 2011-12 by $2,409,235 to $5,390,765, for a total reduction of $2,421,365 due to savings due at closeout in accordance with the revised attachments.

Attachments

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(2b)	**Proposition 1B Allocation Amendment – State Administered Route 99 Project on the State Highway System**		**Resolution R99-AA-1718-02** Amending Resolution R99-AA-1112-02 **Resolution FS-17-01** Amending Resolution FS-11-02	
1 ~~$42,931,000~~ **$42,918,870** Department of Transportation SACOG Sutter 03N-Sut-99 11.0/14.3	Sutter 99 – Segment 2. In Sutter County, from 0.2 mile north of Power Line Road to 0.6 mile north of Sacramento Avenue. Widen highway to a 4- lane expressway with a continuous 12 foot wide median left turn lane. Final Right of Way Right of Way Estimate: $ 1,000 Programmed Amount: $ 1,000 Adjustment: $ 0 (Route 99 Bond R/W allocation of $3,250,000 Capital and $750,000 Support was approved 12/11/08, per Resolution R99-A-0809-002.) ($7,766,000 RIP CONST to return to Sutter County shares.) (Future Consideration of Funding – Resolution E-04-17, August 2004.) Outcome/Output: New miles of mixed flow lanes: 5.5. New structures: 1. Daily Peak Person Minutes saved: 85. $19,061,000 BOND FUNDS FOR THIS PROJECT WERE CHANGED TO FEDERAL STIMULUS FUNDING. **Amend Resolution R99-AA-1112-02 to de-allocate $12,130 R99 CONST for final close-out savings.**	03-8361B R99 / 08-09 CONST ENG $7,000,000 CONST $35,931,000 RIP / 08-09 CONST $0 0300000206 1A4321	2009-10 004-6072 R99 2009-10 304-6072 R99 20.20.722.000 2008-09 804-0890 RA 20.20.722.000	$7,000,000 ~~$16,870,000~~ **$16,857,870** $19,061,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Budget Year Fund Type Program Codes Project ID EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5g.(2c) Supplemental Funds for Previously Voted Projects					**Resolution FA-17-02** Amending Resolution FA-11-15
1 ~~$9,300,000~~ **$6,890,770** Department of Transportation SACOG Sutter 03N-Sut-99 11.0/14.3	Sutter 99 Segment 2. In Sutter County, from 0.2 mile north of Power Line Road to 0.6 mile north of Sacramento Avenue. Widen highway to a 4- lane expressway with a continuous 12 foot wide median left turn lane.	03-8361B 2009-10 004-6072 R99 20.20.722.000 SR 99	$7,000,000		$7,000,000
	Final Right of Way: (RIP); reported on 1/13/2010	004-6072 R99 20.20.722.000 SR 99		$1,500,000	$1,500,000
	Outcome/Output: New miles of mixed flow lanes: 5.5. New structures: 1. Daily Peak Person Minutes saved: 85. (Future Consideration of Funding – Resolution E-04-17, August 2004.)	2008-09 804-0890 RA 20.20.722.000 SR 99	$19,061,000		$19,061,000
	(January 2012 – Resolution R99-AA-1112-002 and FS-11-02 reflect the use of $19,061,000 of State ARRA Funds for R99 funds per AB 3x 20; amended Resolution R99-AA-1011-005 [September 2010].	2009-10 304-6072 SR99 20.20.722.000 SR 99	$16,870,000		$16,870,000
	Amend resolution FA-11-15 to de-allocate $2,409,235 R99 CONST for final close-out savings.	2011-12 304-6072 SR99 20.20.722.000 SR 99 0300000206		$7,800,000	~~$7,800,000~~ **$5,390,765**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 51

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: October 18-19, 2017

Reference No.: 2.5g.(5b) – 2.5g.(5e)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENTS FOR PROPOSITION 1B TRADE CORRIDOR IMPROVEMENT FUND PROGRAM PROJECTS**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request to de-allocate Proposition 1B – Trade Corridor Improvement Funding (TCIF) from the four projects listed below, due to additional cost savings at the completion of each project?

RECOMMENDATION:

The Department recommends that the Commission approve its request to de-allocate Proposition 1B – TCIF funding from the five projects listed below, due to additional cost savings at the completion as follows:

TCIF Project	PPNO	Resolution	Amending Resolution	Current Project Allocation:	Cost Savings:	Revised Allocation Amount:
Project 68.1: State Route 11/ State Route 905 Freeway to Freeway Connector	0999A	TCIF-AA-1718-01	TCIF-AA-1314-06	$71,625,000	$5,295,000	$66,330,000
Project 104: SR 905/SR 125 Northbound Connectors	1101	TCIF-AA-1718-02 FP-17-19	TCIF-AA-1516-06 FP-15-28	$18,735,000	$2,380,000	$16,355,000
Project 70: 10th Avenue Marine Terminal /Harbor Drive At-Grade Improvements	TC70	TCIF-AA-1718-03	TCIF-AA-1314-15	$748,000	$150,000	$598,000
Project 120: Monte Vista Avenue Grade Separation at UPRR Line	1190	TCIF-AA-1718-04	TCIF-A-1617-01	$2,113,000	$1,094,000	$1,019,000

BACKGROUND:

The Proposition 1B – TCIF program projects listed above have been completed and have construction cost savings. Each of the implementing agencies for these projects are now requesting that the Commission reduce the currently allocated Proposition 1B – TCIF allocations, by the amount of cost savings, for each project. The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote boxes.

FINANCIAL RESOLUTION:

Be it Resolved, that the Proposition 1B – TCIF funds currently allocated for each project is hereby amended by its cost savings, in accordance with the attached revised vote boxes.

Attachments

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/ CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5b)	**Allocation Amendment – Proposition 1B – State Administered TCIF Projects on the State Highway System**		**Resolution TCIF-AA-1718-01,** Amending Resolution TCIF-AA-1314-06	
1 ~~$71,625,000~~ **$66,330,000** Department of Transportation SANDAG 11-SD-11/905 0.0/1.6 R9.9/10.7	**SR 11/SR 905 Freeway to Freeway Connectors**. In San Diego County, in and near San Diego on Route 11 from the Route 11/905 Separation to Enrico Fermi Drive and on Route 905 from 0.1 mile East of the La Media Road Undercrossing to 0.2 mile West of the Airway Road Undercrossing. Segment 1 includes construction of SR 905/SR 11 freeway to freeway connectors. (TCIF Project 68.1) (Future Consideration of Funding - Resolution E-12-35; June 2012.) Outcome/Output: The overall project will provide better access from the cargo side of the existing Otay Mesa Port of Entry to the U.S. by providing 2.4 miles of new highway with freeway to freeway connectors and one local interchange. **Amending Resolution TCIF-AA-1314-06 to de-allocate $5,295,000 TCIF Bond Program CONST and CON ENG to reflect close out savings.**	11-0999A TCIF/12-13 CON ENG ~~$12,600,000~~ **$12,159,000** CONST ~~$59,025,000~~ **$54,171,000** 1100020519 4 056324	004-6056 TCIF 2012-13 304-6056 TCIF 20.20.723.000	~~$12,600,000~~ **$12,159,000** ~~$59,025,000~~ **$54,171,000**

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CT C Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund
2.5g.(5c)	**Allocation Amendment – Proposition 1B – State Administered Multi-Funded Projects on the State Highway System**		**Resolution TCIF-AA-1718-02,** Amending Resolution TCIF-AA-1516-06, **Resolution FP-17-19,** Amending Resolution FP-15-28	
1 ~~$18,735,000~~ **$16,355,000** Department of Transportation SANDAG San Diego 11-SD-905, 125, 11 9.6/11.4, 0.1/1.7, 0.4/1.6	**SR-905/SR-125 Northbound Connectors**. In and near San Diego at Route 11/125/905 separation. Construct SR 905/SR 125 Northbound Connectors. (TCIF Project 104) (CEQA – EIR/EIS, 10/03/2014,) (NEPA – EIR/EIS, 10/03/2014,) (Future Consideration of Funding approved under Resolution E-04-27; September 2004.) Outcome/Output: Construction of three connector ramps. **Amending Resolution TCIF-AA-1516-06 to de-allocate $2,380,000 TCIF Bond Program CONST and CON ENG to reflect close out savings.**	11-1101 TCIF/14-15 CON ENG ~~$3,511,000~~ **$2,976,000** CONST ~~$12,588,000~~ **$10,743,000** BIP/14-15 CON ENG $462,000 CONST $2,174,000 1113000167 4 28813&4	004-6056 TCIF 2014-15 304-6056 TCIF 20.20.723.000 001-0890 FTF 2013-14 301-0890 FTF 20.20.400.300	~~$3,511,000~~ **$2,976,000** ~~$12,588,000~~ **$10,743,000** $462,000 $2,174,000

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
2.5g.(5d)	**Allocation Amendment – Proposition 1B – Locally Administered TCIF Project off the State Highway System**		**Resolution TCIF-AA-1718-03,** Amending Resolution TCIF-AA-1314-15	
1 ~~$748,000~~ **$598,000** City of San Diego SANDAG 11-San Diego	**10th Avenue Marine Terminal/Harbor Drive At-Grade Improvements.** In the City of San Diego. Construct at-grade improvements at Harbor Drive and Cesar E. Chavez Parkway (TCIF Project 70). (CEQA – CE, 01/17/2013.) (NEPA – CE, 09/08/2011.) (The TCIF allocation is split as follows: $0 for construction engineering and ~~$748,000~~ **$598,000** for construction capital.) (Contributions from other sources: ~~$3,218,000~~, **3,355,000**.) (March 2014 – Concurrent correction to revise the Project ID from 1100000412 to 1114000076.) Outcome/Output: At-grade operational improvements increases safety by removing/diverging trucks from residential areas and removing the at-grade rail crossing for trucks. **Amend Resolution TCIF-AA-1314-15 to de-allocate $150,000 in TCIF Bond Program CONST to reflect close out savings.**	11-TC70 TCIF/12-13 CONST ~~$748,000~~ **$598,000** 1114000076	2011-12 104-6056 TCIF 20.30.210.300	~~$748,000~~ **$598,000**

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
2.5g.(5e)	**Allocation Amendment – Proposition 1B – Locally Administered TCIF Project off the State Highway System**		**Resolution TCIF-AA-1718-04,** Amending Resolution TCIF-A-1617-01	
1 ~~$2,113,000~~ **$1,019,000** San Bernardino Associated Governments SANBAG 08-San Bernardino	**Monte Vista Avenue Grade Separation at UPRR Line**. In San Bernardino County. Construct grade separation at Union Pacific Railroad tracks (TCIF Project 120). (CEQA - NOE, 01/10/2002.) (NEPA - CE, 3/19/2014.) Right of Way Certification, 4/27/2016 (The TCIF allocation is split as follows: $0 for construction engineering and ~~$2,113,000~~ **$1,0190,000** for construction capital.) (Contribution from other sources: ~~$24,572,000~~ **$23,120,000**.) Concurrent Baseline Agreement under Resolution TCIF-P-1617-02B; August 2016. Outcome/Output: The project will reduce traffic congestion and travel time to improve local goods movement. The elimination of potential collision points will provide greater driver safety and result in increased reliability, velocity, and throughput on the UPRR rail system. **Amend Resolution TCIF-A-1617-01 to de-allocate $1,094,000 in TCIF Bond Program CONST to reflect close out savings.**	08-1190 TCIF/15-16 CONST ~~$2,113,000~~ **$1,0190,000** 0816000140 S	2016-17 104-6056 TCIF 20.30.210.300	~~$2,113,000~~ **$1,019,000**

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Tab 52

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No: 2.5g(8)
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 STATE ADMINISTERED PROPOSITION 1B INTERCITY RAIL PROJECTS.**
RESOLUTION ICR1B-AA-1718-01 AMENDING RESOLUTION ICR1B-A-1112-01

ISSUE:

Should the California Transportation Commission (Commission) amend Resolution ICR1B-A-1112-01 to de-allocate $2,300,000 in Intercity Rail (ICR) funds from the Oakley to Port Chicago Double Track project, EA R995BA, in Contra Costa County?

RECOMMENDATION:

The California Department of Transportation recommends the Commission amend Resolution ICR1B-A-1112-01 to de-allocate $2,300,000 in Intercity Rail (ICR) funds from the Oakley to Port Chicago Double Track project, to reflect project savings.

BACKGROUND:

At its October 2011 meeting, the Commission approved Resolution ICR1B-A-1112-01, allocating $25,450,000 in Proposition 1B ICR funds for the Oakley to Port Chicago Double Track project in Contra Costa County. The construction contract was complete in February 2017 with a construction savings of $2,300,000.

FINANCIAL RESOLUTION:

Be it resolved, that the $25,450,000 in Proposition 1B ICR project funds (2660-304-6059) originally allocated under Resolution ICR1B-A-1112-01 for the Oakley to Port Chicago Double Track Project in Contra Costa County, is hereby amended under Resolution ICR1B-AA-1718-01 by $2,300,000, reducing the capital amount to $23,150,000 due to savings at closeout in accordance with the revised attachment.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(8)	**Allocation Amendment - Proposition 1B – State Administered Intercity Rail Project**		**Resolution ICR1B-AA-1718-01** Amending Resolution ICR1B-A-1112-01	
~~$25,450,000~~ **$23,150,000** Department of Transportation MTC 75-Contra Costa	**Oakley to Port Chicago Double Track** Construct 4.5 miles of continuous mainline double track on the San Joaquin Corridor between Oakley and Port Chicago. (Related Future Consideration of Funding – Resolution E-11-57, August 2011.) (STIP Amendment 10S-055 approved June 2011.) (IRI program amendment under Resolution ICR1B-P-1011-05 approved June 2011.) (The project has been down-scoped to double track 3.4 miles of mainline and still meets the purpose and needs of the original project providing the same level of system enhancement within the reduced project limits.) Outcome/Output: The project will provide improved service reliability, safety, and increased speed on the San Joaquin Corridor. **Amending Resolution ICR1B-A-1112-01 to de-allocate $2,300,000 in Proposition 1B ICR construction to reflect savings at close out**	PPNO 2079 ICR/11-12 CONST ~~$25,450,000~~ **$23,150,000** 0000020805 S R995BA	2011-12 304-6059 PTMISEA 30.20.090.000	~~$25,450,000~~ **$23,150,000**

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Tab 53

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 2.1a.(3)/2.5t.(2)
Action Item

From: Norma Ortega
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **TRAFFIC CONGESTION RELIEF PROGRAM PROJECT AMENDMENT RESOLUTION TAA-17-01, AMENDING RESOLUTIONS TAA-16-09, TA-01-09, TAA-09-02 AND TAA-11-06**

ISSUE:

Should the California Transportation Commission (Commission) approve an amendment and a de-allocation in Traffic Congestion Relief Program (TCRP) funding for TCRP Project 113 – Route 46 Expressway, Segment 4A (PPNO 3386C) in Kern County?

RECOMMENDATION:

The California Department of Transportation and Kern County Council of Governments (Kern COG), recommend the Commission approve an amendment to reduce the TCRP construction programming and allocation by $3,942,000.

BACKGROUND:

The Route 46 Corridor in Kern County was originally authorized for $30,000,000 in TCRP funds. The passage of Senate Bill (SB) 1 resulted in the Commission approving a policy in May 2017 to close-out existing TCRP projects by June 30, 2017. Close-out guidelines allowed savings to be transferred to projects that could be allocated prior to that date. This project received donated TCRP savings from five agencies from a total of seven projects. However, the total amount of donated savings exceeded the legislated maximum amount for TCRP Project 113.

The corridor is being delivered in segments, prior allocations on other segments total $5,941,000. Segment 4A (PPNO 3386C) was ready for allocation in June 2017, and received $26,372,000 in donated TCRP funding savings for a total TCRP programming and allocation of $28,001,000. The June 2017 actions along with prior allocations resulted in a total allocation for the Route 46 Corridor of $33,942,000. At this time, the TCRP programming and allocation must be reduced by $3,942,000 as it exceeds to authorized maximum available. This action restores TCRP Project 113 to its authorized maximum of $30,000,000.

REVISE: Route 46 Widening – Segment 4A (PPNO 3386C)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Kern	06	3386C	44254	CO	2011-12	30.5	33.5	46

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans	
	R/W	Caltrans	**CON**	Caltrans	

RTPA/CTC:	Kern Council of Governments
Project Title:	Route 46 Widening - Segment 4A
Location	In and near Lost Hills, from Lost Hills Road to 0.9 mile east of I-5.
Description:	Widen from 2 to 4 lanes.

(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	6,280	2,180	0	4,100	0	0	0	900	3,500	0	980	300	600
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	6,280	2,180	0	4,100	0	0	0	900	3,500	0	980	300	600
IIP													
Existing	400	0	400	0	0	0	0	0	0	0	400	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	400	0	400	0	0	0	0	0	0	0	400	0	0
Demo													
Existing	13,601	11,442	2,159	0	0	0	0	7,192	1,159	0	3,050	1,200	1,000
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	13,601	11,442	2,159	0	0	0	0	7,192	1,159	0	3,050	1,200	1,000
TCRP (Committed)													
Existing	28,001	138	27,863	0	0	0	0	1,200	22,841	0	0	0	3,960
Change	(3,942)	0	(3,942)	0	0	0	0	0	(3,942)	0	0	0	0
Proposed	24,059	138	23,921	0	0	0	0	1,200	18,899	0	0	0	3,960
Total													
Existing	48,282	13,760	30,422	4,100	0	0	0	9,292	27,500	0	4,430	1,500	5,560
Change	(3,942)	0	(3,942)	0	0	0	0	0	(3,942)	0	0	0	0
Proposed	44,340	13,760	26,480	4,100	0	0	0	9,292	23,558	0	4,430	1,500	5,560

RESOLUTION TAA-17-01

Be it Further Resolved, that the California Transportation Commission does hereby amend TCRP Project 113 (PPNO 3386C) in Kern County to reduce the TCRP capital programming and allocation by $3,942,000 from $28,001,000 to $24,059,000 as described above and attached.

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Tab 54

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: October 18-19, 2017

Reference No.: 2.5w.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **ALLOCATION AMENDMENT FOR A LOCALLY ADMINISTERED ATP PROJECT RESOLUTION FATP-1718-06, AMENDING RESOLUTION FATP-1516-13**

ISSUE:

Should the California Transportation Commission (Commission) approve an amendment to Resolution FATP-1516-13 for Project 9 - Lower Laguna Creek Open Space Preserve Trail Active Transportation Program (ATP) project (PPNO 1677), in Sacramento County to correct the project description?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an amendment to Resolution FATP-1516-13 for Project 9 - Lower Laguna Creek Open Space Preserve Trail ATP project (PPNO 1677), in Sacramento County to correct the project description.

BACKGROUND:

At its June 2016 meeting, the Commission approved Resolution FATP-1516-13, approving $39,239,000,000 for 44 ATP projects. An amendment is needed for Project 9 - Lower Laguna Creek Open Space Preserve project (PPNO 1677), because at the time of approval for Plans, Specifications and Estimates (PS&E), the vote box had an error with regard to the project description. In the vote box on the Book Item Attachment, the project description was entered incorrectly as "In the City of Elk Grove, along Laguna Creek from Lewis Stein Road to Bruceville Road. Construct multiple trail extensions and gap closures of the Laguna Creek Trail as well as sidewalks along Bruceville Road" and should have been "In the City of Elk Grove across the Lower Laguna Creek open space preserve from Elk Spring Way to Laguna Creek near Fieldale Drive. Construction of multiple trail extensions and gap closures of the Laguna Creek Trail.". There are no other changes to the vote box.

The required changes are reflected in strikethrough and bold in the attached revised vote box for the project.

RESOLUTION:

Be it resolved, that the project description for the Lower Laguna Creek Open Space Preserve project (PPNO 1677), in Sacramento County, originally approved under Resolution FATP-1516-13 for PS&E, is hereby amended in accordance with the attached revised attachment.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(3)	**Allocation Amendment - Active Transportation Program Projects**		**Resolution FATP-1718-06 Amending Resolution FATP-1516-13**	
1 $160,000 City of Elk Grove SACOG 03-Sacramento	**Lower Laguna Creek Open Space Preserve Trail.**. ~~In the City of Elk Grove, along Laguna Creek from Lewis Stein Road to Bruceville Road. Construct multiple trail extensions and gap closures of the Laguna Creek Trail as well as sidewalks along Bruceville Road.~~ **In the City of Elk Grove across the Lower Laguna Creek open space preserve from Elk Spring Way to Laguna Creek near Fieldale Drive. Construction of multiple trail extensions and gap closures of the Laguna Creek Trail.** (Statewide) **Change to the Project Description was made via an allocation amendment submitted at the October 2017 CTC meeting.** Outcome/Output: Provide a non-motorized transportation connection, closing the gap between two existing trail system for bicycle and pedestrian commuters, resulting in improved access and a direct off-street connection between urban areas. In addition, safe route to school access to the two local elementary schools will be improved.	03-1677 ATP/14-15 PS&E $160,000 0315000053 S	2014-15 108-0890 FTF 20.30.720.100	$160,000

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Tab 55

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: October 18-19, 2017

Reference No.: 2.5w.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **ALLOCATION AMENDMENT FOR A LOCALLY ADMINISTERED ATP PROJECT RESOLUTION FATP-1718-07, AMENDING RESOLUTION FATP-1617-20**

ISSUE:

Should the California Transportation Commission (Commission) approve an amendment to Resolution FATP-1617-20 for Project 3 - Lower Laguna Creek Open Space Preserve Trail Active Transportation Program (ATP) project (PPNO 1677), in Sacramento County to correct the project description?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an amendment to Resolution FATP-1617-20 for Project 3 - Lower Laguna Creek Open Space Preserve Trail ATP project (PPNO 1677), in Sacramento County to correct the project description.

BACKGROUND:

At its June 2017 meeting, the Commission approved Resolution FATP-1617-20, approving $40,896,000 for 47 ATP projects. An amendment is needed for Project 3 - Lower Laguna Creek Open Space Preserve project (PPNO 1677), because at the time of approval for Right of Way (RW), the vote box had an error with regard to the project description. In the vote box on the Book Item Attachment, the project description was entered incorrectly as "In the City of Elk Grove, along Laguna Creek from Lewis Stein Road to Bruceville Road. Construct multiple trail extensions and gap closures of the Laguna Creek Trail as well as sidewalks along Bruceville Road" and should have been "In the City of Elk Grove across the Lower Laguna Creek open space preserve from Elk Spring Way to Laguna Creek near Fieldale Drive. Construction of multiple trail extensions and gap closures of the Laguna Creek Trail.". There are no other changes to the vote box.

The required changes are reflected in strikethrough and bold in the attached revised vote box for the project.

RESOLUTION:

Be it resolved, that the project description for the Lower Laguna Creek Open Space Preserve project (PPNO 1677), in Sacramento County, originally approved under Resolution FATP-1617-20 for RW, is hereby amended in accordance with the attached revised attachment.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(4)	**Allocation Amendment - Active Transportation Program Projects**		**Resolution FATP-1718-07 Amending Resolution FATP-1617-20**	
1 $83,000 City of Elk Grove SACOG 03-Sacramento	**Lower Laguna Creek Open Space Preserve Trail.**. ~~In the City of Elk Grove, along Laguna Creek from Lewis Stein Road to Bruceville Road. Construct multiple trail extensions and gap closures of the Laguna Creek Trail as well as sidewalks along Bruceville Road.~~ **In the City of Elk Grove across the Lower Laguna Creek open space preserve from Elk Spring Way to Laguna Creek near Fieldale Drive. Construction of multiple trail extensions and gap closures of the Laguna Creek Trail.** (Statewide) **Change to the Project Description was made via an allocation amendment submitted at the October 2017 CTC meeting.** Outcome/Output: Provide a non-motorized transportation connection, closing the gap between two existing trail system for bicycle and pedestrian commuters, resulting in improved access and a direct off-street connection between urban areas. In addition, safe route to school access to the two local elementary schools will be improved.	03-1677 ATP/15-16 R/W $83,000 0315000053 S	2016-17 108-0890 FTF 20.30.720.100	$83,000

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Tab 56

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No: 2.5g.(9a) – 2.5g.(9d)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kyle Gradinger
Chief (Acting),
Division of Rail and Mass Transportation

FINANCIAL ALLOCATION AMENDMENTS FOR PROPOSITION 1B HIGHWAY - RAILROAD CROSSING SAFETY ACCOUNT PROJECTS

ISSUE:

Should the California Transportation Commission (Commission) approve four Proposition 1B Highway - Railroad Crossing Safety Account (HRCSA) deallocations for the following projects: 1) Warren Avenue Grade Separation; 2) Bardsley Avenue Grade Separation; 3) Branford Street Grade Crossing Improvement and 4) Grant Line Road Grade Separation, due to construction cost savings at project closeout?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve four Proposition 1B HRCSA deallocations for each project listed below with realized savings at project closeout as follows:

Project	EA	Resolution	Amending	Current Project Allocation	Cost Savings	Revised Allocation Amount
Warren Avenue Grade Separation (Alameda County)	H021BA	GS1B-AA-1718-01	GS1B-A-1112-003	$9,600,000	$1,787,830	$7,812,170
Bardsley Avenue Grade Separation (Tulare County)	H023BA	GS1B-AA-1718-02	GS1B-A-1112-005	$7,156,000	$128,660	$7,027,340
Branford Street Grade Crossing Improvement (Los Angeles County)	H027BA	GS1B-AA-1718-03	GS1B-A-1314-02	$1,325,000	$104,760	$1,220,240
Grant Line Road Grade Separation (Sacramento County)	H025BA	GS1B-AA-1718-04	GS1B-AA-1415-01	$3,505,000	$349,450	$3,155,550

BACKGROUND:

The Proposition 1B Highway - Railroad Crossing Safety Account (HRCSA) projects listed above have each been completed with construction cost savings. Each of the implementing agencies for these projects are now requesting that the Commission reduce the currently allocated Proposition 1B HRCSA project allocations, by the amount of construction cost savings, for each project.

The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote boxes.

FINANCIAL RESOLUTION:

Be it Resolved, that the Proposition 1B HRCSA funds currently allocated for each project is hereby amended by its construction cost savings, in accordance with the attached revised vote boxes.

Attachments

2.5g.(9a) – Warren Avenue Grade Separation (EA H021BA)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9a)	**Proposition 1B – Locally Administered Highway-Railroad Crossing Safety Account (HRCSA) Projects**		**Resolution GS1B-AA-1718-01** Amending Resolution GS1B-A-1112-003	
1 ~~$9,600,000~~ **$7,812,170** City of Fremont MTC 04-Alameda	**Warren Avenue Grade Separation**. In the City of Fremont, between Mission Falls Court and Kato Road. Construct a bridge and depress Warren Avenue. A maintenance access structure will also be built. (Original programming resolution GS1B-P-1011-01; September 2010.) (CEQA – Exempt – PRC 21080.13.) (NEPA – CE, 23 CFR 77.117(d)(3).) (Concurrent baseline amendment under Resolution GS1B-P-1112-12; March 2012.) (Contributions from other sources: $59,182,000.) Outcome/Output: This project will eliminate potential collisions between trains, vehicles & pedestrians; improves emergency vehicle response time; reduces emissions, and maximizes the use of infrastructure investments completed to the I-880 Corridor. **Amend Resolution GS1B-A-1112-003 to deallocate $1,787,830 of HRCSA CONST to reflect cost savings at project closeout**.	75-Rail HRCSA/10-11 CONST ~~$9,600,000~~ **$7,812,170** 0012000202 S H021BA	2010-11 104-6063 HRCSA 20.30.010.400	~~$9,600,000~~ **$7,812,170**

2.5g.(9b) – Bardsley Avenue Grade Separation (EA H023BA)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9b)	**Proposition 1B – Locally Administered Highway-Railroad Crossing Safety Account (HRCSA) Projects**		**Resolution GS1B-AA-1718-02** Amending Resolution GS1B-A-1112-005	
1 ~~$7,156,000~~ **$7,027,340** City of Tulare TCAG 06-Tulare	**Bardsley Avenue Grade Separation**. Construct a grade-separated underpass at Bardsley Avenue and I Street, in the city of Tulare. (Original programming resolution GS1B-P-1011-01.) (CEQA – Categorically Exempt – CCR Sec. 15282(g).) (Contributions from other sources: $10,799,000.) Outcome/Output: This project will increase safety for pedestrians and vehicles, improve emergency response time, air quality, regional circulation and public convenience. **Amend Resolution GS1B-A-1112-005 to deallocate $128,660 of HRCSA CONST to reflect cost savings at project closeout**.	75-Rail HRCSA/11-12 CONST ~~$7,156,000~~ **$7,027,340** ~~0012000244~~ 0014000012 S H023BA	2010-11 104-6063 HRCSA 20.30.010.400	~~$7,156,000~~ **$7,027,340**

2.5g.(9c) – Branford Street Grade Crossing Improvement (EA H027BA)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9c)	**Proposition 1B – Locally Administered Highway-Railroad Crossing Safety Account (HRCSA) Projects**		**Resolution GS1B-AA-1718-03** Amending Resolution GS1B-A-1314-02	
1 ~~$1,325,000~~ **$1,220,240** Southern California Regional Rail Authority LACMTA 07-Los Angeles	**Branford Street Grade Crossing Improvement**. In Los Angeles County in the City of Los Angeles at the Branford Street Crossing of the Valley Subdivision. The improvements will implement SCRRA's highway-rail grade crossing safety standards which include: installation of pedestrian crossing gates; new warning gates; replacement of warning devices which includes supporting signal and communications work. (CEQA - CE – Section 21080 (b) (10) September 18, 1991.) (Original Programming Resolution: GS1B-P-1213-01 – September 2012.) (Baseline Agreement Resolution: GS1B-P-1213-07 – January 2013.) (Contributions from other sources: $1,723,000.) Outcome/Output: The benefits to this project are improved safety at the crossing due to a reduction in collisions; improved operations and better flow; reduction of train delays; reduced emissions and air pollutants, including particulates, as a result of less engine idle times when incidents do occur. **Amend Resolution GS1B-A-1314-02 to deallocate $104,760 of HRCSA CONST to reflect cost savings at project closeout**.	75-Rail HRCSA/13-14 CONST ~~$1,325,000~~ **$1,220,240** 0014000086	2012-13 104-6063 HRCSA 20.30.010.400	~~$1,325,000~~ **$1,220,240**

2.5g.(9d) – Grant Line Road Grade Separation (EA H025BA)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9d) **,**	**Allocation Amendment – Proposition 1B – Locally Administered HRCSA Projects off the State Highway System**		**Resolution GS1B-AA-1718-04** Amending Resolution GS1B-AA-1415-01	
1 ~~$5,000,000~~ ~~$3,505,000~~ **$3,155,550** City of Elk Grove SACOG 03-Sacramento	**Grant Line Road Grade Separation**. In Sacramento County in the City of Elk Grove on Grant Line Road between Survey Road to Waterman Road; widen road from two to four lanes between Survey Road and Waterman Road; replace existing at-grade UPRR crossing by a grade separated overhead railroad crossing, cul-de-sac the existing Waterman Road and provide paved access to parcels adjacent to and east of the UPRR tracks. (Original programming resolution under Resolution GS1B-P-1213-01 - September 2012.) (Future Consideration of Funding - Resolution E-12-72; December 2012.) (Contributions from other sources: $20,720,000.) Outcome/Output: This project will relieve congestion, accommodate future travel demand, improve travel time, improve safety, improve pedestrian and bike access, improve truck access and reduce vehicle emissions. **Amend Resolution GS1B-AA-1415-01 to deallocate $349,450 of HRCSA CONST to reflect cost savings at project closeout.**	75-Rail HRCSA/12-13 CONST ~~$5,000,000~~ ~~$3,505,000~~ **$3,155,550** 0013000153 S H025BA	2012-13 104-6063 HRCSA 20.30.010.400	~~$5,000,000~~ ~~$3,505,000~~ **$3,155,550**

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: October 18-19, 2017

Reference No.: 2.9c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION RESOLUTION FATP-1617-20**

ISSUE:

Should the California Transportation Commission (Commission) approve a technical correction to revise the Recipient for Safe Routes to School Infrastructure & Non-Infrastructure in the Cities of Benicia, Rio Vista & Vallejo project (PPNO 2231A) in Solano County, approved under Resolution FATP-1617-20, approved by the Commission on June 29, 2017?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve a technical correction to revise the Recipient for Safe Routes to School Infrastructure & Non-Infrastructure in the Cities of Benicia, Rio Vista & Vallejo project (PPNO 2231A) in Solano County, approved under Resolution FATP-1617-20.

ISSUE:

At its June 2017 meeting, the Commission approved Resolution FATP-1617-20, for funding for the Safe Routes to School Infrastructure & Non-Infrastructure in the Cities of Benicia, Rio Vista & Vallejo project.

However, at the time the project was approved, the Recipient was listed incorrectly in the vote box of the Book Item Attachments for the project; the vote box showed the Recipient as “Solano Transportation Authority” and it should have been “City of Vallejo”.

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

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-1617-20**
1 $125,000 ~~Solano Transportation Authority~~ **City of Vallejo** MTC 04-Solano	**Safe Routes to School Infrastructure & Non-Infrastructure in the Cities of Benicia, Rio Vista & Vallejo**. Implement pedestrian infrastructure improvements at 7 schools. (MPO) (CEQA - NOE, 01/25/2017) (NEPA - CE, 05/03/2017) (PPNO 2231A is the Infrastructure component to PPNO 2231B) **Change to the Recipient from "Solano Transportation Authority" to "City of Vallejo" was made via a technical correction at the October 2017 CTC meeting.** Outcome/Output: Promote safety and walking.	04-2231A ATP/16-17 PS&E $125,000 0416000483 S	2016-17 108-0890 FTF 20.30.720.100	$125,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: October 18-19, 2017

Reference No.: 2.9d.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION RESOLUTION TFP-16-22**

ISSUE:

Should the California Transportation Commission (Commission) approve a technical correction to revise the program code for the Traffic Congestion Reduction Program (TCRP) Project – Route 101 Access Advanced Traffic Corridor System (PPNO T1023) in Santa Barbara County approved under Resolution TRP-16-22, approved at the June 2017 meeting.

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve a technical correction to revise the program code for the TCRP Project 102.3 – Route 101 Access Advanced Traffic Corridor System (PPNO T1023) in Santa Barbara County approved under Resolution TFP-16-22 in June 2017.

ISSUE:

At its June 2017 meeting, the Commission approved Resolution TFP-16-22, for funding for the TCRP project – Project 102.3 – Route 101 Access Advanced Traffic Corridor System.

However, at the time the project was approved, the program code was listed incorrectly in the vote box of the Book Item Attachment for the project; the vote box showed the program code as 20.30.710.870 and it should have been 20.30.710.876.

The required change, listed above, is reflected in strike through and bold in the vote box on attachment.

There are no changes to the Book Item Memorandum.

Attachment

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 Project Off the State Highway System**			**Resolution TFP-16-22**
1 $266,000 City of Santa Barbara SBCAG 05-Santa Barbara	State Street Smart Corridor. In the city of Santa Barbara, on State Street an De La Vina Street. Intersection improvements, including geometric reconfiguration, and traffic signal installation. **This is a Tier 2 Project - Reimbursement** (Of the $922,000 amount programmed under TCRP, $266,000 is eligible for reimbursement; $63,415 (Construction) for De La Vina/Figuereoa Street and $202,291 (Construction) for Cabrillo Boulevard/Anacapa Street.) **Change to the Program Code from "20.30.710.870" to 20.30.710.876" was made via a technical correction at the October 2017 CTC Meeting.** Outcome/Output: Improve pedestrian safety.	05-T1023 TCRP/05-06 CONST ~~$922,000~~ **$266,000** 0500000598 S	601-3007 TCRF ~~20.30.710.870~~ **20.30.710.876**	$266,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 2.9e.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Ray Zhang, Chief
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 PPNO for Traffic Congestion Relief Program (TCRP) Project 98 – Peach Avenue Widening (PPNO T0980) in Fresno County, and for TCRP Project 112 – Kings County Roadway Overlay and Restriping (PPNO T1120) in Kings County, approved under Resolution TFP-16-19, 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 PPNO for TCRP Project 98 – Peach Avenue Widening (PPNO T0980) in Fresno County approved under Resolution TFP-16-18, and for TCRP Project 112 – Kings County Roadway Overlay and Restriping (PPNO T1120) 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 PPNO was listed incorrectly in the vote box of the Book Item Attachments for each project; the vote boxes showed the PPNO as “6868” and “6869” and it should have been “T0980” and “T1120”.

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 10/18/2017)***

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 COFCG 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 2017 CTC Meeting.** **Change to the PPNO from "6868" to "T0980" was made via a technical correction at the October 2017 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~~**T0980** 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 10/18/2017)***

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. **Change to the PPNO from "6969" to "T1120" made via technical correction at the October 2017 CTC meeting.**	06-~~6869~~**T1120** TCRP/16-17 CONST $1,500,000 0617000184 S	601-3007 TCRF ~~20.30.710.000~~ **20.30.710.876**	$1,500,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No: 2.9f.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTIONS CMIA-AA-1617-13 AND FP-16-46.**

ISSUE:

Should the California Transportation Commission (Commission) approve a technical correction to Resolutions CMIA-AA-1617-13 and FP-16-46, originally approved on June 29, 2017, for the CMIA/STIP Route 91 Widening – Route 55 to Weir Canyon Road project (PPNO 4598A) in Orange County to correct the Proposition 1B Corridor Mobility Improvement Account (CMIA) amounts for Fiscal Year (FY) 2010-11 and FY 2014-15?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve a technical correction to Resolutions CMIA-AA-1617-13 and FP-16-46, originally approved on June 29, 2017, for the CMIA/STIP Route 91 Widening – Route 55 to Weir Canyon Road project (PPNO 4598A) in Orange County to correct the Proposition 1B CMIA amounts for FY 2010-11 and FY 2014-15.

ISSUE:

At its June 2017 meeting, the Commission approved Resolutions CMIA-AA-1617-13 and FP-16-46 to de-allocate $208,451 in FY 2014-15 funding for the Proposition 1B CMIA/STIP Route 91 Widening – Route 55 to Weir Canyon Road project (PPNO 4598A) in Orange County.

However, at the time the project de-allocation was approved, the de-allocation amount of $208,451 was incorrectly made for the full amount under FY 2014-15. The de-allocation of $208,451 should have been made as $628 under FY 2010-11 and $207,823 under FY 2014-15. The total de-allocation remains the same at $208,451.

The required change, listed above, is reflected in strike through and bold in the revised Book Item Attachment.

There are no changes to the Book Item Memorandum.

2.5 Highway Financial Matters ***(TECHNICALLY CORRECTED 10/18/2017)***

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1n)	**Financial Allocation Amendment - Proposition 1B – State Administered CMIA/STIP Project on the State Highway System**		**Resolution CMIA-AA-1617-13** Amending Resolution CMIA-AA-**1415-13** **Resolution FP-16-46** Amending Resolution FP-14-67	
1 ~~$54,253,000~~ **$54,044,549** Department of Transportation OCTA Orange 12S-Ora-91 9.1/15.6	**Route 91 Widening – Route 55 to Weir Canyon Road.** In Anaheim, widen one lane in each direction from SR-55 (Lakeview Avenue) to Weir Canyon Road. Final Project Development (RIP) Support Estimate: $11,328,000 Programmed Amount: $13,474,000 Adjustment: $ 0 (<20%) Final Right of Way (RIP) Right of Way Estimate: $1,150,000 Programmed Amount: $3,470,000 Adjustment: $2,320,000 (Credit) (Programming data reflects concurrent amendment to advance the construction schedule from FY 2011-12 to FY 2010-11 and to split out $2,498,000 RIP for a future landscape project.) (CEQA – MND, 04/23/09) **(The correction to the FY 2010-11 de-allocation amount from $17,937,000 to $17,936,372 and the FY 2014-15 de-allocation amount from $36,107,549 to $36,108,177 was made via technical correction at the October 2017 CTC meeting. There was no change to the overall de-allocation amount of $208,451)** Outcome/Output: Construct 13 mile-lane of freeway, 1.5 miles of sound wall. **Amend Resolutions CMIA-AA-1415-13 and FA-14-67 to de-allocate $208,451 CONST to reflect project close-out savings.**	12-4598A RIP/10-11 CONST ENG $8,633,000 CONST $0 CMIA/10-11 CONST ~~$54,253,000~~ **$54,044,549** 1200000140 4 0G3301	2010-11 304-6058 TFA 20.20.075.600 2010-11 304-6055 CMIA 20.20.721.000 2014-15 304-6055 CMIA 20.20.721.000	$0 ~~$17,937,000~~ **$17,936,372** ~~$36,316,000~~ ~~$36,107,549~~ **$36,108,177**

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: October 18-19, 2017

Reference No.: 2.9g.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION RESOLUTION FATP-1617-10**

ISSUE:

Should the California Transportation Commission (Commission) approve a technical correction to revise the Project ID for the Eastside Light Rail Bike Interface Project (PPNO 5195) in Los Angeles County, approved under Resolution FATP-1617-10, approved by the Commission on March 16, 2017?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve a technical correction to revise the Project ID for the Eastside Light Rail Bike Interface Project (PPNO 5195) in Los Angeles County, approved under Resolution FATP-1617-10.

ISSUE:

At its March 2017 meeting, the Commission approved Resolution FATP-1617-10, for funding for the Eastside Light Rail Bike Interface Project.

However, at the time the project was approved, the Project ID was listed incorrectly in the vote box of the Book Item Attachments for the project; the vote box showed the Project ID as “0713000349” and it should have been “0700020109”.

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

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-1617-10**
1 $1,305,000 County of Los Angeles LACMTA 07-Los Angeles	**Eastside Light Rail Bike Interface Project**. This project will construct four north-south bikeways; two bicycle boulevards, one Class II, and one Class III bike route, connecting the Metro Gold Line stations of Indiana, Maravilla, Civic Center, and Atlantic to the neighboring communities. (Statewide) (CEQA - EIR, 02/28/2012) (NEPA - CE , 12/19/2011; Revalidated 12/29/2016) (Future Consideration of Funding approved under Resolution E-13-33; May 07, 2013.) (Right of Way Certification 2: January 11, 2017) Time Extension for FY 15/16 CON expires on 03/31/2017. **Change to the Project ID from "0713000349" to "0700020109" was made via a technical correction submitted at the October 2017 CTC meeting.** Outcome/Output: The project will enhance safety for bicyclist, improve difficult crossings, and incease visibility of bicycling facilitires to both bicyclists and motorist.	07-5195 ATP/15-16 CONST $1,305,000 ~~0713000349~~ **0700020109** S	2015-16 108-0890 FTF 20.30.720.100	$1,305,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: October 18-19, 2017

Reference No.: 2.9h.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION RESOLUTION FP-16-50**

ISSUE:

Should the California Transportation Commission (Commission) approve a technical correction to revise the project ID for the Shasta Regional Transportation Agency's - Planning, Programming and Monitoring project (PPNO 2368) in Shasta County approved under Resolution FP-16-50, by the Commission at the June 2017 meeting?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve a technical correction to revise the project ID for the Shasta Regional Transportation Agency's - Planning, Programming and Monitoring project (PPNO 2368) in Shasta County approved under Resolution FP-16-50 in June 2017.

ISSUE:

At its June 2017 meeting, the Commission approved Resolutions FP-16-50, for $190,000 for the Shasta Regional Transportation Agency's - Planning, Programming and Monitoring project.

However, at the time the project was approved, the project ID was listed incorrectly in the vote box of the Book Item Attachment for the project; the vote box showed the project ID as 0217000134 and it should have been 0218000007.

The required change, listed above, is reflected in strike through and bold in the vote box on attachment.

There are no changes to the Book Item Memorandum.

Attachment

2.5 Highway Financial Matters

(TECHNICALLY CORRECTED 10/18/2017)

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
2.5c.(5)	**Local STIP Planning, Programming and Monitoring Projects (ADVANCEMENTS)**			**Resolution FP-16-50**
1 $190,000 Shasta Regional Transportation Agency SRTA 02-Shasta	Planning, Programming and Monitoring **Change to the Project ID from "0217000134" to "0218000007" was made via a technical correction submitted at the October 2017 CTC meeting.**	02-2368 RIP/17-18 CONST $190,000 ~~0217000134~~ **0218000007**	2016-17 101-0042 SHA 20.30.600.670	$190,000

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Tab 63

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 2.9i.
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 RESOLUTION**

ISSUE:

Should the California Transportation Commission (Commission) approve a technical correction to revise the Project Identification numbers, Expenditure Authorization (EA) code, Project Phases, and Programming Code under Resolutions HST1A-A-1617-02, ICR1B-A-1617-03 and TIRCP-1617-11, originally approved at the June 2017 meeting for the Capitol Corridor – Sacramento to Roseville 3rd Mainline Track Phase 1 Project, in Sacramento County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve a technical correction to revise the Project Identification numbers, EA code, Project Phases, and Programming Code under Resolutions HST1A-A-1617-02, ICR1B-A-1617-03 and TIRCP-1617-11 for the Capitol Corridor – Sacramento to Roseville 3rd Mainline Track Phase 1 project. These changes are needed in order to appropriately track and monitor expenditures for each funding source.

At the time of Commission approval, information used for internal tracking and monitoring of expenditures was incorrect including Project Identification numbers, EA's, Project Phases, and Programming Code.

The correction needed for the Project Identification numbers, EA's, Project Phases, and Programming Code are reflected in strikethrough and bold on the attachment.

There are no changes to the Book Item Memorandum for this project.

Attachment

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.(1)	**Multi-Funded – Proposition 1A (HSPTB – Intercity), Proposition 1B Intercity Rail and Transit and Intercity Rail Capital Program Projects**			**Resolution HST1A-A-1617-02** **Resolution ICR1B-A-1617-03** **Resolution TIRCP-1617-11**
1 $8,692,000 Capitol Corridor Joint Powers Authority SACOG 03-Various	**Capitol Corridor - Sacramento to Roseville 3rd Mainline Track Phase 1**. Design and right of away acquisition to support increased rail service to the city of Roseville including construction of future track and facility improvements that will add two additional roundtrips per day between Sacramento and Roseville on the Capitol Corridor. (Concurrent Consideration of Funding under Resolution E-17-42; June 2017.) HSPTB Project Information - PPNO CP023, EA ~~75-RA85HA~~ **75-RA87HA**, Project ID ~~0016000276~~ **0018000019**. Funding is from the reprogramming of Expansion Project by concurrent Proposition 1A Programming Amendment under Resolution HST1A-P -1617-01; June 2017 ICR Project Information - PPNO CP023, EA ~~75-RA86BA~~ **75-RA87HA**, Project ID ~~0016000276~~ **0018000019**. Funding is from the reprogramming of Facility Project by concurrent Proposition 1B ICR Programming Amendment under Resolution ICR1B-P -1617-03; June 2017 TIRCP Project Information - PPNO CP023, EA R361GC, Project ID ~~0016000276~~ **0017000233**. The TIRCP programmed amount for this project is $8,999,000. The remaining balance of $7,553,000 will be requested in FY 17/18. **Changes made to the Project Identification numbers, EA's, Project Phases, and Programming Code in a technical correction submitted at the October 2017 CTC Meeting.** Outcome/Output: Increased ridership, reduced greenhouse gas emission, improved integration, improved reliability, increased safety, and benefits disadvantaged communities.	03-CP023 HSR/16-17 PS&E $5,492,000 ICR/16-17 PS&E $1,939,000 TIRCP/16-17 PS&E $886,000 HSR/16-17 R/W $248,000 ICR/16-17 R/W $87,000 TIRCP/16-17 R/W $40,000 S, ~~S1, S9~~ **S1E1, S1E2, S9E1, S9E2**	2012-13 304-6043 HSPTBF 30.20.100.000 2016-17 304-6059 ICR 30.20.090.000 2015-16 301-0046R PTA ~~30.20.301.328~~ **30.20.301.100** 2012-13 304-6043 HSPTBF 30.20.100.000 2016-17 304-6059 ICR 30.20.090.000 2015-16 301-0046R PTA ~~30.20.301.328~~ **30.20.301.100**	$5,492,000 $1,939,000 $886,000 $248,000 $87,000 $40,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No: 2.9j.
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 RESOLUTION: RESOLUTION MFP-16-08**

ISSUE:

Should the California Transportation Commission (Commission) approve a technical correction to revise the Project Identification (ID) number and identifying the county in which the share balance is being drawn from for the Daly City BART Station Improvements project (PPNO 2103C) in San Mateo County approved under Resolution MFP-16-08 at the June 2017 meeting?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve a technical correction to revise the Project ID and identifying the county in which the share balance is being drawn from for the Daly City BART Station Improvements project (PPNO 2103C) in San Mateo County approved under Resolution MFP-16-08.

ISSUE:

At its June 2017 meeting, the Commission approved Resolution MFP-16-08, allocating $200,000 to the Daly City BART Station Improvements project (PPNO 2103C).

However, at the time of allocation, the Project ID in the vote box was incorrectly reflected as 0400021158, and needs to be corrected to 0417000494. In addition, the vote box needs to identify the county in which the share balance is being drawn from, which is Alameda County.

The required changes listed above are in strike through and bold in the revised vote box on the attachment.

There are no changes to the Book Item Memorandum.

Attachment

2.6 Mass Transportation Financial Matters (TECHNICALLY CORRECTED 10/18/2017)

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
2.6a.	Financial Allocations for Locally Administered STIP Transit Projects			Resolution MFP-16-08
1 $200,000 San Francisco Bay Area Rapid Transit District MTC 04-San Mateo	Daly City BART Station Improvements. In San Mateo County, construct station capacity and access improvements such as pedestrian scale lighting, removal of barriers to pedestrian traffic, painting, sidewalk repair/treatment, existing canopy roof improvements, pigeon abatement, addition of street furniture, and addition of real time parking availability signage at parking garage. (CEQA - CE, 04/15/2011) Contribution of $200,000 in STIP Alameda County shares. Change made to the Project Identification number in a technical correction submitted at the October 2017 CTC Meeting. Outcome/Output: Improve station environment, provides more efficient drop off, pick up, and layover areas, making passenger flow more direct.	04-2103C RIP/16-17 CONST $200,000 ~~0400021158~~ 0417000494 S R365TA	2016-17 101-0046 PTA 30.10.070.625	$200,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 2.2b
Action

Published Date: October 6, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT (RDEIR) / SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT (SDEIS) FOR THE INTERSTATE 710 CORRIDOR PROJECT**

ISSUE:

Should the Commission, as a Responsible Agency, provide comments in response to the Recirculated Draft Environmental Impact Report (RDEIR) / Supplemental Draft Environmental Impact Statement (SDEIS) prepared for the Interstate 710 Corridor Project?

RECOMMENDATION:

Staff recommends that the Commission make no comments regarding the environmental issues to be addressed in the RDEIR / SDEIS for the project. Staff recommends that a letter be sent to Caltrans that states the following:

- The Commission has no comments with respect to the project's purpose and need, the alternatives to be studied, the impacts to be evaluated and the evaluation methods used.
- The Commission should be notified as soon as the environmental process is finalized since project funds cannot be allocated for project design, right of way or construction until the final environmental document is complete.
- The Commission encourages Caltrans and its partners to ensure early communication with the Commission in the event it is anticipated that the Commission will be requested to provide authorization to develop and operate high-occupancy toll lanes or other toll facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities in accordance with California Streets and Highways Code Section 149.7.

BACKGROUND:

This project is in Los Angeles County and would construct roadway improvements to address congestion and safety issues on a portion of Interstate 710 from Ocean Boulevard in Long Beach to State Route 60. The project is funded through the Project Approval and Environmental

Document phase only and is not fully funded. Funding of $1.31 billion has been identified and earmarked through local Measures R and M. However, the total project cost is estimated to range between $4.67 billion to $8.12 billion and Los Angeles County is seeking other potential funding sources (i.e., local, state and federal, and public-private partnership opportunities). Start of construction is estimated to begin in Fiscal Year 2028-29.

Caltrans is the designated California Environmental Quality Act Lead Agency responsible for the environmental review of this project. For project summary information, please see the attached Executive Summary.

Attachments:

- Draft Letter to Caltrans
- Executive Summary
- Project Location Map

DRAFT

BOB ALVARADO, Chair
FRAN INMAN, Vice Chair
YVONNE B. BURKE
LUCETTA DUNN
JAMES EARP
JAMES C. GHIELMETTI
CARL GUARDINO
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JAMES MADAFFER
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SENATOR JIM BEALL, Ex Officio
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SUSAN BRANSEN, Executive Director

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

CALIFORNIA TRANSPORTATION COMMISSION

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DRAFT

October 20, 2017

Mr. Jason Roach
Senior Environmental Planner
California Department of Transportation
100 South Main Street, MS-16A
Los Angeles, CA 94274-0001

RE: Recirculated Draft Environmental Impact Report (RDEIR) / Supplemental Draft Environmental Impact Statement (SDEIS) for the I-710 Corridor Project

Dear Mr. Roach,

The California Transportation Commission (Commission), as a Responsible Agency, received the RDEIR / SDEIS prepared by the California Department of Transportation (Caltrans) for the I-710 Corridor Project. The project would construct roadway improvements to address congestion and safety issues on a portion of Interstate 710 beginning at Ocean Boulevard in Long Beach and teminating at State Route 60. The project is funded through the Project Approval and Environmental phase only and is not fully funded. A total of $1.31 billion has been identifed and earmarked through local Measure R and M funds.

The Commission has no comments with respect to the project purpose and need, the alternatives studied, the impacts evaluated, and the evaluation methods used. The Commission should be notified as soon as the environmental process is finalized since project funds cannot be allocated for project design, right of way or construction until the final environmental document is complete. Once the final environmental process is complete, the Commission will consider the environmental impacts in determining whether to approve the project for future consideration of funding.

Upon completion of the California Environmental Quality Act process, prior to the Commission's action to approve the project for future consideration of funding, the Commission expects the lead

and/or implementing agency to provide written assurance whether the selected alternative identified in the final environmental document is, or is not consistent with, the project programmed by the Commission and included in the appropriate Regional Transportation Plan. In the absence of such assurance of consistency, it may be assumed that the project is not consistent and Commission staff will base its recommendations to the Commission on that fact. The Commission may deny funding to a project which is no longer eligible for funding due to scope modifications or other reasons.

The Commission also encourages Caltrans and its partners to ensure early communication with the Commission in the event it is anticipated that the Commission will be requested to provide authorization to develop and operate high-occupancy toll lanes or other toll facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities in accordance with California Streets and Highways Code Section 149.7.

If you have any questions, please contact Jose Oseguera, Assistant Deputy Director, at (916) 653-2094.

Sincerely,

SUSAN BRANSEN
Executive Director

c: Phil Stolarski, Chief (Division of Environmental Analysis), California Department of Transportation

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 65

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 2.2b.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Philip J. Stolarski, Chief
Division of
Environmental Analysis

Subject: **COMMENTS ON DRAFT ENVIRONMENTAL IMPACT REPORT**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) review and comment at the October 2017 Commission meeting on the following Draft Environmental Impact Report (DEIR).

ISSUE:

07-LA-710, PM 1.9/6.1

This project proposes to address the congestion and safety issues along Interstate 710 (I-710) throughout the Los Angeles County. Issues included are air quality and public health, modernization of freeway design and increased traffic volume and safety. The project is funded through the Project Approval and Environmental Document phase only and is not fully funded. Funding of $1.31 billion has been identified and earmarked through local Measures R and M. The project is proposed to be funded and built in various phases. Start of construction is estimated to begin in Fiscal Year 2028-29.

Alternatives considered for the proposed project include:

- Alternative 1 – No Build. This alternative would not make any improvements to the I-710.

- Alternative 5C – I-710 Widening and Modernization. This alternative proposes to widen the I-710 mainline by adding mixed-flow lanes and truck bypass lanes. This alternative will modernize the design at the I-405, SR 91, and I-5 interchanges, reconfigure local arterial interchanges throughout the I-710 corridor, modify freeway access at various locations, and shift the I-710 centerline at various location to reduce right-of-way impacts.

- Alternative 7- I-710 Modernization Plus Freight Corridor. This alternative includes all the components of alternative 5C but instead of the mixed-flow through lanes and

truck bypass lanes, this alternative includes the addition of two separate truck-only lanes in each direction. The truck-only lanes will be built on a combination of viaduct and at-grade roadbeds adjacent to, or in the median of the freeway.

The decision to prepare an EIR was made due to the scope of the project and the anticipated significant impacts associated with the project. Potential impacts of the project include:

- Visual Resources
- Air Quality
- Hazardous Waste
- Water Quality
- Biological Resources
- Cultural Resources
- Paleontological Resources
- Land Use
- Community Impacts/Relocations
- Parks and Recreation
- Transportation/Traffic

The proposed project includes measures to minimize harm, and an Environmental Commitments Record has been prepared and is included in the DEIR.

Attachment

LEGEND

Project Location

FIGURE 1.1-1

I-710 Corridor Project
RDEIR/SDEIS

Regional Location

07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443

0 5 10
Miles

SOURCE: Esri (2015)

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FIGURE 1.1-2

LEGEND

I-710 Study Area

N

0 1.5 3
Miles

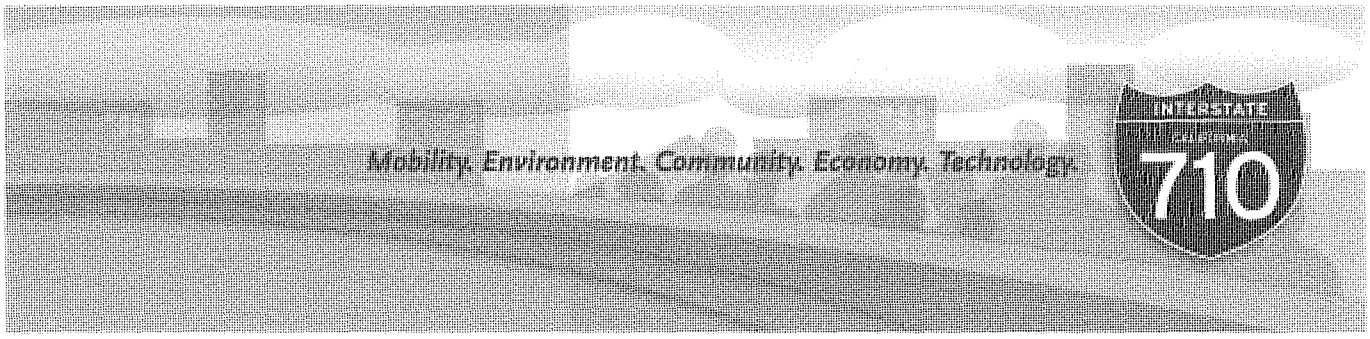
SOURCE: Esri (2015)

I:\URS0801\GIS _MOD\MXD\EIR_EIS\Study_Area.mxd (3/2/2017)

I-710 Corridor Project
RDEIR/SDEIS

I-710 Project Study Area

07-LA-710- PM 5.4/24.5
EA 249900; EFIS 0700000443

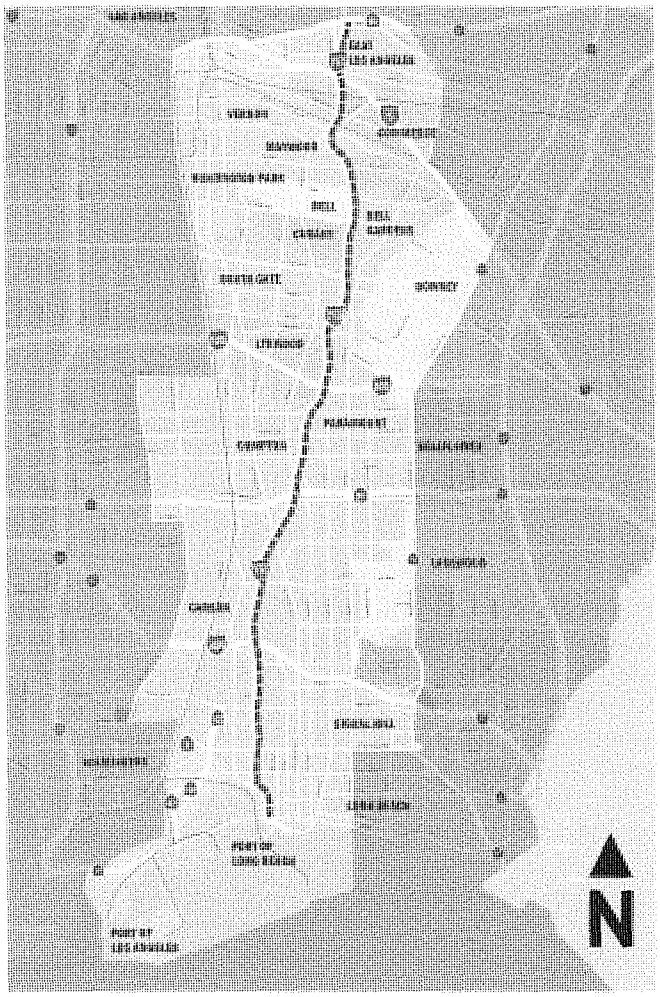


EXECUTIVE SUMMARY

S.1 - Overview of the Project Area

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), the Gateway Cities Council of Governments (Gateway Cities COG), the Southern California Association of Governments (SCAG), the Ports of Los Angeles (POLA) and Long Beach (POLB) (collectively known as the Ports), and the Interstate 5 Joint Powers Authority (I-5 JPA) (collectively referred to as the I-710 Funding Partners), proposes to improve Interstate 710 (I-710, also known as the Long Beach Freeway) in Los Angeles County between Ocean Blvd. and State Route 60 (SR-60). The proposed project is referred to as the I-710 Corridor Project. I-710 is a major north-south interstate freeway connecting the City of Long Beach to central Los Angeles. Within the I-710 Corridor Project Study Area (Study Area), the I-710 serves as the principal transportation connection for goods movement between POLA and POLB, located at the southern terminus of I-710 and the Burlington Northern Santa Fe (BNSF Railroad)/Union Pacific Railroad (UP Railroad) rail yards in the Cities of Commerce and Vernon.

The existing I-710 Corridor has elevated levels of health risks related to high levels of diesel particulate emissions, traffic congestion, high truck volumes, high accident rates, and many design features in need of modernization (the original freeway was built in the 1950s and 1960s). The I-710 Major Corridor Study (MCS; March 2005), undertaken to address the I-710 Corridor's mobility and safety needs and to explore possible solutions for transportation improvements, was completed in March 2005 and identified a community-based Locally Preferred Strategy consisting of ten general purpose lanes next to four separated freight- movement lanes. Subsequent to the MCS, a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was circulated for public review in 2012 which analyzed several build alternatives. Based on the feedback received during the 2012 public circulation period, as well as changes in key traffic conditions and traffic modeling assumptions, revised alternatives have been developed and prepared in this current Recirculated Draft Environmental Impact Report/ Supplemental Draft Environmental Impact Statement (RDEIR/ SDEIS).



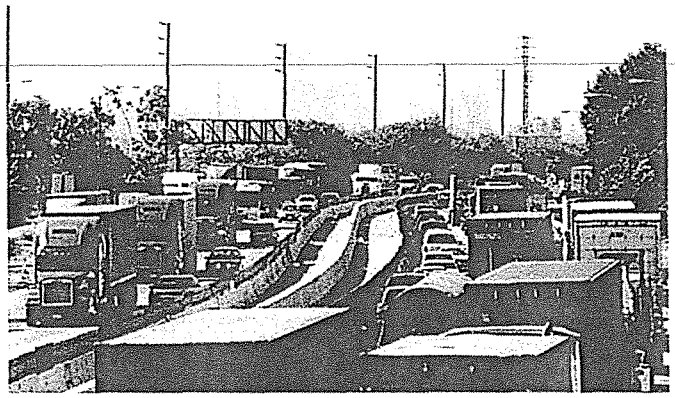
The Study Area for the I-710 Corridor

The Study Area includes the portion of the I-710 Corridor from Ocean Blvd. in Long Beach to SR-60, a distance of approximately 19 miles. At the freeway-to-freeway interchanges, the Study Area extends east and west of the I-710 mainline for the Interstate 405 (I-405), State Route 91 (SR-91), Interstate 105 (I-105), and I-5 interchanges. This is the general Study Area for the I-710 Corridor Project. Specific study areas have been established for individual environmental analyses (e.g., health risk assessment area of interest or water quality areas).

S.2 - Purpose and Need

S.2.1 - Project Need

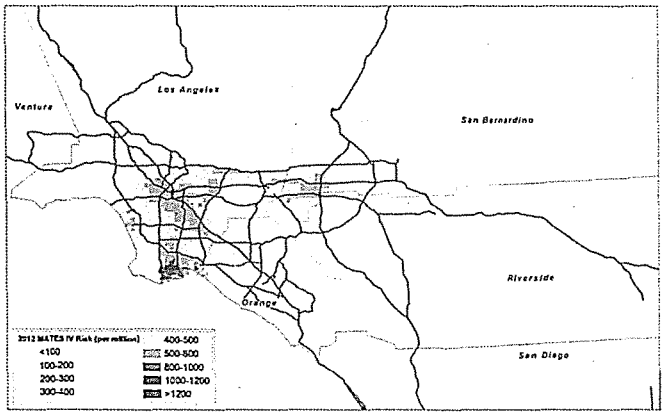
The I-710 Corridor is a vital transportation artery, linking the communities along it and the POLA and POLB to Southern California and beyond. An essential component of the regional, statewide, and national transportation system, it serves both passenger and goods movement vehicles. As a result of population growth, employment growth, increased demand for goods movement, increasing traffic volumes, and aging infrastructure, the I-710 Corridor experiences serious congestion and safety issues.



The I-710 is a major goods carrying corridor.

S.2.1.1 - Air Quality

The U.S. Environmental Protection Agency (EPA) has designated the South Coast Air Basin (Basin), which includes the Study Area, as an extreme ozone non-attainment area and a non-attainment area for small airborne particulate matter less than 10 and 2.5 microns (PM10 and PM2.5). Exposure to ozone, PM10, and PM2.5 levels above the Federal health standards is associated with many adverse health effects—including decreased lung function, aggravated asthma, increased lung and heart disease symptoms, and chronic bronchitis. Studies such as the South Coast Air Quality Management District (SCAQMD) Multiple Air Toxic Exposure Studies (MATES), the latest being MATES IV, have shown that elevated levels of nitrogen dioxide (NO2) and ultrafine particulates (UFPs) occur very near roadways. Sampling for these MATES has occurred as recently as 2012 and 2013; the highest levels of calculated cancer risk (approximately 1,400 in one million) in 2012 (the study analysis year) occur in the Study Area, particularly near the Ports, the rail yards, and along the I-710 freeway. These studies show that diesel particulate matter (DPM) is the greatest contributor to air-quality-related cancer risk in the Basin and that approximately half of the DPM is emitted by diesel trucks using the freeway and roadway systems.

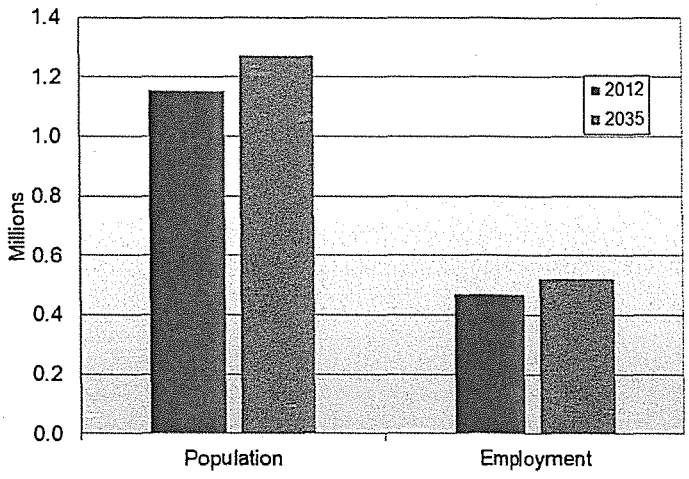


South Coast Air Quality Management District data shows high levels of air toxins along I-710 that can be harmful to human health.

S.2.1.2 - Capacity, Transportation Demand, and Safety

Capacity: Many segments of the I-710 mainline currently operate at level of service (LOS) E or F throughout the day, creating chokepoints and causing congestion on other segments of the mainline, as well as on parallel arterial highways. A unique factor affecting the capacity of the I-710 Corridor is the large numbers of heavy-duty trucks that use the I-710 Corridor to travel between POLB, POLA, and the rail freight intermodal yards located near I-5, and to warehousing and cargo distribution points scattered throughout the Southern California urban area. In the I-710 Corridor, capacity and congestion at local arterial intersections are also a concern.

I-710 Study Area Population and Employment Growth



SCAG's regional forecast data shows continued population and employment growth within Southern California over the next 25 years.

Transportation Demand: Combined port activity in the Study Area is expected to increase from the handling of 14.1 million annual twenty-foot equivalent units (TEUs) in 2012 to approximately 41.4 million annual TEUs in 2035. This forecast is consistent with SCAG's 2012 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) Future Baseline Scenario for 2035. For comparative purposes, SCAG's recent 2016 RTP/SCS Goods Movement Appendix indicates that total container volume for the Ports of Los Angeles and Long Beach is expected to grow to 36 million by 2035. The I-710 Corridor is, and is expected to remain, a primary route for trucks carrying containers to and from the Ports. This indicates that the existing transportation problems on the I-710 mainline and other Study Area roadways will get worse, and which in turn, will have the potential to adversely affect the competitive position of the Los Angeles region in the global economy.

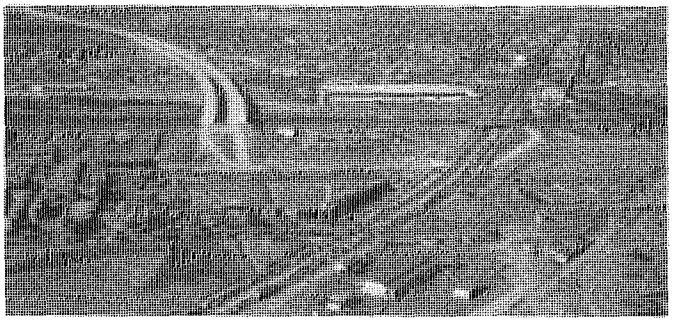
The regional population is forecast to grow by 20 percent and the Study Area population is forecast to grow by 10 percent from 2012 to 2035. Employment will follow a similar pattern, with regional growth of 27 percent and Study Area employment growth of 11 percent. Growth will be lower in the Study Area because it is almost completely developed. Increases in population, employment, and goods movement between now and 2035 will lead to more traffic on the I-710 freeway and on the streets and roadways within the Study Area as a whole.

Safety: I-710 experiences elevated accident rates, exceeding the State average for similar facilities in many locations. High traffic volumes, existing freeway design, freeway congestion, and the interaction between cars and the high volume of trucks in the traffic stream on the I-710 mainline may be contributing factors to these existing accident rates. In the Study Area, according to the Caltrans Traffic Accident Surveillance and Analysis System (TASAS), truck-related accidents range from 29 to 36 percent of the total number of accidents within the I-710 mainline study segments, which is higher than the State average.

I-710 experiences high accident rates.

S.2.1.3 - Roadway Design

The I-710 freeway was designed in the 1950s and 1960s, before the dramatic increase in imports from Asia and the containerization of oceangoing freight increased the cargo traffic at POLA and POLB, and before the extensive population growth in Southern California since 1960. In general, the I-710 freeway has remained relatively unchanged from when it was originally constructed. Due to growth in overall traffic volumes and the high level of truck traffic that has occurred in recent years, many aspects of the freeway design do not operate efficiently due to the heavy truck traffic and the size and relative lack of maneuverability of these trucks.



When State Route 7 (I-710) was built in the 1950's, there was still a great deal of agriculture and open space in the surrounding area.

Design features that are most directly associated with the current operational problems in the I-710 Corridor include outdated local interchange designs, spacing between many of the I-710 mainline interchanges with local streets and nonstandard geometric features of freeway-to-freeway interchanges. On the I-710 freeway mainline, nonstandard weaving distances, narrow or nonexistent shoulders, narrow lane widths, varying number of through lanes, nonuniform ramp metering, and nonstandard pavement all contribute to current operational problems.

The "cloverleaf" interchanges built in the 1950's are not able to handle today's volume of traffic.

S.2.1.4 - Social Demands and Economic Development

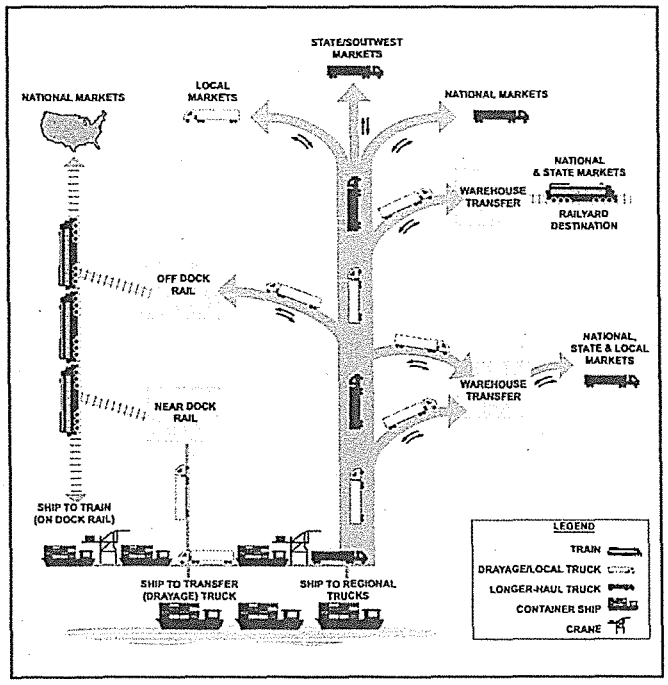
Current growth projections recently adopted by SCAG (SCAG 2016 RTP/SCS Growth Forecast, April 2016) indicate continuing growth in the Study Area. The population in Los Angeles County, as a whole, is expected to increase from 10.2 million in 2015 to 11.5 million in 2040, an increase of approximately 13 percent. This regional growth will continue to place demand on the I-710 Corridor.

With regard to economic development, the Gateway Cities Subregion experiences high levels of unemployment and poverty. In September 2016, unemployment rates in the Study Area ranged from 2.8 to 8.1 percent of the workforce within the affected communities, which in some cases is higher than Los Angeles County (5.2 percent) and State (5.5 percent) unemployment rates.

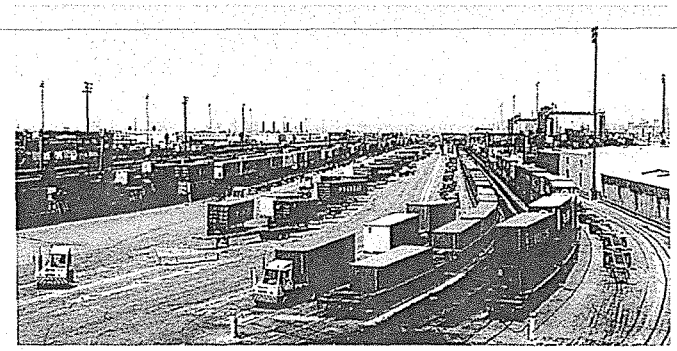
Highway congestion causes delays affecting personal mobility and goods movement and results in increased economic costs. Los Angeles County's goods movement system serves as a gateway for both international and domestic commerce, especially within the Study Area, where POLA, POLB, and the BNSF/UP Railroad intermodal rail yards are located.

S.2.1.5 - Modal Interrelationships and System Linkages

The I-710 Corridor serves regional, statewide, and national needs for both the general traveling public and the goods movement industry. The I-710 Corridor is the principal transportation connection between POLB/POLA and the BNSF/UP Railroad intermodal rail yards located in the Cities of Vernon and Commerce. BNSF and UP Railroads provide freight movement to destinations throughout the United States. Together, POLB/POLA is one of the largest container ports in the world, and port activity is projected to nearly triple in volume by 2035. The I-710 Corridor also provides key interstate commerce connections to east-west freeways (I-405, SR-91, I-105, I-5, SR-60, and Interstate 10 [I 10]). From a system linkage standpoint, no improvements are planned to these facilities except for possible improvements to I-5 (from Interstate 605 [I-605] through the I-710 interchange). Also, the Gerald Desmond Bridge Project would replace the existing bridge and connects directly to the southern terminus of the I-710 Corridor.



Goods are moved to and from the ports by both trains and trucks.



I-710 provides a critical linkage for interstate commerce between the San Pedro Bay Ports, the BNSF and the UP rail yards, and the rest of the nation.

With the existing on-dock rail and intermodal facilities approaching capacity, demand for transport of goods by truck on the I-710 Corridor is expected to increase.

S.2.2 - Project Purpose

The purpose of the I-710 Corridor Project is as follows:

- Improve air quality and public health
- Improve traffic safety
- Modernize the freeway design
- Accommodate projected traffic volumes
- Address increased traffic volumes resulting from projected growth in population; and employment, and economic activities related to goods movement

The I-710 Corridor Project termini are logical, extending from the southern terminus of the I-710 Corridor to its connection to SR-60. This 19-mile Study Area is of sufficient length to address environmental matters on a broad scope. The I-710 Corridor Project would result in improvements to the current traffic conditions within the I-710 Corridor even if no additional transportation improvements are made in the area. As such, the I-710 Corridor Project has independent utility, as it does not rely on other projects to address the identified need in the Study Area. Furthermore, the I-710 Corridor Project would not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

For the purposes of this document, reasonably foreseeable improvements include any future development for which a General Plan or Specific Plan has been adopted that designates future land uses; projects for which the applicable jurisdiction has received an application for site development; or infrastructure improvement projects planned by the local jurisdiction or another public agency.

1. Improve Air Quality & Public Health
2. Improve Traffic Safety
3. Modernize the Freeway Design
4. Address Projected Traffic Volumes
5. Address Projected Growth in Population, Employment and Activities related to Goods Movement (based on SCAG population projections and projected container volume increases at the two ports)

S.3 - Proposed Project

S.3.1 - Costs and Schedule

Estimated costs for right-of-way acquisition/utility relocation and for construction are included in Table S-1.

Table S-1: Estimated Cost (in Billions $'s)

Alternative	ROW/Utilities	Construction	Total
Alternative 5C	$1.08	$3.59	$4.67
Alternative 5C, Option 1A	$1.04	$3.59	$4.63
Alternative 5C, Option 2A	$1.09	$3.62	$4.71
Alternative 5C, Option 3A	$1.11	$3.69	$4.80
Alternative 7	$1.65	$6.32	$7.97
Alternative 7, Option 1B	$1.62	$6.33	$7.96
Alternative 7, Option 3B	$1.68	$6.44	$8.12

Source: Draft Project Report (April 2017).
Note: Estimates are in current year dollars and do not include support costs or programmatic elements.

S.3.2 - Motion 22.1

During the 2012 public circulation period, comments received from the public and agencies indicated strong support for the creation and inclusion of another alternative that retained the ZE/NZE freight corridor but did not add general purpose lanes on I-710. The Coalition for Environmental Health and Justice (CEHAJ), a coalition of organizations, associations, and community groups working to achieve environmental justice, community health, and overall quality of life in the Study Area, put forth a detailed and comprehensive proposal of an alternative called "Community Alternative 7" (CA-7) as a formal comment on the 2012 Draft EIR/EIS (see Comment No. IP-22 in Appendix S of this RDEIR/SDEIS). In parallel with the ongoing coordination and communication between CEHAJ and the I-710 Project Team, community members worked with the office of Los Angeles County Supervisor Hilda Solis to continue the effort to include CA-7 in the RDEIR/SDEIS. As a result, the Metro Board of Directors passed Board Motion 22.1 in October 2015. Also included as part of Motion 22.1 was direction to Metro to examine, in coordination with Caltrans, Gateway Cities COG, and other partner and responsible agencies, the feasibility of several study area elements to occur outside of but in parallel to the I-710 Corridor Project, including, but not limited to, a zero emission truck procurement and operations program, addition of bus stops with access points to bicycle paths, and to work with community groups to develop a Local and Targeted Hiring Policy and Project Labor Agreement for construction jobs and a First Source Hiring Policy for permanent jobs created by the I-710 Corridor Project. Table S-2 lists the elements of Motion 22.1 that are addressed in this RDEIR/SDEIS and where the discussion can be found.

Table S-2: Motion 22.1 Elements Location of Discussion in RDEIR/SDEIS

Motion 22.1 Item	Location of Discussion in RDEIR/SDEIS
A – Geometric design avoidance	Section 3.3.2.3
B – Zero emission trucks	Section 2.3.2.1, Section 3.13
C – New high frequency bus transit	Section 2.3.2.1, Section 3.5
D – Increased existing transit service	Section 2.3.2.1, Section 3.5
E – Traffic control measures/ TSM/ITS	Section 2.3.2.1, Section 3.5
F – BACT construction equipment use	Section 3.24, Appendix F

Motion 22.1 Item	Location of Discussion in RDEIR/SDEIS
J – Upgrades to Los Angeles River Bike Path	On April 27, 2017, the Metro Board amended Motion 22.1 to advance the Los Angeles River Bike Path upgrades sooner and as a separate project; therefore, there is no discussion of this element in this RDEIR/SDEIS
K – Five new bike/pedestrian bridges	Section 2.3.2, Section 3.3, Section 3.5, Section 3.6
L – Complete streets that promote livable neighborhoods	Section 3.3
M – Maximize trees, shrubs, and foliage that are drought resistant and biosequestration/ biofiltration	Section 2.3.2, Section 3.6
N – Identify additional BMPs	Section 2.3.2, Section 3.9
O – Avoid/minimize impacts to Los Angeles River, parks, trails, open space, wetlands, and native landscaping	Section 2.2.2, Section 3.3.2.3

BMP = Best Management Practices
ITS = Intelligent Transportation Systems
Metro = Los Angeles County Metropolitan Transportation Authority
RDEIR/SDEIS = Recirculated Draft Environmental Impact Report/ Supplemental Draft Environmental Impact Statement
TSM = Transportation System Management
BACT = Best Available Control Technology

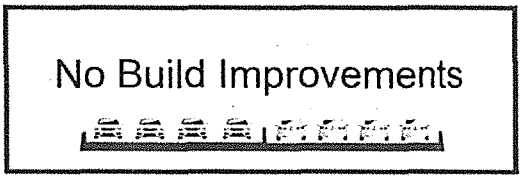
S.3.3 - Alternatives

This section describes the alternatives based on the MCS that were developed by a multidisciplinary technical team to achieve the I-710 Corridor Project purpose and subsequently were reviewed and concurred upon by the various committees involved in the I-710 Corridor Project community participation framework. Alternative 2 (Transportation Systems Management/Transportation Demand Management [TSM/TDM]), Transit, Intelligent Transportation Systems [ITS] and Enhanced Goods Movement), Alternative 3 (Maximum Goods Movement By Rail/Alternative Technology), and Alternative 4 (Arterial Highway and I-710 Congestion Relief Improvements) were considered but withdrawn from further environmental study as stand-alone alternatives during the process leading to the 2012 Draft EIR/EIS.

Additionally, Alternative 5A (Widening of I-710 to include ten general purpose lanes) and Alternatives 6A, 6B, and 6C (Widening of I-710 to include ten general purpose lanes and the addition of four separated freight movement lanes, with operational variations) were evaluated in detail in the 2012 Draft EIR/EIS. Because of the updates in traffic assumptions and data, resulting in a clearer understanding of the origin and destination of truck traffic within the project area, and the substantial comments received from agencies and the public concerned with potential right-of-way impacts, potential impacts to health and air quality associated with the addition of general purpose lanes, and other requests, Alternatives 5A, 6A, 6B, and 6C have been withdrawn from consideration.

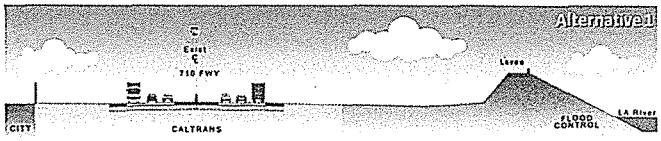
The alternatives evaluated in the current RDEIR/SDEIS are Alternative 1 (No Build Alternative), Alternative 5C (I-710 Widening and Modernization), Alternative 7 (I-710 Modernization plus a Zero-/Near Zero-Emission Freight Corridor). Elements of several of the previously considered alternatives have been included in Alternatives 5C and 7.

Alternative 1



S.3.3.1 - Alternative 1: No Build Alternative

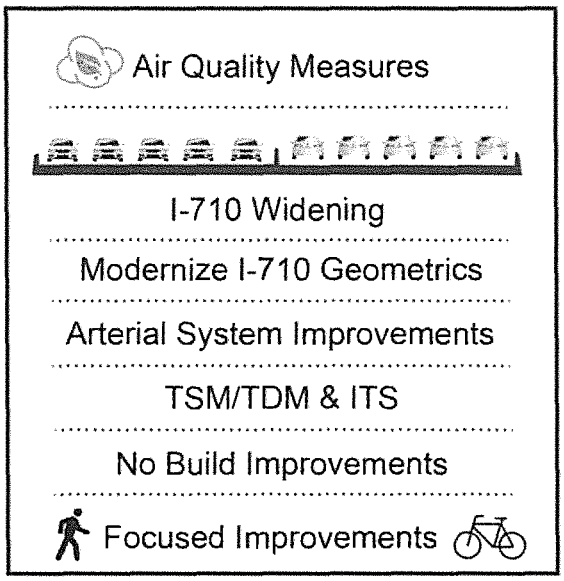
Alternative 1 would maintain the current configuration of the existing I-710 Corridor. There would be no capacity-increasing improvements to the I-710 mainline within the Study Area. Within the region, generally only approved and planned projects included in SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Future Baseline Scenario and 2011 Federal Transportation Improvement Program (FTIP) are considered part of the Alternative 1. Alternative 1 provides the basis for comparison of 2035 no build conditions with the 2035 build alternatives.



S.3.3.2 - Alternative 5C: I-710 Widening and Modernization

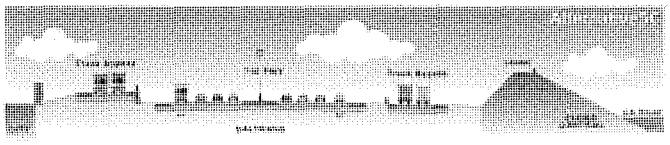
Alternative 5C proposes to widen the I-710 mainline by adding mixed-flow lanes (one in each direction) between I-405 and I-105, and between I-105 and SR-60. Truck bypass lanes are also proposed on I-710 through the I-405 interchange. This alternative will modernize the design at the I-405, SR-91, and I-5 interchanges, modernize and

Alternative 5C



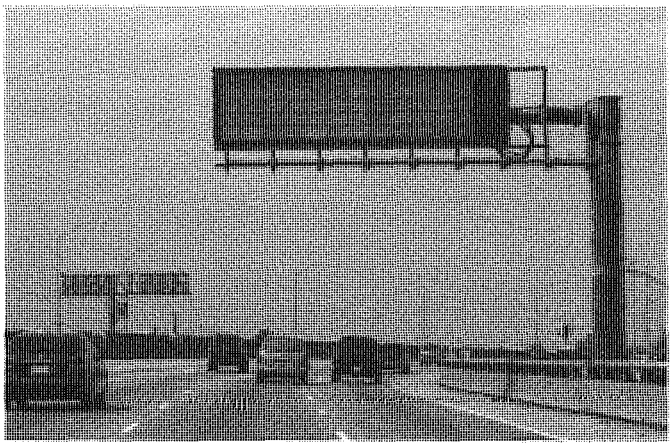
reconfigure most local arterial interchanges throughout the I-710 corridor, modify freeway access at various locations, and shift the I-710 centerline at various locations to reduce right-of-way impacts. In addition to improvements to the I-710 mainline and the interchanges, Alternative 5C also includes:

- Zero Emission/Near Zero Emission Truck Technology Deployment Program, which would provide "clean emissions" trucks for operation on I-710 as well as electric charging and hydrogen refueling stations.
- Community Health and Benefit Program, which would fund projects targeted towards improving air quality and public health within the Study Area.
- I-710 TSM/TDM Congestion Relief Program that would provide funding for traffic signal upgrades and coordination, safety improvements, traffic calming measures, and intersection improvements on the arterial street system in the Study Area.
- Provision of or future provision of ramp metering at all locations and improved arterial signage for access to I-710.



- Parking restrictions during peak periods (7:00 a.m.–9:00 a.m. and 4:00 p.m.–7:00 p.m.) on four arterial roadways: Atlantic Blvd. between Pacific Coast Hwy. and SR-60; Cherry Ave./Garfield Ave. between Pacific Coast Hwy. and SR-60; Eastern Ave. between Cherry Ave. and Atlantic Blvd.; and Long Beach Blvd. between San Antonio Dr. and Firestone Blvd.
- I-710 Transit Program consisting of transit improvements such as increased service on all Metro Rapid routes and local bus routes in the Study Area, Blue Line and Green Line light rail service increases, and added express bus routes within the I-710 Corridor area.

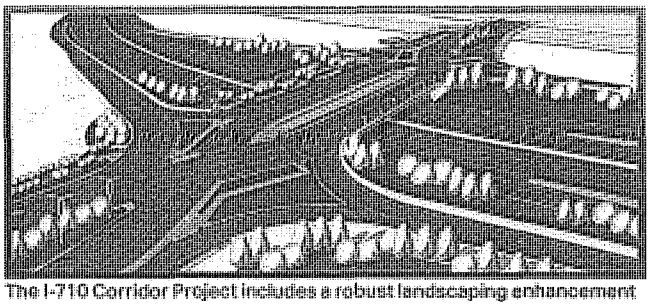
- ITS improvements including updated fiber-optic communications to interconnect traffic signals along major arterial streets to provide for continuous, real-time adjustment of signal timing to improve traffic flow as well as freeway smart corridor strategies from the Los Angeles Gateway Freight Technology program that would deploy dedicated short-range communication units alongside I-710 to manage and control traffic in real time.



Additional changeable message signs would be added to provide critical information to motorists.

Some of the programmatic elements listed above would not be implemented by Caltrans as the Lead Agency under CEQA and NEPA and as the owner/operator of the I-710 freeway, but instead would be implemented by Metro or other public agencies with jurisdiction over a particular element.

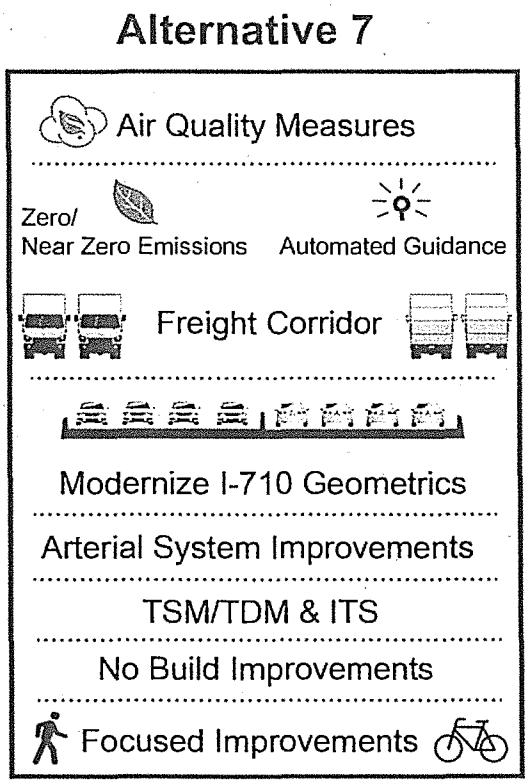
In addition to the transportation system improvements described above, Alternative 5C also includes:



The I-710 Corridor Project includes a robust landscaping enhancement plan.

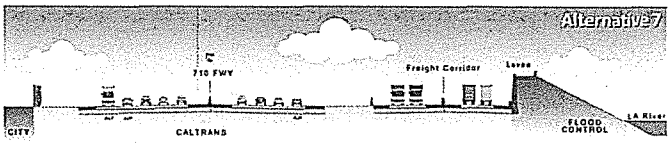
Visual/Aesthetic Features: Texture treatments (for structures, median barriers, etc.), planting, irrigation, opportunities for community identification, and concepts from the I-710 Corridor Aesthetics Master Plan (2014) will be incorporated into the project design to mitigate the visual and community impacts of the increased scale of the project improvements.

S.3.3.3 - Alternative 7: I-710 Modernization Plus Freight Corridor (Zero/Near Zero-Emission Vehicles)



Alternative 7 includes all the components of Alternative 5C described above, but rather than the addition of mixed-flow through lanes and truck bypass lanes, Alternative 7 includes the addition of two separate truck-only lanes in each direction (a total of four lanes, on a combination of viaduct and/or retaining wall structures and at-grade roadbeds adjacent to, or in the median of, the freeway) between Long Beach and Commerce, adjacent to the freeway, approximately 16 miles in length. This principal feature is referred to as a "Clean-Emission Freight Corridor." This alternative would restrict the use of the freight corridor to zero-emission/near zero-emission (ZE/NZE) trucks rather than conventionally powered diesel trucks. The ZE/NZE truck technologies consist of trucks powered by means other than diesel (e.g., natural gas, hydrogen, and/or electricity), thereby producing zero to near-zero tailpipe emissions while traveling on the freight corridor; however, no specific technology is assumed in the environmental analysis, and the ZE/NZE trucks will not be limited to one particular technology as long as the emissions criteria are met.

Alternative 7 also includes an advanced technology feature that all trucks using the freight corridor will have an automated control system that will steer, brake, and accelerate the trucks under computer control while traveling on the freight corridor. This will safely allow for trucks to travel in "platoons" (e.g., groups of six-to-eight trucks) and increase the capacity of the freight corridor.



As with Alternative 5C, Alternative 7 will include additional aesthetic enhancements, and drainage/water quality features as follows:

Visual/Aesthetic Features: In addition to the visual/aesthetic features described above for Alternative 5C, specific aesthetic treatments will be developed for the freight corridor, including use of screen walls and masonry treatments on the freight corridor structures (including soundwalls).

S.3.3.4 - Design Options

For both Alternatives 5C and 7, design options are proposed that are variations to the alternatives, specific to discrete segments of I-710. In addition, one option only applicable to Alternative 7 provides for an operational variation to the freight corridor. These options have been fully analyzed in this RDEIR/SDEIS and will be considered during identification

of the Preferred Alternative for the project. These options are as follows:

- Design Options 1A and 1B apply to both Alternative 5C (1A) and Alternative 7 (1B) and aims to reduce impacts to the BNSF operations at the Hobart intermodal rail yard in Commerce, and would shift highway, collector-distributor road, and ramp alignments to achieve this aim without encroaching beyond State rights-of-way. However, local street circulation, highway alignment, and right-of-way requirements would differ between the two alternatives.
- Design Option 2A applies to Alternative 5C and would restore circulation between Shoreline Dr. and Pacific Coast Hwy. via the I-710 freeway with the addition of two grade separated ramps to provide connections between the northbound Shoreline Dr. entrance ramp to I-710 and the northbound Pacific Coast Hwy. exit ramp from I-710, and between the southbound Pacific Coast Hwy. entrance ramp to I-710 and the southbound Shoreline Dr. exit ramp from I-710.
- Design Options 3A and 3B apply to both Alternative 5C (3A) and Alternative 7 (3B) and aim to further improve safety and operation of the freeway by reducing weaving conflicts. In order to achieve the objective, the variation would reconfigure the SR-60, I-5, and Olympic Blvd. interchanges, and alter the freeway and local traffic circulation; however, the design options would vary between Alternative 5C and Alternative 7 in that different right-of-way limits would be required.
- Option 7ZE is applicable only to Alternative 7 and restricts use of the freight corridor to exclusively ZE trucks, excluding NZE trucks. This option is operational in nature and would not represent a difference in the geometric design of Alternative 7.

S.4 - Joint California Environmental Quality Act/National Environmental Policy Act Document

The proposed I-710 Corridor Project is a joint project by the California Department of Transportation (Department) and the Federal Highway Administration (FHWA), and is subject to state and federal environmental review requirements. Therefore, environmental documentation has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA's responsibility for environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 United States Code (USC) 327. Caltrans is the lead agency under both NEPA and CEQA.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the project as a whole, quite often a "lower level" document is prepared for NEPA. One of the most commonly seen joint document types is an Environmental Impact Report/ Environmental Impact Statement (EIR/EIS).

In June 2012, a Draft EIR/EIS for the I-710 Corridor Project was released for public circulation.

During the public circulation period (June 27 to September 28, 2012), three public hearings were held, and nearly 3,000 individual comments were received from members of the public, interested groups, organizations, public agencies, and elected officials. Among other issues, included in those comments was support for the project team to consider and analyze different alternatives, including a recurring request for an alternative that would add a four-lane ZE/NZE freight corridor with no expansion of general purpose lanes on I-710. In response to concerns raised during public hearings, as well as changes in transportation modeling and the progress of several reasonably foreseeable local projects, new alternatives were developed for the draft RDEIR/SDEIS. Responses to comments received during the 2012 public circulation period are included in Appendix S to this RDEIR/SDEIS.

During the 60-day recirculation period for the RDEIR/SDEIS, there will be an opportunity for public review and comment. After comments are received from the public and reviewing agencies on this RDEIR/SDEIS, Caltrans may undertake additional environmental and/or engineering refinements. A Final EIR/EIS will be made available to the public. The Final EIR/ EIS will include responses to comments received on the RDEIR/SDEIS and will identify the Preferred Alternative. The Final EIR/EIS will also contain responses to comments received during the 2012 public circulation period, which are also included in Appendix S to this RDEIR/SDEIS. As required under CEQA, responses to public agency comments will be made available at least ten days prior to Caltrans' approval of the Final EIR. Under NEPA, the Final EIS will be made available for public review at least 30 days prior to approval of the Record of Decision. Following completion of the Final EIR/ EIS, if the decision is made to approve the I-710 Corridor Project, a Notice of Determination will be filed with the State Clearinghouse for compliance with CEQA and a Record of Decision will be published in the Federal Register for compliance with NEPA.

S.5 - Environmental Consequences

The following sections summarize the impacts documented in the environmental analysis provided in Chapter 3.0 of this RDEIR/SDEIS. The environmental commitments and measures to minimize harm are listed in each topical section of Chapter 3.0 and the Environmental Commitments Record in Appendix F.

The environmental impacts described below for the build alternatives would not occur under Alternative 1 (No Build Alternative). Specific project benefits such as improved air quality, mobility, and safety would also not occur to the same extent under Alternative 1; however, other projects assumed in the no build condition would provide mobility and air quality benefits over the long term.

S.5.1 - Land Use

S.5.1.1 - Existing and Future Land Use

Build Alternatives: The build alternatives would impact existing commercial and service, industrial, open space and recreation, residential, transportation and utilities, and vacant land uses. Alternative 5C would convert approximately 538 acres of existing land uses (Alternative 5C, Option 1A, would convert approximately 536 acres of existing land uses; Alternative 5C, Option 2A, would convert approximately 545 acres of existing land uses; and Alternative 5C, Option 3A, would convert approximately 541 acres of existing land uses) to transportation land uses. Alternative 7 would convert approximately 748 acres of existing land uses (Alternative 7, Option 1B, would convert approximately 752 acres of existing land uses; and Alternative 7, Option 3B, would convert approximately 751 acres of existing land uses) to transportation land uses. Therefore, Alternative 7, Option 1B, would result in the greatest impact to existing land uses.

If you are interested in reading more about how the I-710 Corridor Project alternatives affect growth, please see Section 3.2 of the RDEIR/SDEIS.

S.5.1.2 - Consistency with State, Regional, and Local Plans

Build Alternatives: While adoption of either build alternative would require SCAG, the County of Los Angeles, and several other regional and local agencies to amend their plans to reflect modifications to the I-710 mainline, interchanges, and arterial highways, as well as the elimination of any land uses that may need to be acquired for the project, the proposed build alternatives are generally consistent with these plans. Caltrans would need to amend its existing freeway agreements with cities where the build alternatives would add or remove connections to I-710, SR-91, or I-405. FHWA approval is required for any new connections to an Interstate highway. Additionally, the build alternatives are consistent with the five primary goals of the California Coastal Act.

S.5.1.3 - Parks and Recreation Facilities

Build Alternatives: The build alternatives would result in permanent direct impacts to parks and recreation facilities, including directly impacting Parque Dos Rios (permanent use of 1.68 acres under Alternative 5C and permanent use of the entire 8.6 acres of park space that would render the park non-functional under Alternative 7, as well as temporary construction easements under both alternatives) and full acquisition of the Compton Hunting and Fishing Club recreational facilities. Additionally, the build alternatives would result in permanent indirect impacts to Maywood River Park and Coolidge Park (low visual impacts), and to Bandini Park (permanent aerial easement required). Both build alternatives would require the construction of a wider bridge and resulting aerial easement over the DeForest Market Street Basin of the Deforest Treatment and Dominguez Gap Wetlands; and Alternative 7 would also permanently incorporate 5.4 acres from the West Basin of the wetlands. Both build alternatives would impact Cesar E. Chavez Park in the City of Long Beach due to the realignment of Shoreline Dr., and approximately 2.90 acres would be permanently impacted; but with the integration of land previously used for Shoreline Dr., the park would experience a net increase of 2.99 acres. After construction, there would be a net benefit to the public due to improved accessibility of the park through the consolidation of existing park parcels and because the project would result in a net increase of park acreage, resulting in a more functional park with a total of 28.38 acres of park area.

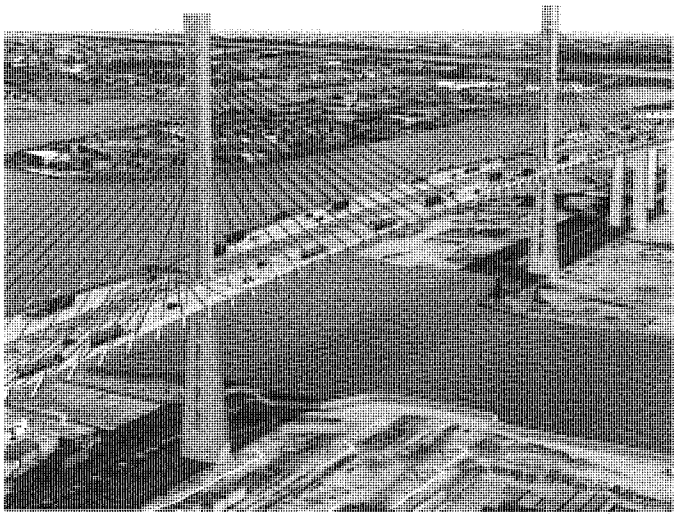
Cesar E. Chavez Park.

The build alternatives would improve regional or local bikeways with the addition of three pedestrian/bicycle-only overcrossings under both build alternatives, and five total proposed overcrossings under Alternative 5C. Access to the Los Angeles River Trail would be enhanced as a result of modifications to trail entrances at the arterial highways that cross the trail.

S.5.2 - Growth

S.5.2.1 - Build Alternatives

The improved mobility expected to be achieved as a result of build alternatives could have a slight influence on demand for residential and nonresidential uses in the cities and communities in the Gateway Cities subregion; however, it would not be expected to be sufficient to result in the need to modify adopted General Plans to allow for greater levels of development (residential and nonresidential). The I-710 build alternatives are expected to accommodate existing, approved, and planned growth in the area, but are not expected to influence the amount, timing, or location of growth in the area. Further, due to lack of vacant or less developed land within the I-710 Corridor, neither build alternative would facilitate new development by opening up access to previously undeveloped or less developed areas.



One purpose of the I-710 Corridor Project is to accommodate growth related to goods movement. Projects such as the new Gerald Desmond Bridge are examples of other projects in the I-710 Study Area planned to accommodate growth related to goods movement.

If you are interested in reading more about how the I-710 Corridor Project alternatives affect the community, please see Section 3.3 of the RDEIR/SDEIS.

A key element of the project purpose of the I-710 Corridor Project is to address projected growth in population, employment, and economic activities related to goods movement. The increase in capacity on I-710 under the build alternatives is not expected to influence demand for growth at the Ports nor would growth of port cargo handling capacity at the Ports substantially increase travel demand on I-710. This is because an analysis of the port cargo growth and container movements by truck scenarios showed that the low-growth scenario results in only 11 percent fewer daily port truck trips as compared to the high-growth scenarios, even though the low-growth scenario has 33 percent less containerized cargo throughput compared to the high-growth scenarios.

A worker at the Port of Long Beach

S.5.3 - Community Impacts

S.5.3.1 - Community Character and Cohesion

Build Alternatives: While temporary disruption of community character and cohesion would occur as a result of construction of either build alternative, the mobility improvements provided by the I-710 Corridor Project would also benefit most of the affected communities by providing an improved connection to other parts of the Study Area (for example, improved bicycle and pedestrian connections across I-710 and the Los Angeles River) and the Gateway Cities Subregion as a whole. However, community cohesion impacts do occur at a localized level within the Cities of Long Beach, Bell, and Commerce due to relocations of existing cohesive communities or vital community facilities under Alternative 7. Mitigation for relocations within these communities is provided through

implementation of Mitigation Measure C-1 described in Section 3.3.2.4. However, as a result of the relocations of the residents in the City of Commerce (specifically located in the Ayers and Sydney Neighborhoods at Washington Blvd. and I-710), businesses, and/or vital community facilities under Alternative 7, localized areas within the Cities of Long Beach, Bell, and Commerce would experience adverse impacts to community character and cohesion as a result of these relocations.

Community services within the Study Area, such as fire, police protection, and other emergency responders, would be more readily available under the build alternatives as mobility within the Study Area would improve over existing conditions. Therefore, with the exception of the Cities of Long Beach, Bell, and Commerce, the build alternatives would not result in adverse impacts to community character and cohesion.

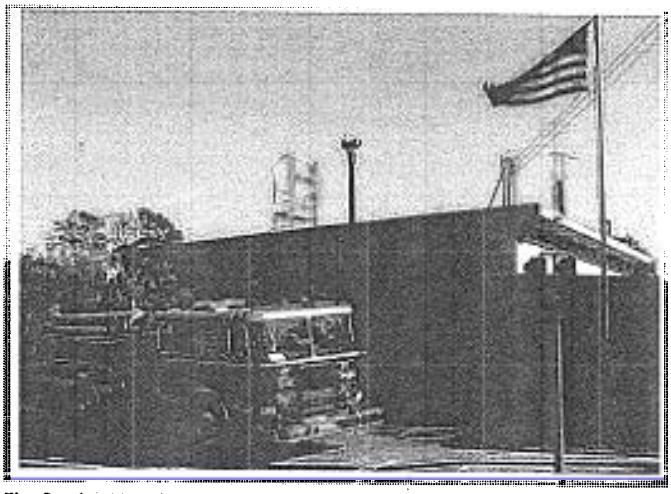
The build alternatives have been developed through an extensive community outreach process that involves input from multiple public agencies and stakeholders in order to avoid impacts to human-made and natural environments, including existing and future communities. Community concerns and comments have been expressed throughout the design process and the build alternatives have been refined as much as possible to address the communities' concerns and maintain community character and cohesion. Therefore, with the exceptions noted above under Alternative 7, the character and cohesion of most communities would remain intact with implementation of the build alternatives.

S.5.3.2 - Relocations and Real Property Acquisition

Build Alternatives: The build alternatives would result in the relocation of residential and nonresidential properties. The build alternatives will not result in any relocations in the cities/communities of Boyle Heights, Cudahy, Downey, Lakewood, Maywood, Paramount, Signal Hill, Huntington Park, Wilmington, or San Pedro. According to the Relocation Impact Report (2017), within the I-710 Corridor Project Study Area, Alternative 5C would result in a total of 158 nonresidential relocations and 109 residential relocations. Based on an average of four persons per residential unit, Alternatives 5C (not including design options), 5C (Option 1A), and 5C (Option 2A) would each result in the relocation of approximately 436 residents. Alternative 5C, Option 1A, would result in a total of 157 nonresidential relocations and 109 residential relocations. Alternative 5C, Option 2A, would result in 161 nonresidential relocations and 109 residential relocations, and Alternative 5C, Option 3A, would result in 165 nonresidential relocations and 128 residential relocations, resulting in the relocation of approximately 512 residents. Overall, Alternative 5C, Option 3A, impacts a greater number of both residential and nonresidential parcels.

Alternative 7 (not including design options) would result in a total of 206 nonresidential relocations and 121 residential relocations, resulting in the relocation of approximately 484 residents. Alternative 7, Option 1B, would result in a total of 206 nonresidential relocations and 136 residential relocations, resulting in the relocation of approximately 544 residents. Alternative 7, Option 3B, would result in a total of 213 nonresidential relocations and 140 residential relocations, resulting in the relocation of approximately 560 residents.

For the majority of the Study Area, residential displacements, given the present market conditions, do not indicate a need for the construction of replacement housing. However, Housing of Last Resort may have to be considered for relocating the affected residential properties such as mobile homes. For example, five mobile homes at the El Rancho Mobile Home Park in the City of Compton would be proposed to be relocated under both build alternatives. However, adequate relocation resources for mobile homes do not currently exist within the Study Area. This would represent an adverse impact to those displaced residents in the City of Compton, (assuming they preferred to remain in a mobile home). For the majority of the residential property impacts, adequate resources appear to exist at the present time to relocate existing residential occupants to comparable replacement housing, with the exceptions noted in the previous sentence.



Fire Station No. 4 in the city of Vernon would require relocation under both I-710 build alternatives.

As a result of property acquisitions and relocations, the build alternatives could also result in a loss of sales tax and property tax revenue to the affected cities within the Study Area and also to Metro and the State. It is Caltrans' and Metro's goal that all relocations would occur within the affected communities, which would help retain potentially lost tax revenues within those communities. Table S-3 summarizes the residential and nonresidential relocations by the build alternatives on the following page.

Table S-3: Relocations by Build Alternative

Relocations by Build Alternative	Relocations by Build Alternative			
	Residential	Non Residential	Total Relocations	Total Residents Relocated
Alternative 5C	109	158	267	436
Design Option 1A	109	157	266	436
Design Option 2A	109	161	270	436
Design Option 3A	128	165	293	512
Alternative 7	121	206	327	484
Design Option 1B	136	206	342	544
Design Option 3B	140	213	353	560

Source: Epic Land Solutions, Inc. Relocation Impact Report March (2017)

5,5,3.3 - Environmental Justice

Build Alternatives: Overall, the I-710 Corridor Project would have many beneficial effects on the surrounding communities and I-710 corridor users when compared with current conditions, including reductions in emissions levels and associated health risk; abatement of freeway noise in most locations; and improved level of service and safety at local interchanges. In addition, programmatic elements of the project, such as the Community Health Benefit Program, would be of particular benefit to environmental justice communities although the effects cannot be quantified at this time due to the nature of the program (to provide funding for future improvements and/or health-related projects on a case-by-case basis). However, even with the application of these benefits, the environmental justice analysis for the I-710 Corridor Project has identified potential disproportionately high and adverse impacts on minority and low-income populations in the Study Area, after consideration of mitigation. These disproportionately high and adverse impacts have been identified for air quality (construction and operation), noise, traffic, community cohesion related to relocations, visual resources, and land use.

Due to the potential for disproportionately high and adverse impacts, further mitigation is proposed to help alleviate project-related impacts to environmental justice communities. This mitigation would fund projects that would improve air quality, public health, aesthetics, and other issues faced by environmental justice populations within the corridor.

S.5.4 - Utilities and Emergency Services

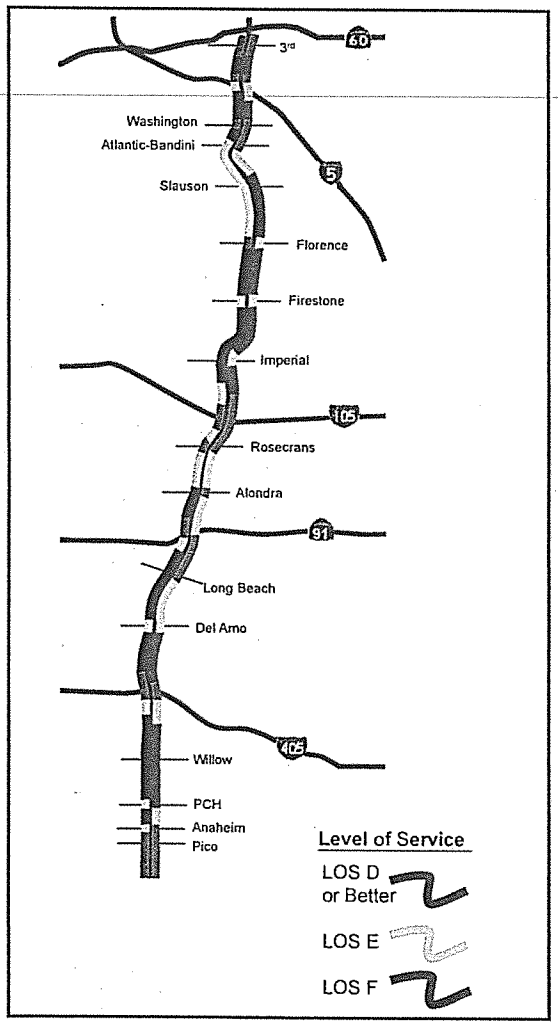
8,5,4,1 - Build Alternatives

The build alternatives would not result in increased population or demand for public services in the Study Area because they would not construct new housing or businesses. The build alternatives would have both beneficial and adverse effects on fire protection and law enforcement protection service providers within the Study Area. The build alternatives would result in the relocation of City of Vernon Fire Station No. 4. Beneficial effects include improved emergency response times, as the ability to move fire protection, law enforcement, and emergency service resources from one area to another would be enhanced by the improved transportation network.

Alternatives 5C and 7 would impact cable television, gas, oil, power, sewer, telephone, and water utility lines. These include both distribution and transmission lines that would require either relocation or protection in place. In addition, Alternatives 5C and 7 would result in the relocation of electric and gas transmission facilities owned and operated by Southern California Edison (SCE), the Southern California Gas Company (SCGC), the Los Angeles Department of Water and Power (DWP), and others. Several relocation strategies including undergrounding in areas and protection in place are being considered for utilities impacted as a result of the build alternatives. To address the utility relocations, Metro has conducted detailed relocation studies to help shorten the lead time necessary to implement these relocations.

If you are interested in reading more about how the I-710 Corridor Project alternatives affect utilities, please see Section 3.4 of the RDEIR/SDEIS.

S.5.5 - Traffic Circulation, Pedestrians, and Bicyclists

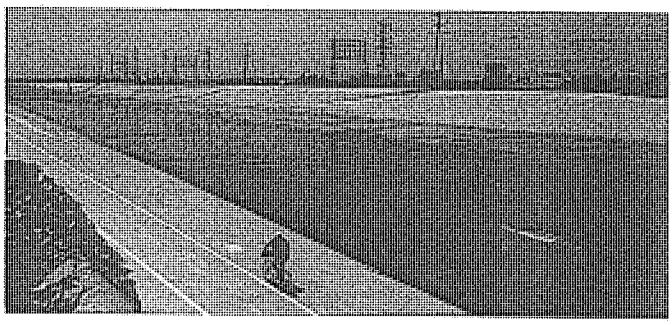


2035 No Build Level of Service - Morning Peak Hour

S.5.5.1 - Build Alternatives

On the I-710 mainline, the traffic LOS is generally maintained or improved in the morning, midday, and evening peak periods in both directions of I-710 when comparing the 2035 build alternative conditions (Alternatives 5C and 7, all design options) to the 2035 No Build Alternative (Alternative 1) conditions. Although LOS improves under the build alternatives compared to the No Build Alternative, many segments of the I-710 mainline would experience poor LOS in 2035 under Alternative 1 in the morning, midday, and evening peak periods in both the northbound and southbound directions due to increased traffic volumes caused by regional growth in traffic.

There would be degradation in LOS with the project build alternatives at some locations. Several intersections that are projected to experience poor LOS and heavy intersection delay under Alternative 1 conditions are not identified as adversely impacted intersections because they do not have an increase in delay in the build alternative and, therefore, are not impacted by the I-710 Corridor Project. However, implementation of the I-710 Corridor Project is projected to result in adverse impacts to 32 intersections under Alternative 5C and to 30 intersections under Alternative 7, before mitigation. Mitigation in the form of traffic signal upgrades and intersection improvements are proposed for all but two of the impacted intersections under Alternative 5C and all but four of the impacted intersections under Alternative 7. Mitigation is not proposed at these locations due to right-of-way constraints.



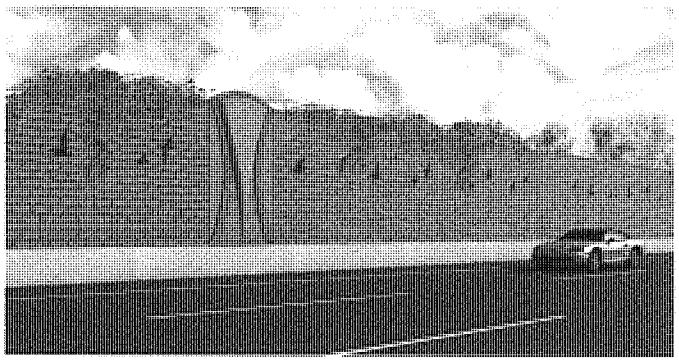
The I-710 Corridor Project includes changes to arterial interchanges that may affect sidewalks and bicycle lanes. The I-710 Corridor Project will provide facilities for bicycles and pedestrians in locations where local streets are affected by the construction of the build alternatives. Because bicycle and pedestrian facilities will be maintained or improved, the impacts of the I-710 Corridor Project on pedestrian travel or cycling would not substantially change as a result of the implementation of the build alternatives.

If you are interested in reading more about how the I-710 Corridor Project alternatives affect traffic circulation, please see Section 3.5 of the RDEIR/SDEIS.

S.5.6 - Visual/Aesthetics

S.5.6.1 - Build Alternatives

There would be long-term adverse impacts with the construction of all build alternatives. The freight corridor component of Alternative 7 would generally result in more visual impacts than those that would occur under Alternative 5C. Some moderately high impacts would require mitigation measures that would need more than five years to take effect, while other areas exhibit lesser levels of negative impacts ranging from moderate to neutral/low or experience a positive visual effect. Aesthetic enhancement of the I-710 Corridor is desired by the affected communities; this would be achieved through implementation of I-710 Corridor Aesthetic Master Plan (2015) that would define aesthetic and landscaping treatment measures that would be incorporated into the final design of the I-710 Corridor Project. The Corridor Master Plan has been developed in a context-sensitive design process in consultation with the affected local agencies and includes involvement of local community members as determined by the local agencies. Texture treatments (for structures, and median barriers, etc.), planting, irrigation, and opportunities for community identification will be incorporated into the project design to mitigate the visual and community impacts of the increased scale of the project improvements.



Soundwalls help reduce freeway noise, but they can create visual impacts when they obstruct views or become a target for graffiti. To mitigate these impacts, a master landscape plan will be prepared to provide for aesthetically pleasing landscape and hardscape treatments.

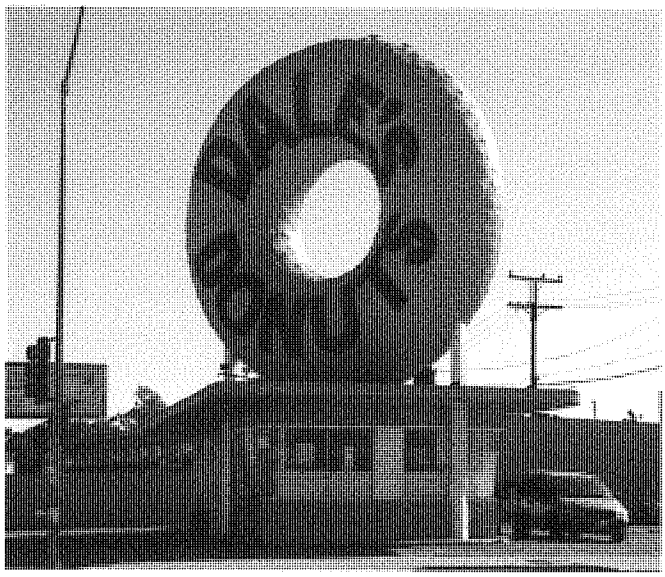
In addition to the structural or physical changes that the I-710 Corridor Project will create, viewers within the Study Area would experience increased night lighting from the addition of traffic lighting on the elevated freight corridor (under Alternative 7). Glare from all lanes is expected to be minimized by the construction of screen walls and soundwalls and by the distance of the viewer from traffic lighting and vehicular lights.

If you are interested in reading more about how the I-710 Corridor Project alternatives affect the visual environment, please see Section 3.6 of the RDEIR/SDEIS.

S.5.7 - Cultural Resources

S.5.7.1 - Build Alternatives

The build alternatives would impact four historic resources; two UP Railroad segments, Dale's Donuts, the Boulder Dam-Los Angeles 287.5-kilovolt (kV) Transmission Line. The UP Railroad segments have already been altered and, therefore, do not contribute to the significance of the UP Railroad. The build alternatives would impact a small section of the parking area and sidewalk at Dale's Donuts. The impact to the Boulder Dam-Los Angeles 287.5 kV Transmission Line would not lessen the integrity of the line to render it ineligible for the National Register of Historic Places (National Register). Therefore, based on the above discussion, the build alternatives are expected to result in a finding of No Adverse Effect per 36 Code of Federal Regulations (CFR) 800.5 for these cultural resources. In addition to the evaluation of historic properties, an Archaeological Sensitivity Study was conducted to assess the potential for encountering buried archaeological resources during project construction. Refer to Section 3.24.4.7 for measures to reduce impacts to cultural resources and address human remains discovered during project construction.



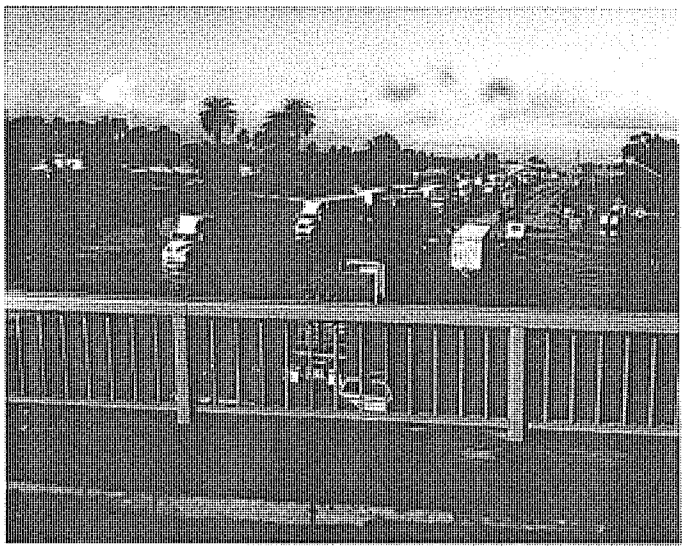
A comprehensive survey of the Study Area was conducted to identify historic properties in the I-710 Corridor.

If you are interested in reading more about how the I-710 Corridor Project alternatives affect cultural resources, please see Section 3.7 of the RDEIR/SDEIS.

S.5.8 - Hydrology and Floodplains

S.5.8.1 - Build Alternatives

All build alternatives would result in transverse (i.e., perpendicular to the direction of flow) encroachments at 24 Los Angeles River locations, eight Compton Creek locations, and one Rio Hondo Channel location under Alternative 5C, and would result in encroachments at 34 Los Angeles River locations, four Compton Creek locations, and one Rio Hondo location under Alternative 7. The build alternatives would not change the capacity of the Los Angeles River, Compton Creek, and/or Rio Hondo Channel to carry water and would not result in a measurable impact to the 100-year floodplain elevation. The proposed encroachments would not result in any adverse impacts on the natural and beneficial floodplain values, would not result in a substantial change in flood risk or damage, and do not have substantial potential to cause interruption or termination of emergency services or emergency routes. Therefore, the build alternatives do not constitute a significant floodplain encroachment as defined in 23 CFR 650.105(q).



All build alternatives include improvements to the freeway drainage system.

If you are interested in reading more about how the I-710 Corridor Project alternatives affect the hydrology and floodplains of the area, please see Section 3.8 of the RDEIR/SDEIS.

S.5.9 - Water Quality and Stormwater Runoff

S.5.9.1 - Build Alternatives

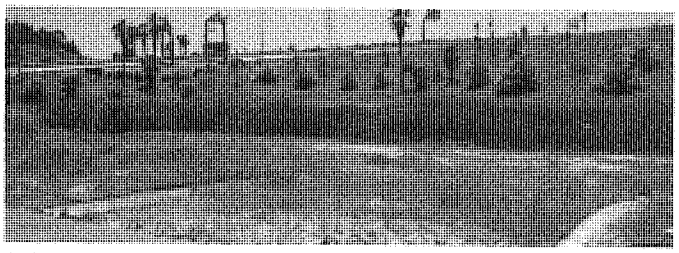
Alternatives 5C and 7 would increase impervious surface areas, which would increase runoff volume and pollutant loads. Alternatives 5C and 7 would require replacement or extension of the existing drainage systems such as drainage inlets along the median and shoulders to accommodate the increased project flows. Impacts to water quality of receiving waters may be expected from the loading of various constituents typically associated with highway runoff. These potential operational impacts would be addressed through the incorporation of design development pollution prevention best management practices (BMPs), treatment BMPs, and adherence to the necessary operational maintenance protocols identified in the Caltrans SWMP. Potential BMPs include biofiltration swales, biofiltration strips, infiltration basins, media filters, detention basins, gross solids removal devices, and wet basins. Proposed operational maintenance BMPs include storm drain cleaning and normal roadway and bridge maintenance, in addition to maintaining all vegetated slopes. The BMPs would treat 74 percent (under Alternative 5C) and 78.3 percent (under Alternative 7) of on-site runoff from the total impervious surface areas within the project area, which would be an improvement over the existing condition. Therefore, permanent impacts to the water quality of groundwater in the vicinity of the I-710 Corridor Project would be minimal following the completion of construction because there would not be any increase in the transport of pollutants into the groundwater through infiltration during the operational life of the new structures.

Although all build alternatives will result in increased surface water runoff due to the increase in paved surface area, the project design includes features to capture and treat runoff before it enters the Los Angeles River.

S.5.10 - Geology, Soils, Seismic, and Topography

S.5.10.1 - Build Alternatives

The roadway, structures, and other features of the both build alternatives could be impacted by ground motion and liquefaction and possible ground rupture (deformation), to some degree. Design and construction of the I-710 Corridor Project to current highway and structure design standards, including applicable seismic standards, would minimize the potential impacts on the build alternatives.

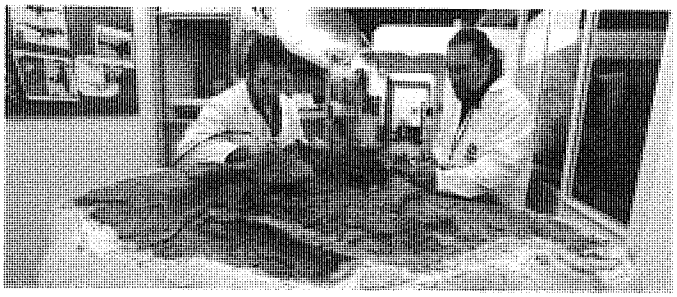


A bioswale storm water runoff treatment feature.

S.5.11 - Paleontology

S.5.11.1 - Build Alternatives

Permanent impacts from the build alternatives on paleontological resources (fossils) would include destruction of paleontological resources, damage to paleontological resources during grading, destruction of rock units that may contain paleontological resources, loss of contextual data associated with paleontological resources, and loss of associations between paleontological resources. However, impacts to paleontological resources can be mitigated through monitoring and fossil recovery during construction.



Certain areas of the I-710 Corridor have a high sensitivity for the presence of fossils. During grading in these areas, monitoring will be conducted to collect any fossils unearthed during construction.

If you are interested in reading more about how the I-710 Corridor Project alternatives affect the water quality, geology and paleontological resources of the area, please see Sections 3.9-11 of the RDEIR/SDEIS.

S.5.12 - Hazardous Waste/Materials

S.5.12.1 - Build Alternatives

Hazardous waste risks associated with the build alternatives are related to property acquisitions, project construction, and project operation. There is potential for hazardous materials, including petroleum products, to exist within the Study Area and be disturbed by full or partial acquisitions or temporary construction easements under the build alternatives. Any contamination encountered during construction and excavation activities for the build alternatives would be properly handled, removed, remediated, and/or disposed of according to all applicable regulations. If one of the build alternatives is selected for implementation, each property of environmental concern to be acquired would require testing in order to characterize specific soil and/or groundwater contaminants on the property, and a site-specific hazardous waste remediation plan would be developed for the appropriate removal and disposal of materials. In addition, a remediation plan and site closure plan, if required, would be implemented to clean up the site and provide for any subsequent monitoring to ensure the contamination has been remediated below regulatory thresholds. Operation and maintenance of the facilities proposed as part of the build alternatives would not introduce new sources of hazardous materials/waste. Routine maintenance activities would be required to follow applicable regulations with respect to handling and disposal of potentially hazardous materials. Vehicles traveling on the I-710 mainline would continue to transport hazardous substances that could spill and impact the roadway, adjacent properties, or resources. However, the purpose of the I-710 Corridor Project is to improve traffic safety, which could reduce traffic accidents that could result in hazardous waste spills. Implementation of the build alternatives would not result in a substantial permanent adverse impact related to hazardous waste and materials.

The Study Area includes many properties such as oil fields, industrial areas, and gas stations where there is a potential to encounter hazardous waste. To mitigate this impact, any soil and groundwater contamination would be cleaned up prior to the start of construction in these areas.

If you are interested in reading more about hazardous waste/materials concerns in the area, please see Section 3.12 of the RDEIR/SDEIS.

S.5.13 - Air Quality

S.5.13.1 - Build Alternatives

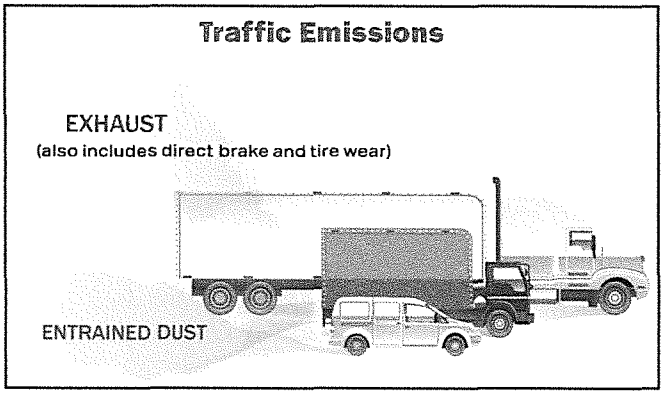
Table S-4 provides a listing of the air pollutants, their sources, and their adverse effects, which are evaluated in the I-710 air quality analysis.

Table S-4: Summary of Air Pollutants

Pollutants	Sources	Primary Effects
Ozone (O3)	• Atmospheric reaction of organic gases with nitrogen oxides in the presence of sunlight.	• Aggravation of respiratory and cardiovascular diseases. • Irritation of eyes. • Impairment of cardiopulmonary function. • Plant leaf injury.
Nitrogen Dioxide (NO2)	• Motor vehicle exhaust. • High temperature stationary combustion. • Atmospheric reactions.	• Aggravation of respiratory illness. • Reduced visibility. • Reduced plant growth. • Formation of acid rain.
Carbon Monoxide (CO)	• By-products from incomplete combustion of fuels and other carbon containing substances, such as motor exhaust. • Natural events, such as decomposition of organic matter.	• Reduced tolerance for exercise. • Impairment of mental function. • Impairment of fetal development. • Death at high levels of exposure. • Aggravation of some heart diseases (angina).
Suspended Particulate Matter (PM2.5 and PM10)	• Stationary combustion of solid fuels. • Construction activities. • Industrial processes. • Atmospheric chemical reactions.	• Reduced lung function. • Aggravation of the effects of gaseous pollutants. • Aggravation of respiratory and cardiorespiratory diseases. • Increased cough and chest discomfort. • Soiling. • Reduced visibility.
Ultrafine Particulates	• Both manufactured and naturally occurring. • Vehicle exhaust. • Combustion reactions. • Smoke.	• Ultrafine particles are deposited in the lungs where they have the ability to penetrate tissue, or to be absorbed directly into the bloodstream. Exposure to ultrafine particulates can induce lung disease and other systemic effects.
Sulfur Dioxide (SO2)	• Combustion of sulfur-containing fossil fuels. • Smelting of sulfur-bearing metal ores. • Industrial processes.	• Aggravation of respiratory diseases (asthma, emphysema). • Reduced lung function. • Irritation of eyes. • Reduced visibility. • Plant injury. • Deterioration of metals, textiles, leather, finishes, coatings, etc.
Mobile Source Air Toxics (MSAT)	• Vehicle exhaust. • Includes acetaldehyde, acrolein, benzene, 1,3-butadiene, diesel particulate matter (DPM), and formaldehyde	• Increased risk of cancer, neurological and reproductive disorders, blood disease, birth defects, developmental damage, kidney and liver damage, and respiratory disease.
Greenhouse Gases (GHG)	• Fuel combustion. • Includes carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O).	• Global climate change (GCC). Alterations in weather features that occur across the Earth as a whole, including temperature, wind patterns, precipitation, and storms.

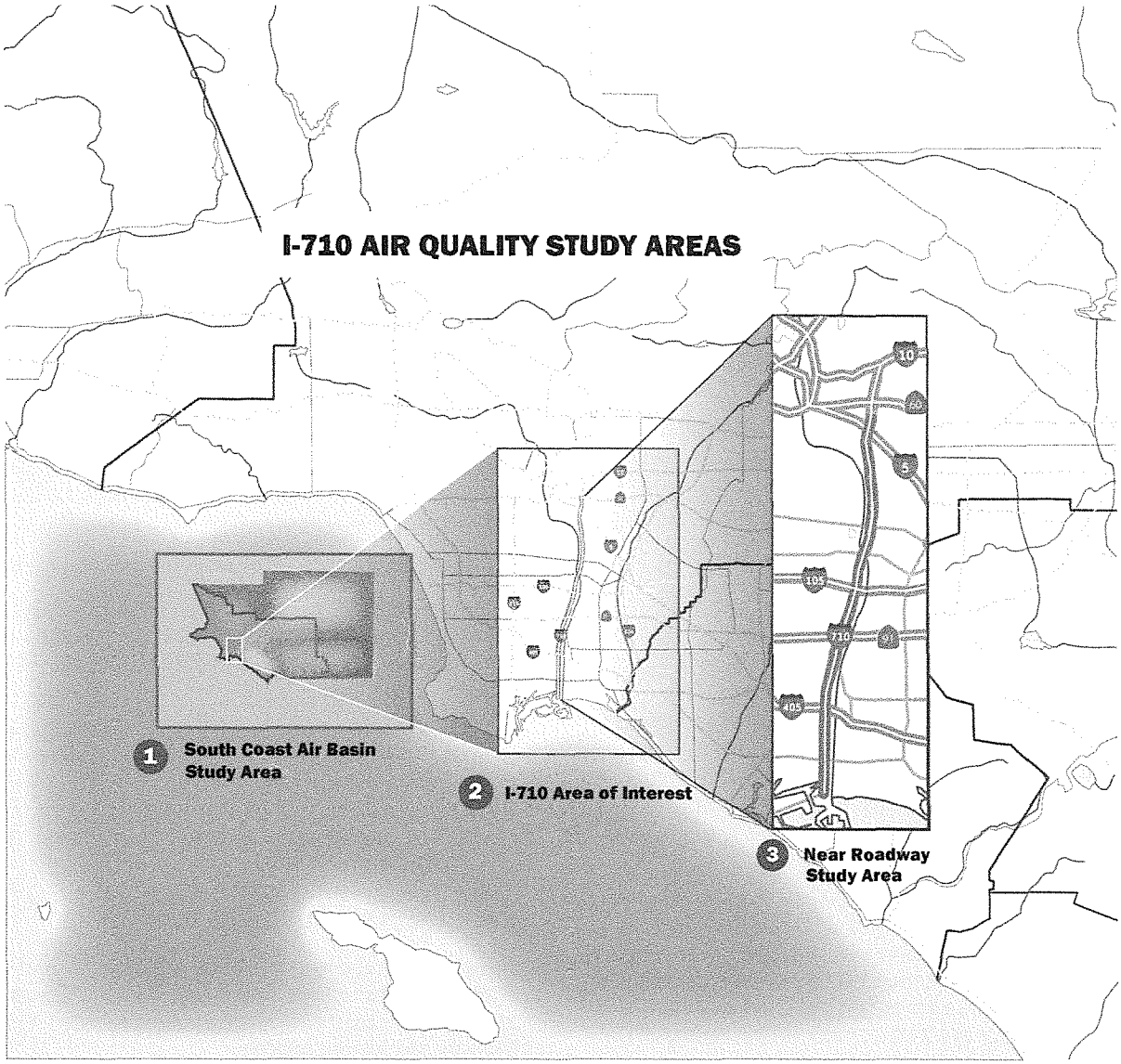
S.5.13.2 - Project Study Area

Given the size of the I-710 Corridor Project and its impact on the region, incremental mobile source (traffic-generated) emission impacts were assessed for the Basin, an Area of Interest (AOI) or sub-region of the Basin that includes cities and communities along the I-710 freeway and the I-710 freeway itself (see Figure S-1). For the Air Quality/Health Risk Assessment (AQ/HRA) dispersion modeling analyses, the American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) dispersion model and a coarse receptor grid were used to determine a zone of impact of the emissions from the I-710 freeway itself. This modeling zone of impact was generally the size of the I-710 Study Area and smaller than the AOI.



A comprehensive Air Quality/Greenhouse Gas/Health Risk Assessment (AQ/GHG/HRA) was conducted to study the effects of the build alternatives.

Figure S-1: I-710 Air Quality Study Areas



S.5.13.3 - Air Quality/Health Risk Assessment Alternatives Comparison Summary

Multiple metrics were used to assess the air quality impacts and health risks of the project alternatives. A single metric cannot, and should not, be used to evaluate the full impacts of any build alterative. The results of the different analyses should be considered together to give a fuller and more comprehensive understanding of project alternative air quality and health risk impacts. It should be noted that the specific benefits of the I-710 Corridor Project build alternatives would not occur under Alternative 1, but that the other projects assumed in the no build condition would provide some mobility and air quality benefits. Incremental emissions of criteria pollutants were calculated for each of the criteria pollutants and for the three project study areas (the Basin, the I-710 Study AOI, and I-710, which includes the freight corridor under Alternative 7) and compared to 2012 existing conditions and Alternative 1 (2035 No Build). In summary, the analyses show that:

- **Regional Traffic Emission Impacts:** Except for PM10 criteria, air toxic exhaust emissions are generally lower (sometimes as much as 90 percent lower) in the 2035 alternatives compared to 2012 Baseline emissions. The greatest reductions are in the Basin and I-710 Study AOI. The smallest reductions are along the I-710 freeway.
  - Air toxics are dramatically lower (95 percent or more) for all 2035 build alternatives compared to 2012. Although much of the reduction is from the turnover to diesel trucks that meet the latest EPA standards, ZE/NZE trucks further reduce cancer risk for the build alternatives.
  - Each of the 2035 alternatives would result in lower nitrogen oxides (NOX), carbon monoxide (CO), PM2.5 and volatile organic compound (VOC) emissions for all study areas when compared to 2012 Baseline emissions; only PM10 and sulfur dioxide (under Alternative 7 only) increase for the 2035 build alternatives.
  - Each of the 2035 build alternatives would result in lower NOx emissions, compared to the 2035 No Build Alternative, for all study areas. PM10, PM2.5, CO, and SO2 would increase, with the greatest increases occurring under Alternative 7. All increases are less than 190 lbs per day for the entirety of the 19-mile long project under Alternative 5C, or less than 640 lbs per day under Alternative 7.
- **PM10 and PM2.5 Emissions:** Overall the decrease in exhaust PM2.5 emissions for all 2035 alternatives as compared to 2012 Baseline is greater than the sum of the increases in tire wear, brake wear, and entrained road dust emissions. As a result total PM2.5 emissions show decreases for the 2035 alternatives when compared to the 2012 Baseline for all I-710 Corridor Project study areas. In the case of PM10 emissions, the increases in entrained road dust, tire wear and break wear (which are a direct function of vehicle miles traveled) far outweigh the decrease in exhaust PM10. Therefore, there are increases in total PM10 emissions for all the 2035 alternatives when compared to 2012 Baseline.
- **I-710 Freeway Near-Roadway Impacts:** The 2035 build alternatives show increases in near-roadway 24-hour PM10 impacts for several receptors located along the I-710 freeway as compared to 2035 No Build. The number of impacted receptors is larger in Alternative 7 as compared to Alternative 5C due to increased traffic along the corridor. The 2035 build alternatives show no change to a slight decrease in near roadway short-term PM2.5 impacts when compared to 2035 No Build at all modeled receptors for 2035 Alternative 5C and most modeled receptors for 2035 Alternative 7.
- **Greenhouse Gas (GHG) Reductions:** All of the alternatives, when compared to the 2012 Baseline, including the No Build Alternative, would decrease the regional traffic GHG emissions by approximately 13,000,000 metric tons of CO2e per year (25 percent from 2012 levels). When compared to the No Build conditions, the regional GHG emissions would remain essentially the same for Alternatives 5C and 7.
  - When compared to the 2035 No Build Alternative, Alternative 5C would increase the regional GHG emissions by approximately 10,000 metric tons of CO_2e per year and Alternative 7 would increase the regional GHG emissions by 20,000 metric tons of CO_2e per year. This is less than a 0.1 percent increase compared to the No Build Alternative. The 7ZE Option would reduce regional GHG emissions by 3 percent compared to the No Build Alternative. For the 2012 Baseline, the 2035 No Build, the 2035 Alternative 5C, the 2035 Alternative 7 and 2035 Alternative 7ZE only, GHG emissions are 52.61, 39.68, 39.69, 39.70 and 38.38 million metric tons of CO_2e per year, respectively.
- **PM2.5 Mortality/Morbidity and Ultrafine Particulates:**
  - Special I-710 Corridor Project qualitative analyses were conducted for PM2.5 mortality/morbidity and UFPs, using total PM2.5 and exhaust PM2.5 impacts, respectively, as surrogates.
    - The exposure of people along I-710 to particulate matter (PM)-related morbidity and mortality health risks should decrease relative to the 2012 Baseline in all parts of the I-710 Study AOI with the exception of some locations near the roadways (particularly for Alternative 7), as shown in the Air Quality/Health Risk Assessment Maps (Figures 4-6 and 19-24 in Appendix Q), of the RDEIR/SDEIS.
  - The public's exposure to UFPs should decrease for all 2035 build alternatives relative to the 2012 Baseline and 2035 No Build Alternative, even near the I-710 freeway and freight corridor.

- Regional and Project-Level Conformity with the Federal Clean Air Act:
  - The full scope of the I-710 Corridor Project is not currently in the 2016 RTP/SCS and the 2017 FTIP, both of which have been determined to be a plan and program, respectively, which conform with the Federal Clean Air Act, as amended. Both the RTP and FTIP will be amended to be consistent with the preferred alternative prior to the approval of the Final EIR/EIS. Project-level conformity with the Federal Clean Air Act will ultimately be determined through a quantitative PM analysis that will be conducted once a preferred alternative has been identified following the public review of this RDEIR/SDEIS.

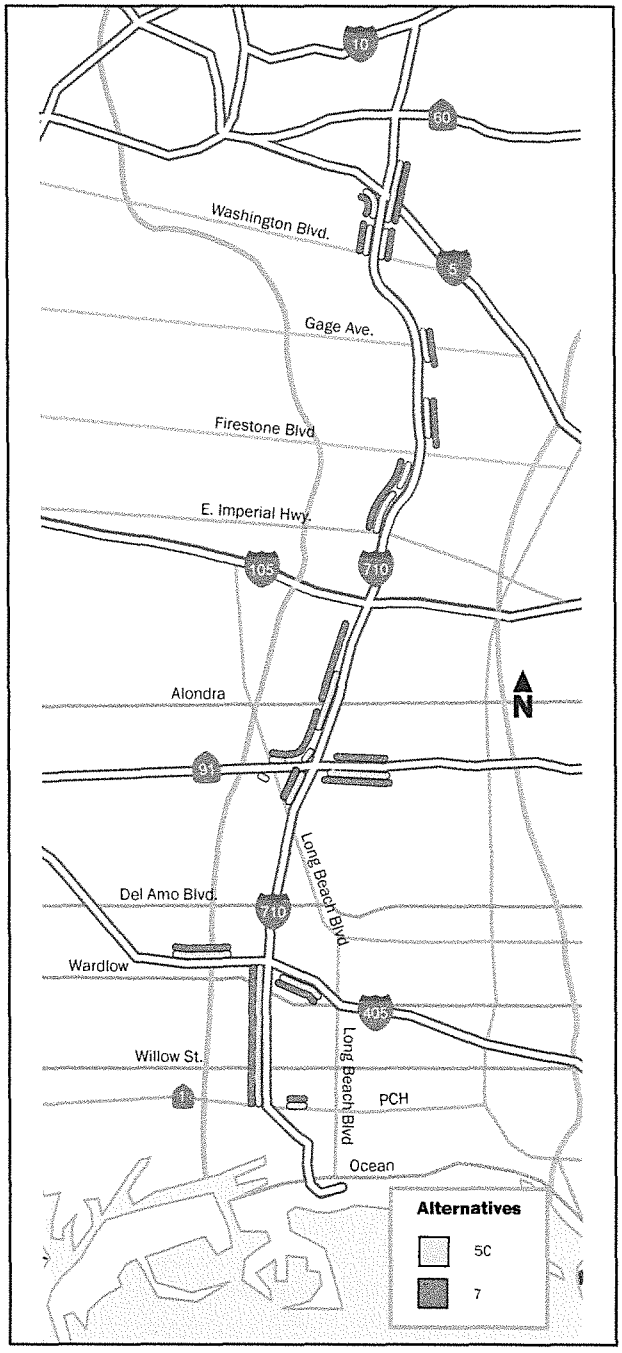
If you are interested in reading more about how the I-710 Corridor Project alternatives affect air quality, please see Section 3.13 of the RDEIR/SDEIS.

S.5.14 - Noise

S.5.14.1 - Build Alternatives

Traffic noise modeling results for the build alternatives compared predicted design-year traffic noise levels with the project to existing conditions and to design-year no build conditions. The comparison to existing conditions was included in the analysis to identify traffic noise impacts under 23 CFR 772. The comparison to the future no build condition indicates the traffic noise increase resulting from the project. Traffic noise impacts are predicted to occur throughout the I-710 Corridor, in addition to areas that already exceed Federal noise abatement criteria. Under Alternative 5C, 121 Category B sensitive land use receptors are subject to A/E (Approaches/Exceeds) and/or SNI (Substantial Noise Increase) impacts. Under Alternative 7, 139 Category B receptors are subject to A/E and/or SNI impacts. Soundwalls are proposed throughout the length of the project for all sensitive land use categories including residential areas, schools, and parks.

Ground-borne noise and vibration are mostly associated with passenger vehicles and trucks traveling on roads with poor conditions such as potholes, bumps, expansion joints, or other discontinuities in the road surface. Because the build alternatives would provide new asphalt pavement, there would be no discontinuities in the road surface that would generate ground-borne vibration or direct or indirect noise impacts from vehicular traffic on I-710.



Proposed soundwall locations along I-710

If you are interested in reading more about how the I-710 Corridor Project alternatives affect noise in the Study Area, please see Section 3.14 of the RDEIR/SDEIS.

S.5.15 - Energy

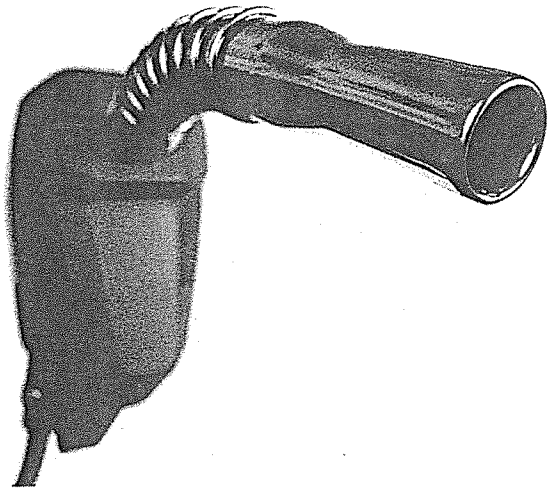
S.5.15.1 - Build Alternatives

Compared to 2012 existing conditions:

- 2035 No Build (Alternative 1) operational energy consumption decreases by 29 percent
- 2035 Alternative 5C operational energy consumption decreases by 35 percent
- 2035 Alternative 7 operational energy consumption decreases by 41 percent

Compared to 2035 no build conditions (Alternative 1):

- 2035 Alternative 5C operational energy consumption decreases by 8 percent
- 2035 Alternative 7 operational energy consumption decreases by 17 percent



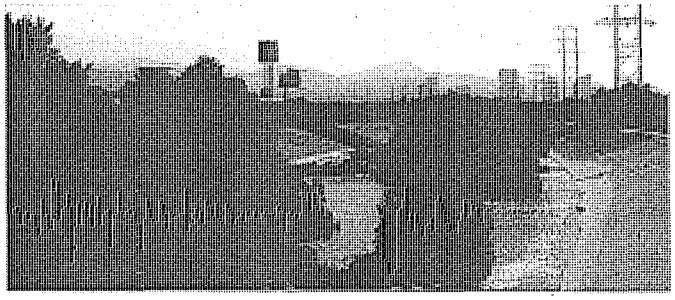
Alternative 5C and 7 improvements would increase average travel speeds during peak hours, remove bottlenecks, and reduce delays. However, vehicle miles traveled (VMT) in the I-710 Corridor Project Study Area would also increase when comparing any of the build alternatives with the 2035 No Build condition (Alternative 1). Alternative 7 includes a Clean-Emission Freight Corridor that would only be utilized by zero emission/near-zero emission (ZE/NZE) heavy-duty trucks.

If you are interested in reading more about how the I-710 Corridor Project alternatives affect energy use in the region, please see Section 3.15 of the RDEIR/SDEIS.

S.5.16 - Natural Communities

S.5.16.1 - Build Alternatives

Permanent direct and indirect impacts to natural communities would be greater under Alternative 7 than under Alternative 5C. A total of 11.23 acres of permanent direct impacts to estuarine habitat and riparian/riverine habitats would occur under Alternative 7, whereas Alternative 5C would permanently and directly impact 2.13 acres of these habitats. Additionally, Alternative 7 would permanently and indirectly impact 42.36 acres of estuarine habitat and riparian/riverine habitats, whereas Alternative 5C would permanently and indirectly impact 36.67 acres of these habitats. Potential hydraulic effects are associated with bridge modifications. However, as analyzed in Section 3.8 of this RDEIR/SDEIS, the proposed modifications would mimic the existing pier configurations upstream and downstream, and there would not be substantial effects to the water surface elevation, the velocity of flood flows, sedimentation, or scour in the vicinity of the new piers. Because there are no substantial effects at the location of the modifications, there are no substantial effects to downstream locations, including the estuarine habitat.



The I-710 Corridor Project will be designed to be compatible with the Los Angeles River Master Plan.

Because the I-710 Corridor has restricted wildlife movement and resulted in habitat fragmentation for many years, none of the build alternatives are expected to have an adverse effect on wildlife movement. Nonetheless, Alternative 7 would have a greater impact on wildlife corridors/habitat fragmentation than Alternative 5C, due to the larger footprint of the freight corridor associated with Alternative 7.

If you are interested in reading more about how the I-710 Corridor Project alternatives affect natural communities, water, plant species, and animal species, please see Sections 3.16-19 of the RDEIR/SDEIS.

S.5.17 - Wetlands and other Waters of the U.S.

S.5.17.1 - Build Alternatives

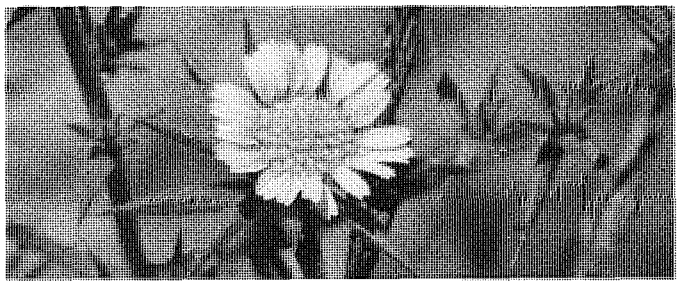
In general, Alternative 7 would result in greater impacts to jurisdictional waters than Alternative 5C. Based on the information currently available, the worst-case impact scenario associated with Alternative 5C is expected to potentially result in direct permanent impacts to approximately 1.74 acres and, indirect permanent impacts to approximately 26.13 acres of United States Army Corps of Engineers (USACE) jurisdictional areas. In addition, Alternative 5C is expected to potentially result in direct permanent impacts to approximately 2.13 acres and indirect permanent impacts to approximately 36.51 acres of California Department of Fish and Wildlife (CDFW) jurisdictional areas. Furthermore, Alternative 5C is expected to potentially result in direct permanent impacts to approximately 1.74 acres and indirect permanent impacts to approximately 26.29 acres of Regional Water Quality Control Board (RWQCB) jurisdictional areas.

The worst-case impact scenario associated with Alternative 7 is expected to potentially result in direct permanent impacts to approximately 1.54 acres and indirect permanent impacts to approximately 28.56 acres of USACE jurisdictional areas. In addition, Alternative 7 is expected to potentially result in direct permanent impacts to approximately 1.96 acres and indirect permanent impacts to approximately 42.20 acres of CDFW jurisdiction. Furthermore, Alternative 7 is expected to potentially result in direct permanent impacts to approximately 10.80 acres and indirect permanent impacts to approximately 28.72 acres of RWQCB jurisdictional areas.

S.5.18 - Plant Species

S.5.18.1 - Build Alternatives

One of the sensitive plant species (southern tarplant) was identified in the Study Area. Alternative 5C would result in direct permanent impacts to two populations of southern tarplant, while Alternative 7 would result in direct permanent impacts to all three populations of southern tarplant, including the largest population near Rosecrans Ave. Also, both Alternatives 5C and 7 would result in indirect impacts to southern tarplant from shading.



Southern tarplant is one of the sensitive plant species within the Study Area.

S.5.19 - Animal Species

S.5.19.1 - Build Alternatives

Permanent impacts would be the same for all build alternatives at the location where burrowing owls were observed on two separate occasions in October and December 2009. An individual burrowing owl was also observed at this location on December 7, 2015. No other burrowing owls were found during the 2009 or 2015 surveys. Following refinement of the project alternatives since 2009, the location where burrowing owl individuals were observed is now outside the BSA; therefore, no direct impacts will occur in the area where burrowing owl presence was confirmed.

Permanent impacts would be similar for all build alternatives, since the majority of structures housing or potentially housing bats, including the multiple bridge and culvert structures where roosting bats (including special-status bat species) and/or sign of roosting bats were observed during the focused surveys performed in 2009 and 2015, will be subject to impacts in all alternatives. However, there are a few notable differences between the alternatives. Although the project footprint for Alternative 7 is larger than that of Alternative 5C, Alternative 5C will result in impacts to several structures potentially used by bats for roosting that are not part of the Alternative 7 project footprint, including SR-91 over Compton Creek, Artesia Blvd. over Compton Creek, Compton Channel culvert beneath Artesia Blvd., SR-91 Santa Fe Ave. Undercrossing, SR-91 Alameda St. Undercrossing, Slauson Ave. Bridge over the Los Angeles River, I-710 3rd St. Overcrossing, and structures associated with the SR-60/I-710 interchange. Alternative 7 will result in impacts to one structure that is not part of the Alternative 5C project footprint. This structure, a railroad bridge over the West Basin of the Dominguez Gap Wetlands, has a moderate to high probability of being used by bats for roosting.

The build alternatives are not expected to directly affect any of the other special-status animal species as a result of the avoidance and minimization measures described in Section 3.19.4; however, the project is expected to have permanent indirect and temporary impacts to these species through the loss of potential habitat. There is no critical habitat for any special-status species within the BSA; therefore, no critical habitat will be impacted by the proposed project. All of these species have a low to moderate regular occurrence probability, are widespread in distribution, and are not State or Federally listed as threatened or endangered. New bridge structures or significant changes to existing bridge structures could result in occasional bird strikes. The potential for bird-vehicle collisions cannot be quantified but is recognized as a potentially adverse effect. The avoidance and minimization measure described in Section 3.19.4 is expected to address this issue. Permanent impacts to other

nonlisted special-status species could occur in the form of direct mortality, habitat loss, and habitat fragmentation.

The build alternatives would include driving pilings in tidal waters across the Los Angeles River at the 7th St., Anaheim St., Pacific Coast Hwy, and Hill St. crossings. The percussive forces generated during pile-driving activities may result in hydroacoustic impacts to animal species in the vicinity, as discussed in Section 3.24.3.19.

S.5.20 - Threatened and Endangered Species

S.5.20.1 - Build Alternatives

Although no green sea turtles were observed in the BSA, any green sea turtles that might visit the area around the mouth of the Los Angeles River could be affected indirectly by changes in water quality originating upstream. However, by implementing the avoidance and minimization measures outlined in Section 3.16, Natural Communities, no noticeable changes in water conditions would occur. A "may affect but not likely to adversely affect" determination is anticipated regarding the green sea turtle. Concurrence with the USFWS will be requested after a preferred alternative is identified prior to completion of the Final EIR/EIS.

Similarly, the California least tern could be affected indirectly by project-generated changes in water quality. Additionally, new bridge designs could result in occasional bird strikes. However, by following the avoidance and minimization measures outlined in Sections 3.16, Natural Communities and 3.19, Animal Species, no noticeable changes in water conditions or bird strike frequency would occur. A "may affect but not likely to adversely affect" determination is anticipated regarding the California least tern. Concurrence with the USFWS will be requested after a preferred alternative is identified prior to completion of the Final EIR/EIS.

The coastal population of the western snowy plover could be affected indirectly by project-generated changes in water quality. Such changes could involve increased pollution levels, increased turbidity, or impacts on the invertebrates on which they feed. New bridge designs could result in occasional bird strikes. However, by following the avoidance and minimization measures outlined in Sections 3.16, Natural Communities, and 3.19, Animal Species, no noticeable changes in water conditions or bird strike frequency would occur. A "may affect but not likely to adversely affect" determination is anticipated regarding the coastal population of the western snowy plover. Concurrence with the USFWS will be requested after a preferred alternative is identified prior to completion of the Final EIR/EIS.

All build alternatives would include the driving of piers/support structures on four bridges within the lower Los Angeles River that could affect California sea lions. Percussive forces generated during any pile-driving activities may result in injury to California sea lions within and adjacent to the BSA, where estuarine habitat exists. Once the pile driving and bridge construction are completed, bridges associated with the project would not impede the movement of California sea lions through the channel. Construction and expansion of the four bridges in the lower Los Angeles River would not alter movement of California sea lions through the channel.

The build alternatives include driving pilings in tidal waters across the Los Angeles River at the 7th St., Anaheim St., Pacific Coast Hwy., and Hill St. crossings. As discussed in Section 3.24.3.19, the percussive forces generated during pile-driving activities may result in injury and/or death to fish, sea turtles, or marine mammals (including species protected under the Federal Endangered Species Act, the Magnuson-Stevens Fishery Conservation and Management Act, and the Marine Mammal Protection Act) within the impact area. However, through the use of proper equipment, potential adjustment of strikes per day, and attenuation methods (if needed), pile driving for the bridges can be completed within the acoustic limits established in the Technical Guidance for Assessment and Mitigation of the Hydroacoustic Effects of Pile Driving on Fish (Caltrans 2015).

S.5.21 - Invasive Species

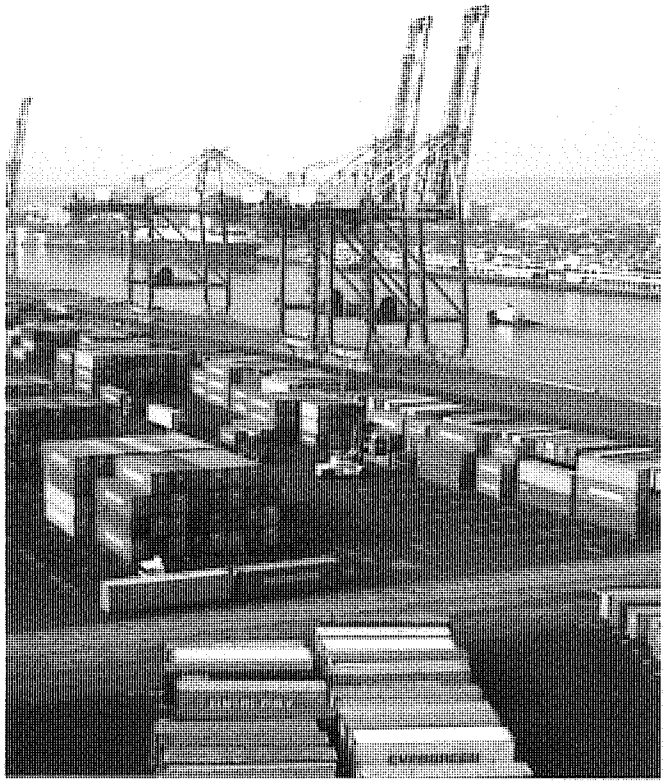
S.5.21.1 - Build Alternatives

Construction of the I-710 Corridor Project has the potential to spread invasive species by the entering and exiting of construction equipment contaminated by invasives, the inclusion of invasive species in seed mixtures and mulch, and the improper removal and disposal of invasive species so that its seed is spread along the highway. The potential spread of Caulerpa taxifolia (a nonnative seaweed) during construction and/or operation of the facilities is not expected because the invasive species was not observed in the BSA during the Estuarine Resources Environmental Assessment surveys. Nevertheless, preventative measures will be taken to prevent the spread of this species in accordance with the National Marine Fisheries Service Control Protocol. Impacts associated with Alternative 7 would be greater than impacts associated with Alternative 5C, given the larger area of disturbance associated with the freight corridor.

If you are interested in reading more about how the I-710 Corridor Project alternatives affect threatened, endangered and invasive species, please see Sections 3.20 and 3.21 of the RDEIR/SDEIS.

S.5.22 - Cumulative Impacts

Cumulative impacts (both direct and indirect) were identified by considering the impacts of the I-710 Corridor Project and other current, or proposed actions in the area to establish whether, in the aggregate, they could result in cumulative environmental impacts. The analysis included review of adopted plans and related projects that may, in concert with the I-710 Corridor Project, have a cumulative adverse effect on sensitive resources in the Study Area and Los Angeles County. The reasonably foreseeable actions used in the cumulative impacts analysis were based on information provided by the Cities of Bell, Bell Gardens, Carson, Commerce, Compton, Cudahy, Downey, Huntington Park, Lakewood, Long Beach, Los Angeles, Lynwood, Maywood, Paramount, Signal Hill, South Gate, and Vernon, which identified and approved pending developments proposed in the proximity of the Study Area. The individual Resource Study Areas (RSA) defined for each environmental topic were used to determine which proposed developments are considered close enough in proximity to the I-710 Corridor Project to be listed in Section 3.25, Cumulative Analysis.



The cumulative impact analysis evaluates the effects of the I-710 build alternatives in combination with other major projects in the Study Area, such as expansion of port terminals.

These files were cross-checked against files maintained by the State of California, Office of Planning and Research. Information on future transportation projects was provided by Caltrans, SCAG, Metro, and Gateway Cities COG. In addition, both POLA and POLB identified port improvement projects that should be considered in the cumulative impacts analysis.

The build alternatives, when combined with other cumulative projects, would contribute to cumulative land use, community character and cohesion, traffic (four intersections would remain impacted), visual, air quality (near corridor incremental concentration impacts only), noise, estuarine and riparian/riverine habitats and species associated with this habitat, southern tarplant populations, green turtle and the California least tern (minor incremental), and relocation impacts. The build alternatives would not contribute to cumulative adverse impacts related to agricultural resources, growth, geology and soils, hazards and hazardous waste, hydrology and water quality, mineral resources, cultural resources, paleontological resources, energy, natural communities, wetlands, invasive species, population and housing, public services, recreation, or utilities and service systems.

If you are interested in reading more about the cumulative impacts of the I-710 Corridor Project, please see Section 3.25 of the RDEIR/SDEIS.

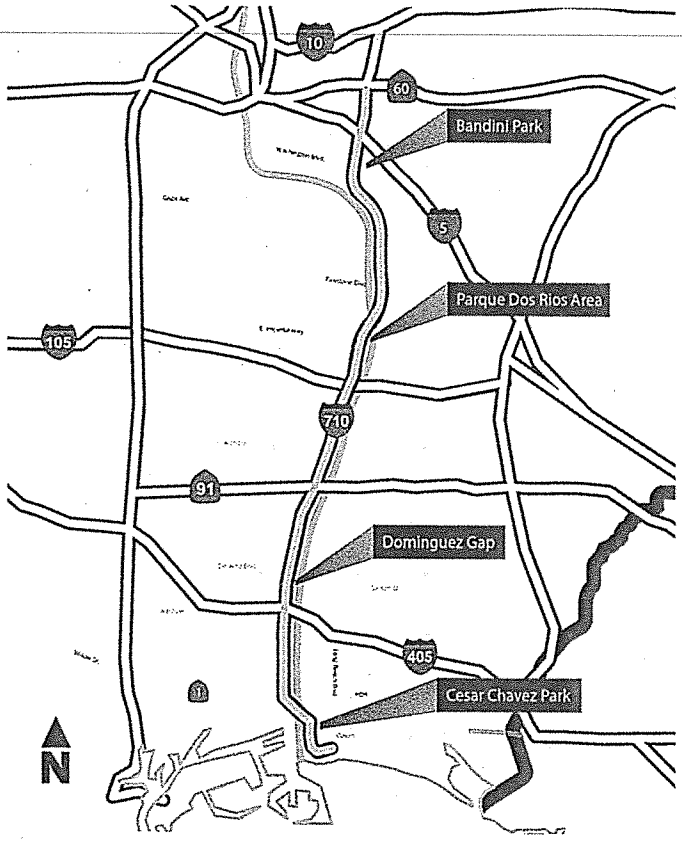
S.5.23 - Section 4(F) Properties

Potential impacts of the build alternatives to public parks and recreation facilities that qualify for protection under Section 4(f) of the 1966 U.S. Department of Transportation Act include:

- Parque Dos Rios
- Cesar E. Chavez Park and Drake/Chavez Greenbelt
- Bandini Park/Batres Community Center Los Angeles River and Rio Hondo Trails
- Dominguez Gap and DeForest Treatment Wetlands

At Cesar E. Chavez Park and Drake/Chavez Greenbelt, permanent use of land under both Alternatives would occur; however, consolidation and shift of the Shoreline Dr. corridor would result in a larger, more functional park at Cesar E. Chavez Park. Additionally, temporary closures to public access for portions of the Cesar E. Chavez Park would occur under both Alternatives. At Bandini Park, Alternative 5C and Alternative 7 would include an elevated structure that would pass over the northwestern corner of Bandini Park and an aerial easement would be required. Both

build alternatives would require temporary construction easements (TCEs) and result in temporary closures of Bandini Park during construction. Both Alternatives 5C and 7 would result in short-term, temporary closures of the Los Angeles River and Rio Hondo Trails during construction. Finally at the Dominguez Gap and De Forest Treatment Wetlands, Alternatives 5C and 7 would result in an expanded aerial easement. Alternative 7 would also require the permanent incorporation of some acreage of the West Basin of the DeForest Treatment Wetlands. Both build alternatives would require TCEs, and Alternative 7 would require the temporary removal of portions of the West Basin of the Dominguez Gap and DeForest Treatment Wetlands during construction.



Parks are provided special protection under Section 4(f) of the 1966 U.S. Department of Transportation Act.

For Parque Dos Rios, permanent use of land under Alternatives 5C and 7 as well as TCEs for both alternatives would be required. Alternative 5C would result in the permanent incorporation of 1.68 acres of land from Parque Dos Rios into the transportation facility. Alternative 7 would result in the permanent incorporation of 3.21 acres of land from Parque Dos Rios into the transportation facility. However, the remnant parcel outside the alternative footprint would have limited functionality/accessibility. Therefore, Alternative 7 would result in the permanent use of the entire 8.6-acre park, and Alternative 7 would adversely affect the activities, features, and attributes of the 4(f) resource.

The build alternatives would result in a de minimis use of four parks/recreational areas, Cesar E. Chavez Park and Drake/Chavez Greenbelt, Bandini Park/Batres Community Center, the Los Angeles River and Rio Hondo Trails, and the Dominguez Gap and DeForest Treatment Wetlands; and three historic sites, the Union Pacific Railroad Rail Lines, Boulder Dam-Los Angeles Transmission Lines, and Dale's Donuts.

If you are interested in reading more about how the I-710 Corridor Project alternatives affect Section 4(f) properties in the Study Area, please see Appendix B of the RDEIR/SDEIS.

S.5.24 - Construction Impacts

Key findings related to construction impacts of the build alternatives are as follows:

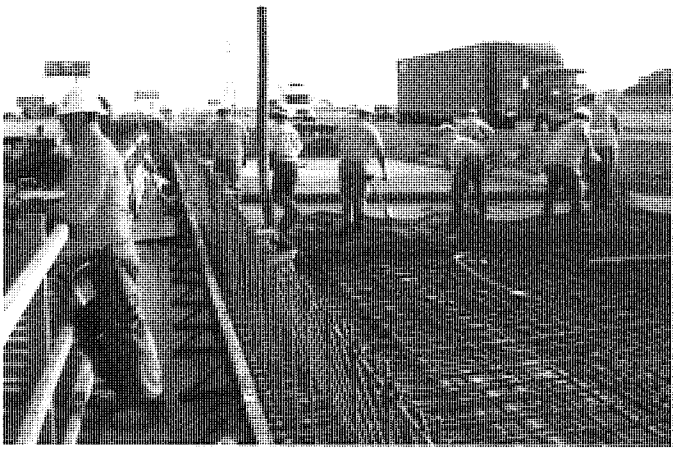
Land Use: Construction of the I-710 build alternatives would temporarily affect nearby land uses and would include disruption of local traffic patterns and access to residences and businesses; increased traffic congestion; and increased noise, vibration, and dust. In addition, construction of the build alternatives would result in temporary impacts to pedestrian and bicyclist access points to regional and local trails and bikeways (including the Los Angeles River Trail), and short-term closures of segments of bikeways in the vicinity of new and/or modified interchanges.

Construction of any of the build alternatives will be a major undertaking. This photo shows a similar freeway widening project on I-5 in Orange County.

Parks and Recreation: Alternative 5C would require 0.26 acre on the west side of Parque Dos Rios for a TCE during project construction; however no TCEs would be required under Alternative 7 to Parque Dos Rios. During construction of Alternative 5C and Alternative 7, approximately 21.9 acres of Cesar E. Chavez Park would be required for a TCE). The TCE area includes a detour road of 0.41 acre, which would be graded and paved to allow temporary access during construction of realigned Broadway. Portions of Cesar E. Chavez Park may be temporarily closed to public access to protect the safety of park users and project construction workers. During construction of Alternatives 5C and 7, approximately 0.11 acre of land along the western perimeter of Bandini Park/Batres Community Center would be required for a TCE, and temporary closures of portions of the park would occur during construction to protect the safety of park visitors and project construction workers. Alternative 5C and Alternative 7 would require short-term, temporary closures of segments of the Los Angeles River and the Rio Hondo Trails, and some temporary trail crossings at I-710 and local streets during construction would occur.

Community Character and Cohesion: Construction of the improvements for the build alternatives is anticipated to result in short-term access disruptions related to construction and, therefore, result in a short-term impact to community character and cohesion. A Transportation Management Plan (TMP) would be implemented during construction of the I-710 Corridor Project in a cost-efficient and timely manner with minimal interference to the traveling public. In addition, construction jobs would be created by the construction of the build alternatives.

Environmental Justice: Construction activities would temporarily affect environmental justice populations. However, construction activities would provide jobs, which would benefit local economies that include minority and low-income populations.

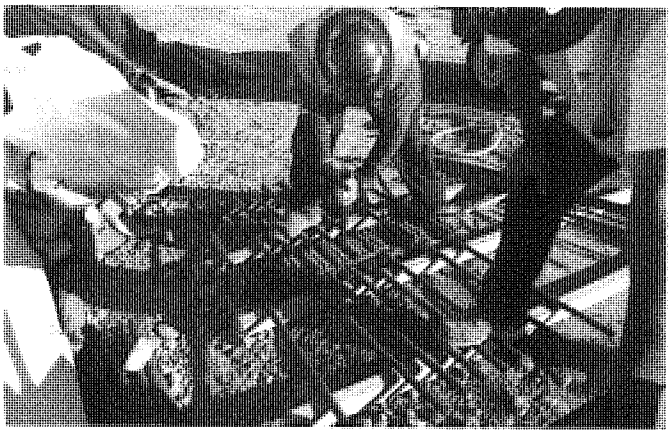


The build alternatives will result in many construction and construction related jobs.

Utilities and Emergency Services: Construction activities that require closures of travel lanes and ramps could result in traffic delays that could affect the ability of fire, law enforcement, and emergency service providers to meet response time goals within the Study Area. Under all build alternatives, utility relocations would occur prior to project construction. For utilities that will be protected in place, standard construction measures, such as contacting Underground Service Alert, will be used to avoid impacting utilities and to avoid utility service disruptions.

Traffic Circulation, Pedestrians, and Bicyclists: During construction, the I-710 Corridor Project would result in temporary impacts to traffic circulation due to traffic diversions resulting from temporary closures to local roadways, sidewalks and bikeways, and freeway lanes and ramps. A TMP will be implemented to address changes in traffic flows and pedestrian and bicycle circulation and provide measures to minimize the adverse effects of construction activities on traffic flows and pedestrian and bicycle travel within the Study Area. In addition, construction of the build alternatives would result in temporary impacts to pedestrian and bicyclist access points to regional and local trails and bikeways (including the Los Angeles River and Rio Hondo Trails), and short-term closures of segments of bikeways in the vicinity of new and/or modified interchanges.

Visual/Aesthetics: Short-term visual impacts under the build alternatives would occur to sensitive viewers during the construction period and include views of demolition of existing structures, clearing of existing vegetation, grading of cut-and-fill slopes, construction of the I-710 widening and structures, construction vehicles, and construction staging areas. Construction activities are temporary, and the adverse visual impacts related to construction activity would cease after completion of construction. The effects of vegetation clearing would gradually improve over time as landscaping for the I-710 Corridor Project matures.



Construction activity results in a variety of short-term impacts, especially air quality, noise, and visual. An extensive program of construction mitigation measures would be implemented for any of the build alternatives.

Cultural Resources: There is the potential for direct impacts to buried cultural resources to occur during construction. However, all impacts to buried cultural resources are considered to be permanent impacts. Therefore, temporary impacts are not applicable to cultural resources.

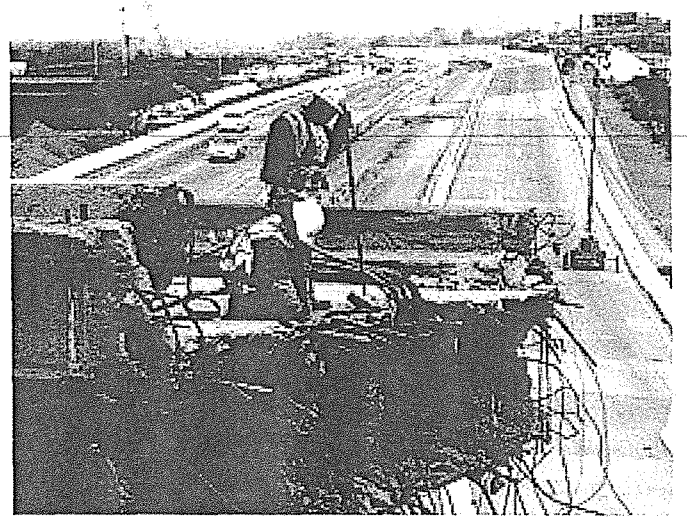
Hydrology/Floodplains: Construction equipment would be operated within the Los Angeles River and Compton Creek 100-year floodplains during construction of the bridge and levee improvements discussed above under Permanent Impacts. Following the completion of construction activities within the 100-year floodplain, the disturbed area would be returned to the existing condition.

Water Quality: Events such as the accidental discharge of waste products produced during construction are of primary concern. Other concerns, such as disturbed soil and erosion of channel banks; runoff from the construction site; disturbance of existing channel-bottom sediments due to construction over and adjacent to local water bodies; resuspension of fine-grained bottom sediments; and removal and disposal of groundwater are potential issues during construction of the build alternatives. However, standard construction measures require the capture and treatment of all runoff from the construction area. The potential for temporary water quality impacts would be greater under Alternative 7 because more improvements are proposed under these alternatives and there would be more disturbed soil area and more work within and adjacent to the water bodies within the project area.

Geology, Soils, Seismic, and Topography: Construction activities related to the build alternatives may temporarily disturb soil outside the facility footprint, yet within the project right-of-way, primarily in the trample zone around work areas, heavy equipment traffic areas, and material laydown areas. Temporary impacts would include soil compaction and increased possibility of soil erosion.

Paleontology: There is the potential for direct impacts to paleontological resources to occur during construction. However, all impacts to paleontological resources are considered to be permanent impacts. Therefore, temporary impacts are not applicable to paleontological resources.

Hazardous Waste: Alternative 7 would have a greater potential temporary hazardous waste impact prior to and during construction than Alternative 5C due to the larger footprint of the freight corridor associated with Alternative 7. Based on the findings of the records search and the site surveys, elevated concentrations of aerially deposited lead (ADL); asbestos-containing materials (ACMs), polychlorinated biphenyls (PCBs), and/or lead-based paint (LBP); and elevated concentrations of metals such as lead may be encountered during excavation and construction activities for all build alternatives. Contamination may be encountered during construction and excavation activities at those properties that require additional remediation; residual contamination may be encountered during construction and excavation activities at those properties that have received regulatory agency closure; and waste materials may be encountered during construction and excavation activities at those properties that operated as waste disposal sites. Additionally, contaminated groundwater may be encountered during construction.



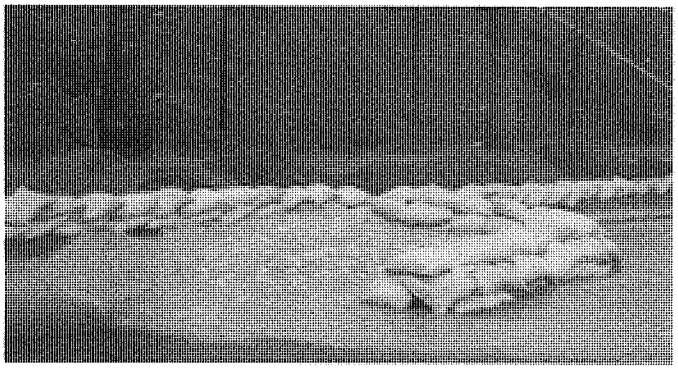
Construction activities can create hazardous waste which will be disposed of at an appropriate disposal facility.

Air Quality/Greenhouse Gases: During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated and would include CO, NOX, VOCs, SOX, PM10, PM2.5, toxic air contaminants such as DPM, and GHGs. Thirty-year amortized annual average construction GHGs are calculated to be approximately 4,700 or 7,500 metric tons per year of CO2e for Alternatives 5C and 7, respectively. Although Caltrans has not adopted the SCAQMD significance criteria, when the worst-case construction scenario is assumed (i.e., simultaneous construction across all freeway sections), peak daily criteria air pollutant emission estimates for Alternatives 5C and 7 exceed the SCAQMD thresholds for all pollutants except for oxides of sulfur (SOX). For a single freeway section, peak daily criteria air pollutant emission estimates for Alternatives 5C and 7 are below SCAQMD thresholds for all pollutants except PM10 and NOX. An analysis of Best Available Control Technology (BACT) construction equipment shows that NOx and VOC emissions can be appreciably reduced, although these emissions may still exceed SCAQMD significance criteria.

Noise: During construction of the project, noise from construction activities may occasionally dominate the noise environment in the immediate project area. Construction noise is regulated by Caltrans Standard Specifications, Section 14-8.02, "Noise Control." These requirements state that noise levels generated during construction would be controlled and monitored and not to exceed 86 dBA Lmax at 50 feet from the job site between the hours of 9:00 p.m. to 6:00 a.m.

Energy: Construction equipment and construction worker vehicles operating during construction of the I-710 Corridor Project would use fossil fuels. This increased fuel consumption would be temporary, would cease at the end of construction activities, and would not have a residual requirement for additional energy input. The marginal increases in fossil fuel use resulting from project construction are not expected to have appreciable impacts on energy resources.

Natural Communities: Temporary impacts to natural communities may occur during construction of all build alternatives where habitats are temporarily disturbed during grading or other activities. In general, Alternative 7 would result in greater temporary impacts than Alternative 5C due to the increased number of structural bridge columns/piers associated with Alternative 7.



Controlling stormwater runoff during construction is critical to maintaining water quality in the Study Area.

Wetlands/Other Waters: Temporary impacts to jurisdictional areas may occur during construction where wetlands or waters are temporarily disturbed during pile-driving activities, construction of abutments, grading, or other activities. Alternative 7 would result in greater temporary impacts than Alternative 5C due to the increased number of piles within jurisdictional areas associated with Alternative 7.

Plant Species: Temporary impacts to populations of southern tarplant could result from implementation of any of the build alternatives. In general, Alternative 7 would result in greater temporary impacts to the populations of southern tarplant than Alternative 5C.

Animal Species: Both build alternatives could result in temporary impacts to burrows that could be used by the burrowing owls and to roosting bats of various species. Construction and expansion of the four bridges in the lower Los Angeles River would not alter long-term movement of California sea lions or fish protected under the Magnuson-Stevens Fishery Conservation and Management Act through the channel. No permanent effects would occur to essential fish habitat (EFH) except for a minimal permanent loss of channel bottom where the piles would be placed.

Threatened & Endangered Species: Temporary impacts to California least tern, Western Snowy Plover (coastal population), and green turtle could occur during construction from temporary indirect disturbance (noise, vibration, dust, night lighting, and human encroachment). Construction could temporarily impede movement along the Los Angeles River. California least terns could be affected indirectly by project-generated changes in water quality. Any green turtles that might visit the area around the mouth of the Los Angeles River could be temporarily affected indirectly by project-related changes in water quality originating upstream.

Invasive Species: Construction of the I-710 Corridor Project has the potential to spread invasive species through the entering and exiting of construction equipment contaminated by invasives, the inclusion of invasive species in seed mixtures and mulch, and the improper removal and disposal of invasive species so that its seed is spread along the highway.

Cumulative Impacts: Temporary cumulative impacts as a result of the proposed project, in combination with other past, present and future projects, are not considered to be adverse. All temporary impacts described in the above sections, as well as impacts for other projects in the Study Area, would each be minimized or mitigated and would, therefore, not have a cumulative impact to humans or the physical environment. Temporary cumulative impacts to traffic and circulation can also result from the construction of more than one project in a general area. In this case, TMPs for each project would be prepared in the future and would be coordinated to ensure adequate circulation in the area, including always maintaining the existing number of mainline freeway lanes.

If you are interested in reading more about how construction of the I-710 Corridor Project would affect the Study Area, please see Section 3.24 of the RDEIR/SDEIS.

S.5.25 - Public Health Considerations

Key findings related to the effects of the build alternatives on public health are as follows:

Parks and Recreation: The build alternatives would not result in an adverse impact in access to parks as a result of barriers to walking or biking, changes in pedestrian or bike safety near parks, or in a reduction in park acreage and, therefore, would not have adverse effects on public health related to park access. The expansion and reconfiguration of Cesar E. Chavez Park would have beneficial effects by increasing opportunities for public use of the park following the completion of construction.

Because improving air quality and reducing public health risk are key goals of the project, public health was considered in all aspects of the project environmental studies.

Community Character and Cohesion: Based on the nature of the changes in access in the Study Area, the proximity of these changes to residential and nonresidential properties, and the relocation availability and the Relocation Assistance Program (RAP) provided by Caltrans for the affected properties and considerations toward Last Resort Housing, the build alternatives would not result in isolation and/or segregation of residents without resources to relocate within their existing communities and, therefore, would not result in adverse effects to public health related to community character and cohesion.

While the build alternatives would result in some changes in access, these changes would not result in adverse impacts in access to schools within the Study Area. Once in operation, the build alternatives would not result in adverse impacts to modes of travel for students and would enhance access to schools by reducing traffic congestion. Therefore, the build alternatives would not result in adverse effects to public health related to access to schools.

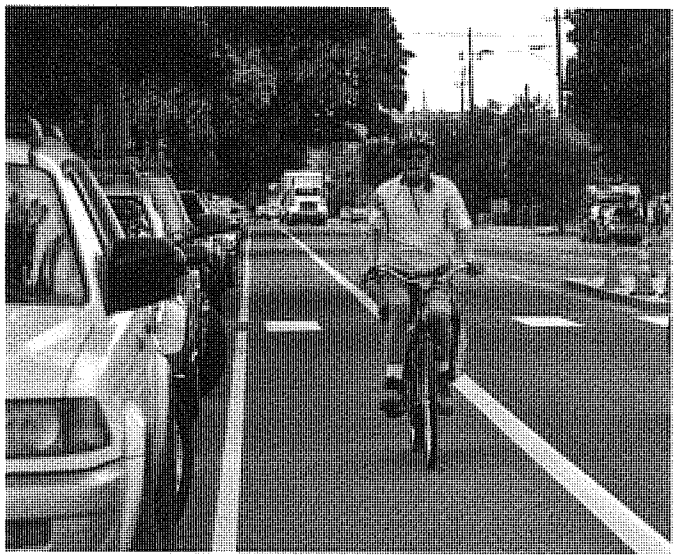
Environmental Justice: The findings described above for Community Character and Cohesion would also apply to minority and low-income (environmental justice) populations within the I-710 Corridor.

Utilities and Emergency Services: Recognizing both public concern and scientific uncertainty over possible health effects from electromagnetic field (EMF) exposure, the California Public Utilities Commission (CPUC) adopted a precautionary approach to reduce EMF exposures in 1993 (updated in 2006). While keeping electrical safety and good engineering practice as first priority, investor-owned electric utilities in California utilize design to reduce magnetic fields created by new and rebuilt electric facilities. As the relocation of electrical transmission and distribution lines for the I-710 Corridor Project will utilize designs to reduce EMFs consistent with the CPUC guidance described above, public health considerations regarding EMFs are not considered a concern.

Regarding emergency response time, other than the above-described effects, (adverse effects during construction and beneficial effects once the project is operational), public health was considered not to be a topic of concern for emergency services.

Traffic Circulation, Pedestrians, and Bicyclists: The project would improve pedestrian facilities (sidewalks) by replacing the old ones that will be removed as part of the project. Bike travel would also be improved by providing new pavement on the arterial bridges that will be replaced over I-710 and the Los Angeles River, as well as new bicycle/pedestrian crossings. In many cases, existing interchanges will be replaced with diverging diamond interchange configuration interchanges. Bicyclists and pedestrians are a consideration in the design of these types of interchanges and appropriate treatments are applied to balance vehicle, bicycle, and pedestrian use. Caltrans' Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (Caltrans 2010) will be used during the design process. Because sidewalks will be improved, bikeways and trails will be maintained, and bicycle and pedestrian connectivity will be enhanced, the I-710 Corridor Project would improve conditions for pedestrian and bicycle travel, thereby resulting in a beneficial effect to public health considerations related to congestion and mobility.

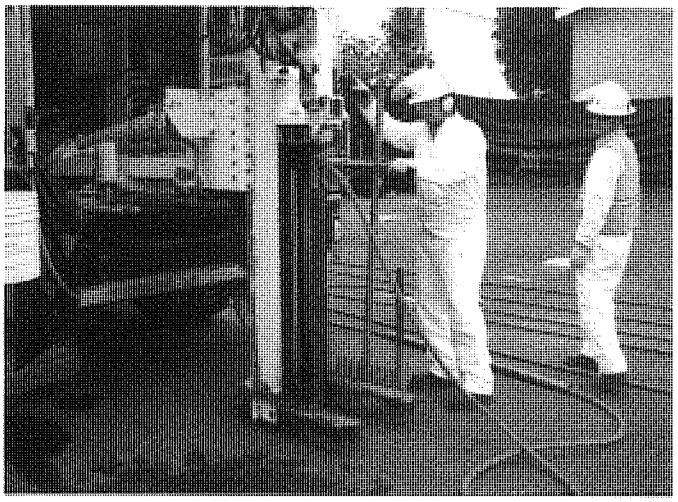
Modernizing the design of I-710 is expected to reduce the number of total and fatal accidents, resulting in accident rates on I-710 that are more reflective of the statewide average for a similar facility. This expected reduction in accidents would reduce public health risks related to traffic safety.



Bicycle trails and bikeways will be maintained during and after construction.

Water Quality: Water quality BMPs would be implemented to treat stormwater runoff during construction and operation of the build alternatives. As a result, the build alternatives are not anticipated to degrade the water quality of the receiving waters. Treatment BMPs would be designed to drain and eliminate standing water; therefore, vectors (such as mosquitoes) would not be of concern. Therefore, the build alternatives would not pose risks to public health related to hydrology and water quality.

Geology, Soils, Seismic, and Topography: The primary public health consideration related to geology is seismic safety. All new and modified bridge structures included in the build alternatives would be designed and constructed in accordance with Caltrans' latest seismic design criteria, thus minimizing public health risk concerns associated with structure collapses during an earthquake.



Technicians testing for hazardous materials.

Hazardous Waste: The modern design of the I-710 Corridor Project under any of the build alternatives will result in reduced risk of traffic accidents, including those that could result in hazardous waste spills. Alternative 7 further reduces the public health risk of hazardous waste spills by separating truck traffic from automobile traffic as a result of the freight corridor component of the alternatives. For these reasons, implementation of the build alternatives would not increase public health risks related to hazardous waste and materials in the short term and would decrease these risks in the long term as a result of the cleanup and remediation of hazardous waste contamination on properties that would be acquired for the project.

Air Quality: Either project alternative would generally improve air quality and reduce public health risk in the Basin and the I-710 AOI. Along I-710, air quality would be improved and public health risk would be reduced at most locations, but there are a few nearby roadway locations where there would be an increase in certain emissions but no increase in cancer risk compared to 2012. There are no feasible mitigation measures to reduce these localized near-roadway impacts; therefore, these would be unavoidable adverse impacts.

Noise: The proposed noise barriers to be constructed under either of the build alternatives would reduce noise levels for people living and working in the I-710 Corridor.

If you are interested in reading more about public health considerations for the I-710 Corridor Project alternatives, please see each topical section in Chapter 3 of the RDEIR/SDEIS.

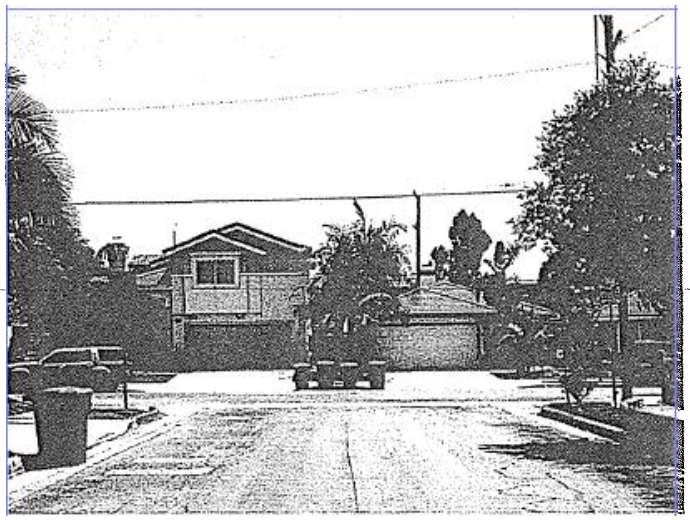
S.6 - Summary of Significant Impacts under CEQA after Mitigation

As discussed in detail in Chapter 4.0, CEQA Evaluation, the following impacts of the build alternatives were determined to be significant, adverse, and unavoidable after implementation of the identified avoidance, minimization, and mitigation measures, as well as the project design features:

Permanent Air Quality Impacts: Although most areas would experience improved air quality, some near-roadway sensitive receptors would be exposed to substantial pollutant concentrations that cannot be mitigated.

Permanent Land Use and Planning Impacts: Within the Cities of Commerce, Compton, Bell, and Long Beach

Alternative 7 would result in relocations resulting in a significant unavoidable impact to community character and cohesion. Impacts would also occur under Alternative 5C; however, community character and cohesion would remain intact under this alternative.



A neighborhood near I-710.

Permanent Population and Housing Impacts: Alternative 5C and the Design Options would result in between 109 and 128 residential displacements, and Alternative 7 would result in a total of between 121 and 140 residential relocations, depending on design options. Some of these displaced residences are in areas (mainly the Cities of Commerce and Compton) where there is insufficient replacement housing available. Therefore, it will not be possible to relocate all displaced residents within their community or an area within reasonable proximity to their community. For this reason, the construction of replacement housing in these areas may be necessary.

Permanent Traffic and Transportation Impacts: Mitigation measures have not been recommended for four impacted intersections as mitigation would be infeasible due to right-of-way constraints and potentially severe impacts to adjacent properties within the affected cities. These four intersections would be adversely impacted by the build alternatives and would result in increased delay relative to the future No Build Alternative conditions.

Mandatory Findings of Significance: Although the build alternatives provide benefits in terms of addressing the need and purpose of the project, incremental adverse effects of the proposed project are considerable when viewed in connection with the effects of past, current, and probable future projects. Additionally, the project would likely cause substantial adverse effects on human beings, as indicated by discussions of residential displacements associated with the proposed project.

The remaining impacts of the build alternatives were determined to be either not significant or able to be avoided or reduced to below a level of significance based on implementation of the project avoidance, minimization, and mitigation measures and project design features, as described in detail in Chapter 4.0. Table S-5 summarizes the significant impacts identified during the CEQA evaluation and the relevant mitigation measures applicable for each impact.

S.7 - Areas of Controversy and Unresolved Issues

Based on input during the MCS, public scoping, and public outreach efforts, the following areas of public concern have been identified. Some of the issues raised may be considered controversial.

Air Quality/Health Risk: Air quality and health risk continue to be controversial public issues because of the high emissions levels and resulting health risk to populations along the I-710 Corridor due to existing traffic congestion and truck traffic from the Ports.

USEPA Comments: The USEPA has raised concerns regarding the analytical methodologies used to evaluate potential impacts of the I-710 Corridor Project as well as concerns about potential impacts to low income and minority populations. Caltrans is continuing to work with the USEPA to address their concerns.

Noise: All of the build alternatives would result in noise impacts to sensitive receptors along the I-710 Corridor. Noise barriers have been proposed to reduce these impacts.

Utility Relocations: The project design is not advanced enough to determine the specific locations of some utility relocations.

Acquisition of Private Property/Displacements: Although the design of the build alternatives has been refined to minimize the need to acquire private property for the project, acquisition of property and displacement of existing residences and businesses may be controversial with individual property owners.

Caltrans, Metro, and the other I 710 Funding Partners are continuing to work with the community to resolve concerns within the ongoing community participation framework of the I-710 Corridor Project.

Table S-5: CEQA Significance Chart

Resource Area	CEQA Determination	Mitigation Measures	Alternatives
Aesthetics			
Substantially degrade the existing visual character or quality of the site and its surroundings?	Less Than Significant with Mitigation	Measures VIS-1 through VIS-12 provided in Section 3.6.4, Visual/ Aesthetics	Alternative 7 would result in greater aesthetic impacts than Alternative 5C.
Air Quality			
Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Significant and Unavoidable Impact	Measure AQ-1 in Section 3.13, Air Quality	Alternatives 5C and 7 would result in the same impacts.
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Significant and Unavoidable Impact	Measure AQ-1 in Section 3.13, Air Quality	Alternative 7 would result in incremental SO2 increases, while Alternative 5C would result in incremental SO2 decreases.
Expose sensitive receptors to substantial pollutant concentrations?	Significant and Unavoidable Impact	Measures AQ-1 through AQ-3 in Section 3.13, Air Quality	Alternatives 5C and 7 would result in the same impacts.
Biological Resources			
Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Less Than Significant with Mitigation	Measures NC-1 in Section 3.16, Natural Communities; CON-PS-1 in Section 3.24, Construction Impacts; AS-1 in Section 3.19.4, Animal Species; CON-AS-1 through CON-AS-14 in Section 3.24, Construction Impacts; CON-NC-2 through CON-NC-13 in Section 3.24; CON-INV-3 in Section 3.24; CON-TES-1 through CON-TES-4 in Section 3.24	Impacts vary between Alternatives 5C and 7 with regard to plant species, animal species, and natural communities; however, in general, Alternative 7 may result in greater impacts due to its larger footprint than that of Alternative 5C.
Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	Less Than Significant with Mitigation	Measure NC-1 in Section 3.16, Natural Communities	Generally, Alternative 7 may result in greater impacts due to its larger footprint than that of Alternative 5C.

Table S-5: CEQA Significance Chart

Resource Area	CEQA Determination	Mitigation Measures	Alternatives
Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less Than Significant with Mitigation	Measure NC-1 in Section 3.16, Natural Communities	Generally, Alternative 7 may result in greater impacts due to its larger footprint than that of Alternative 5C.
Cultural and Paleontological Resources			
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant with Mitigation	Measure PAL-1 in Section 3.11, Paleontology	Alternatives 5C and 7 would result in the same impacts.
Geology Soils			
a.iii) Seismic-related ground failure, including liquefaction?	Less Than Significant with Mitigation	Measures GEO-1 in Section 3.10, Geology and Seismology; CON-GEO-1 in Section 3.24, Construction Impacts	Alternatives 5C and 7 would result in the same impacts.
Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less Than Significant with Mitigation	Measures GEO-1 in Section 3.10, Geology and Seismology; CON-GEO-1 in Section 3.24, Construction Impacts	Alternatives 5C and 7 would result in the same impacts.
Hazards and Hazardous Materials			
Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less Than Significant with Mitigation	Measures HW-1 through HW-11 listed in Section 3.12, Hazardous Materials, and Measures CON-HW-1 through CON-HW-3 listed in Section 3.24, Construction Impacts	Alternatives 5C and 7 would result in the same impacts.
Land Use and Planning			
Physically divide an established community?	Significant and Unavoidable Impact	None Identified	Alternative 5C and Alternative 7 would result in similar impacts to community cohesion; however, additional impacts to the community would result from the implementation of Alternative 7 due to the increased right of way required for the four-lane freight corridor.

Table S-5: CEQA Significance Chart

Resource Area	CEQA Determination	Mitigation Measures	Alternatives
Noise			
Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant with Mitigation	Measure N-1 in Section 3.14, Noise	Receptors within the I-710 Study Area would experience substantial noise increases over existing noise levels for both alternatives; however, Alternative 7 would result in slightly higher impacts to receptors than Alternative 5C.
Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant with Mitigation	Measure CON-N-1 and CON-N-2 in Section 3.24, Construction Impacts	Alternatives 5C and 7 would result in the same impacts.
A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Less Than Significant with Mitigation	Measure N-1 in Section 3.14, Noise	Receptors within the I-710 Study Area would experience substantial noise increases over existing noise levels for both alternatives; however, Alternative 7 would result in slightly higher impacts to receptors than Alternative 5C.
Population and Housing			
Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Significant and Unavoidable Impact	None Identified	Alternative 7 would generally result in greater displacement impacts than those associated with Alternative 5C.
Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Significant and Unavoidable Impact	None Identified	Alternative 7 would generally result in greater displacement impacts than those associated with Alternative 5C.
Public Services			
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection? Police protection? Schools? Parks? Other public facilities?	Less Than Significant with Mitigation	Measures C-1 through C-4 in Section 3.4, Communities; CON-TR-1 in Section 3.24 Construction Impacts	Both alternatives would result in facility acquisitions; however, Alternative 7 would result in some additional facility acquisitions when compared to Alternative 5C.

Table S-5: CEQA Significance Chart

Resource Area	CEQA Determination	Mitigation Measures	Alternatives
Parks and Recreation			
Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less Than Significant with Mitigation	Measures PR-1 through PR-23 in 3.1, Land Use	Alternatives 5C and 7 would result in the same impacts.
Transportation and Traffic			
Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Significant and Unavoidable Impact	None Identified	Alternatives 5C and 7 would result in the same impacts.
Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Significant and Unavoidable Impact	None Identified	Alternatives 5C and 7 would result in the same impacts.
Utilities and Service Systems			
Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Less Than Significant with Mitigation	Measure FP-2 in Section 3.8, Hydrology and Floodplains	Generally, Alternative 5C and Alternative 7 would result in similar impacts; however, the Dominguez Gap Spreading Grounds would be only be impacted by the freight corridor in Alternative 7.

Table S-5: CEQA Significance Chart

Resource Area	CEQA Determination	Mitigation Measures	Alternatives
Mandatory Findings of Significance			
Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant with Mitigation	Refer to Section 4.4, Mitigation Measures for Significant Impacts under CEQA	Both of the alternatives have the potential to degrade the environment as a result of impacts to the following: natural communities, plant communities, and wetlands and other waters.
Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Significant and Unavoidable Impact	None Identified	Both alternatives, when combined with other cumulative projects, would contribute to cumulative impacts related to air quality, land use and planning, noise, population and housing, and lastly, transportation and traffic.
Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Significant and Unavoidable Impact	None Identified	Both alternatives would have direct and indirect adverse impacts on human beings that cannot be mitigated to a level below significance.

S.8 - Coordination with Public and other Agencies

Early and continuing coordination between the general public and public agencies with the I-710 Corridor Funding Partners (Caltrans, Metro, Gateway Cities COG, POLB, POLA, SCAG, and the I-5 JPA) has been and will continue to be an essential part of the environmental process in order to determine the scope of environmental documentation, the level of analysis, any potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including an extensive multi-tiered community participation process with numerous public meetings and interagency coordination meetings. Chapter 5.0 summarizes the results of the efforts by Caltrans, Metro, and the I-710 Corridor Project partner agencies to fully identify, address, and resolve project-related issues through early and continuing coordination.

The continuing coordination efforts have resulted in the identification of Cooperating and Participating Agencies. A Cooperating Agency, as defined in NEPA, is any Federal agency, or State or local agency of similar qualification, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative (40 CFR 1508.5). In addition, a Cooperating Agency may adopt, without recirculation of, the environmental impact statement of a lead agency when, after an independent review of the statement, the Cooperating Agency concludes that its comments and suggestions have been satisfied, pursuant to 40 CFR 1506.3. Participating Agencies are those with an interest in the project; therefore, all Cooperating Agencies are also Participating Agencies. However, while the roles and responsibilities of Cooperating and Participating Agencies are similar, the Cooperating Agencies have a higher degree of authority, responsibility, and involvement in the environmental review process. It is at the lead agency's discretion to consider these distinctions in deciding whether to invite an agency to serve as a Cooperating or Participating Agency or only as a Participating Agency. Under CEQA, a Responsible Agency is any public agency, other than the lead agency, which has the responsibility for any discretionary approvals (e.g., a permit) necessary to implement the project.

S.9 - Summary Comparison of Alternatives

Table S-6 on the following pages provides a summary comparison of Alternative 1, Alternative 5C, and Alternative 7 for key environmental topics of concern.

Table S-6: Summary Comparison of Alternatives

Alternatives and Environmental Topics	Alternative 1 No Build	Alternative 5C	Alternative 7
Alternative Descriptions	No change to I-710	Widen I-710 in several sections and modernize I-710 geometrics • Includes a Corridor Aesthetic Master Plan Programmatic elements (ZE/NZE Truck Deployment, Community Health Benefit)	Modernize geometrics and add a separated freight corridor (two lanes each direction, four lanes total) • Includes a Corridor Aesthetic Master Plan Programmatic elements (ZE/NZE Truck Deployment, Community Health Benefit)
Air Quality/Health Risk Assessment	The I-710 Corridor Project would not be implemented and the specific benefits of the I-710 Corridor Project build alternatives would not occur under Alternative 1. However, the other projects assumed in the no build condition would provide mobility and air quality benefits.	• Project area particulate matter emissions increase compared to no project conditions • MSAT and criteria pollutant emissions would decrease compared to existing conditions • Reduced public health risk at most locations, but at some near-roadway locations emissions would increase	• Project area particulate matter emissions increase compared to no project conditions • MSAT emissions and criteria pollutant emissions would decrease compared to existing conditions • Public health risk would be similar to the health risks associated with Alternative 5C, with slightly higher particulate matter impacts
Community Impacts			
Displacements	No displacements	Between 109 and 128 residential and between 157 and 165 nonresidential displacements (depending on the design option).	Between 121 and 140 residential and between 206 and 213 nonresidential displacements (depending on the design option).
Access	No changes to access	• Improved pedestrian access • Alternative routes maintain existing access • Five new bicycle/ pedestrian-only bridges	• Improved pedestrian access • Alternative routes maintain existing access • Addition of a new I-710/ Slauson Ave. freight corridor partial interchange • Three new bicycle/pedestrian-only bridges

Table S-6: Summary Comparison of Alternatives

Alternatives and Environmental Topics	Alternative 1 No Build	Alternative 5C	Alternative 7
Parks & Recreation	No changes to parks and recreation facilities	Impacts to the following facilities: Parque Dos Rios, Compton Hunting and Fishing Club, Maywood River Park (indirect impacts), Coolidge Park (indirect impacts), Bandini Park (permanent aerial easement), Wrigley Greenbelt (temporary construction easement), Los Cerritos Park (temporary construction easement), Cressa Park (temporary construction easement), Cesar E. Chavez Park access/parking benefit, and Los Angeles River Trail and Rio Hondo Trail improved access	Impacts to the following facilities: Parque Dos Rios, Compton Hunting and Fishing Club, Maywood River Park (indirect impacts) Coolidge Park (indirect impacts), Bandini Park (permanent aerial easement), Los Cerritos Park (temporary construction easement), Cressa Park (temporary construction easement), Cesar E. Chavez Park access/parking benefit, and Los Angeles River Trail and Rio Hondo Trail improved access
Noise	The build alternatives would not be implemented and, therefore, there would be no noise impacts.	• 2.2 miles of proposed new noise barriers and 5.3 miles of noise barriers to replace existing.	• 2.7 miles of proposed new noise barriers and 6.8 miles of noise barriers to replace existing.
Visual	The build alternatives would not be implemented. Therefore, there would be no visual impacts from the I-710 Corridor Project.	Alternative 5C would have less visual impact than Alternative 7 because it would not include the elevated freight corridor.	Greater level of visual impact than Alternative 5C because it would include construction of the elevated freight corridor visible from nearby residential areas. The most substantial adverse visual impacts are in the Cities of Long Beach and South Gate, due to close proximity to freeway-to-freeway interchanges, sound barriers, and the elevated freight corridor.

Table S-6: Summary Comparison of Alternatives

Alternatives and Environmental Topics	Alternative 1 No Build	Alternative 5C	Alternative 7
Hazardous Waste	No changes to the existing physical environment and would not result in hazardous waste impacts	There is potential for hazardous materials, including petroleum products, to exist within the Study Area and be disturbed by full or partial acquisitions or temporary construction easements under Alternative 5C. Any contamination encountered during construction and excavation activities for Alternative 5C would be properly handled, removed, remediated, and/or disposed of according to all applicable regulations. If Alternative 5C is selected for implementation, each property of environmental concern to be acquired would require testing in order to characterize specific soil and/or groundwater contaminants on the property, and a site-specific hazardous waste remediation plan would be developed for the appropriate removal and disposal of materials. In addition, a remediation plan and site closure plan, if required, would be implemented to clean up the site and provide for any subsequent monitoring to ensure the contamination has been remediated below regulatory thresholds.	There is potential for hazardous materials, including petroleum products, to exist within the Study Area and be disturbed by full or partial acquisitions or temporary construction easements under Alternative 7. Any contamination encountered during construction and excavation activities for Alternative 7 would be properly handled, removed, remediated, and/or disposed of according to all applicable regulations. If Alternative 7 is selected for implementation, each property of environmental concern to be acquired would require testing in order to characterize specific soil and/or groundwater contaminants on the property, and a site-specific hazardous waste remediation plan would be developed for the appropriate removal and disposal of materials. In addition, a remediation plan and site closure plan, if required, would be implemented to clean up the site and provide for any subsequent monitoring to ensure the contamination has been remediated below regulatory thresholds. An elevated freight corridor would reduce public health risk from hazardous waste spills by separating truck traffic from automobile traffic.
Traffic	No improvements to I-710, other than those currently planned. Traffic conditions would continue to deteriorate over time due to increased traffic volumes caused by regional growth in traffic. Most segments are projected to operate at LOS F in the 2035 AM peak hour.	Alternative 5C has three segments of I-710 that operate at LOS F in the 2035 AM peak hour.	Alternative 7 has eight segments of I-710 that operate at LOS F in the 2035 AM peak hour.

Table S-6: Summary Comparison of Alternatives

Alternatives and Environmental Topics	Alternative 1 No Build	Alternative 5C	Alternative 7
Water Quality	Existing roadway runoff would be treated by the existing BMPs and is undergoing BMP development in accordance with the Stormwater permit. Therefore, the No Build Alternative would result in an improvement to water quality based on these BMPs.	Impervious surface would be increased by 156.4 acres. The BMPs would treat 74 percent of on-site runoff from the total impervious surface areas within the project area, which would be an improvement over the existing condition.	Impervious surface would be increased by 256.9 acres. The BMPs would treat 78.3 percent of on-site runoff from the total impervious surface areas within the project area, which would be an improvement over the existing condition.
Cultural Resources	The build alternatives would not be implemented. Therefore, there would be no impacts to historic resources from the I-710 Corridor Project.	Impacts to four historic resources: two segments of the UP Railroad, Dale's Donuts, and Boulder Dam-Los Angeles 287.5 kV Transmission Line. It was determined there would be no adverse effects on historic properties.	Impacts to four historic resources: two segments of the UP Railroad, Dale's Donuts, Boulder Dam-Los Angeles 287.5 kV Transmission Line. It was determined there would be no adverse effects on historic properties.
Biology/Natural Resources	Alternative 1 would not impact estuarine and riparian/ riverine habits.	Permanent direct impacts to 2.13 acres of estuarine and riparian/riverine habitats and permanent indirect impacts to 36.67 acres of this habitat.	Permanent direct impacts to 11.23 acres of estuarine and riparian/riverine habitats and permanent indirect impacts to 42.36 acres of this habitat.

I-710 = Interstate 710
kV = kilovolt
LOS = level of service
MSAT = Mobile source air toxics
UP Railroad = Union Pacific Railroad
ZE/NZE = zero emission/near zero emission

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 66

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 2.2c.(2)
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-17-68?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-17-68.

BACKGROUND:

07-LA-10, 44.9/48.3, 08-SBd-10, PM 0.0/R37.0
RESOLUTION E-17-68

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:

- Interstate 10 (I-10) in San Bernardino and Los Angeles Counties. Construct roadway improvements including additional lanes on a portion of I-10 in and near the city of Redlands. (PPNO 0134K)

This project in San Bernardino and Los Angeles Counties will construct one to two express lanes along I-10 from the Los Angeles/San Bernardino County line to Ford Street in the city of Redlands. The project is not fully funded. The estimated project cost is $1.7 to $1.9 billion. Funding is anticipated from local measure funds, the Congestion Mitigation and Air Quality program, and State and Federal funds. The project is programmed in the 2017 Federal Transportation Improvement Plan and 2016 State Transportation Improvement Plan (STIP). Construction is estimated to begin in 2018. 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, pedestrian and bicycle, noise, environmental justice, traffic, water quality, air quality, 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
07-LA-10, PM 44.9/48.3, 08-SBd-10, PM 0.0/R37.0
Resolution E-17-68

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:

- Interstate 10 (I-10) in San Bernardino and Los Angeles counties. Construct roadway improvements including additional lanes on a portion of I-10 in and near the city of Redlands. (PPNO 0134K)

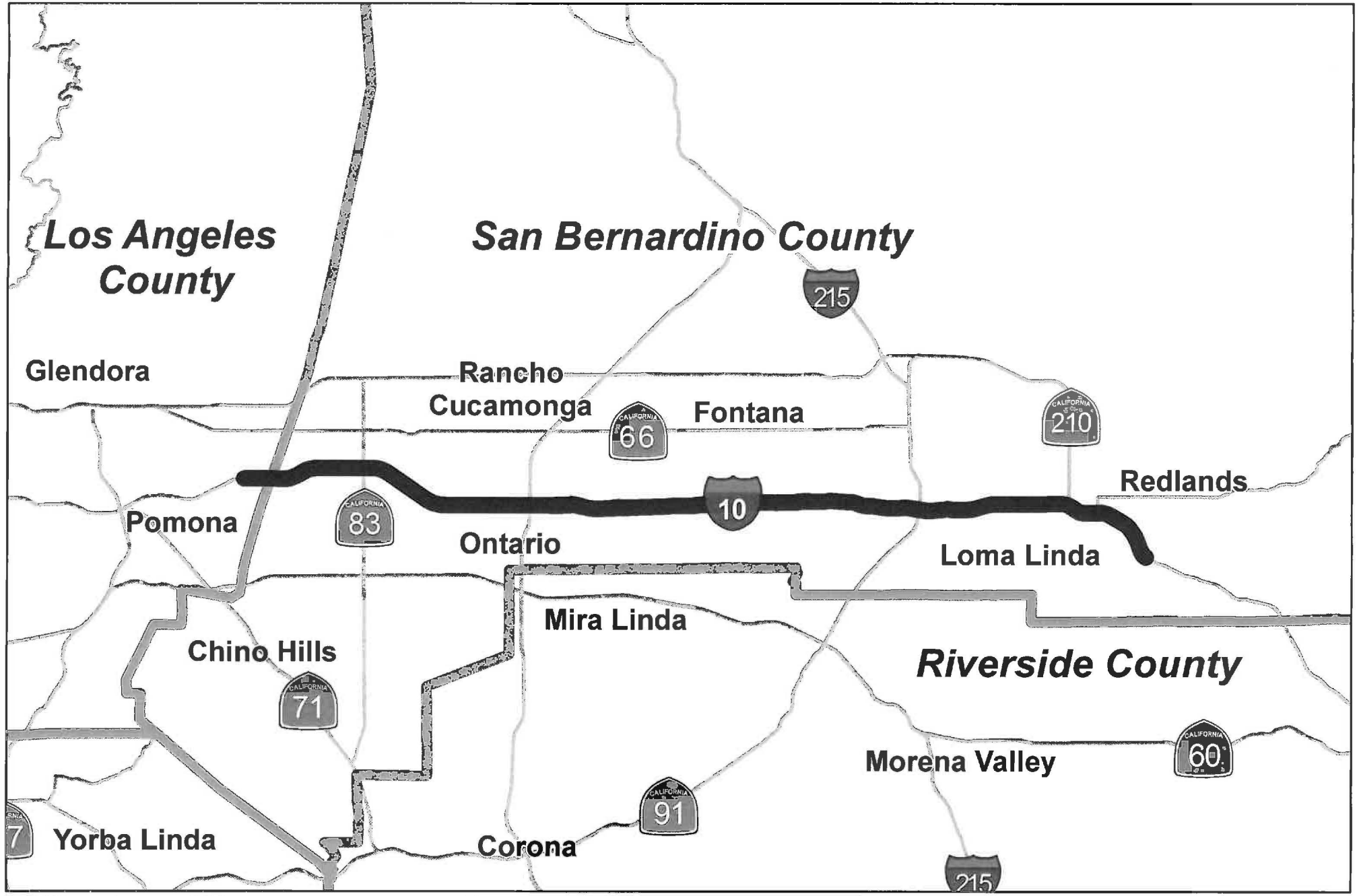
1.2 **WHEREAS**, the Department has certified that a Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

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.



I-10 Proposed Project Alignment

County Boundaries

Miles

0 10 20

I-10 Corridor Project

Project Vicinity Map

Data Source: Parsons; Map Created On: 5/18/2017

FINDINGS

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS

FOR

THE INTERSTATE 10 CORRIDOR PROJECT

SAN BERNARDINO AND LOS ANGELES COUNTIES, CALIFORNIA

DISTRICT 7 – LA – 10 (PM 44.0/48.3)

DISTRICT 8 – SBD – 10 (PM 0.0/R37.0)

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 impacts have been identified in the FEIR as resulting from the project. Impacts found not to be significant have not been included.

Visual/Aesthetics

Significant Environmental Impacts:

The addition of express lanes on either side of the I-10 corridor is expected to have long-term visual impacts on key viewpoints ranging from moderately low to moderately high after project implementation. Removal of eucalyptus trees and other vegetation within the interchange areas may have an adverse effect on visual quality for local residents and motorists. In addition, the addition of lanes, and construction of structures such as sound walls, retaining walls have the potential to alter the existing visual quality of the corridor.

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 FEIR.

Statement of Facts:

The project is located within an urbanized area that is primarily built out. The selected alternative is not anticipated to result in a substantial effect on the existing visual quality or character with the implementation of mitigation measures VA-1 through VA-38 which have been made conditions of approval and included in the Environmental Commitments Record. These measures include aesthetic treatment of walls, landscaping, and extensive tree planting to soften the landscape. With implementation of these measures, the visual

impacts of this project would be reduced to the maximum extent practicable and would not result in a substantial change in overall visual quality for the area.

Biological Resources

Significant Environmental Impacts:

Delhi Sands flower-loving fly (DSF) was observed on two separate occasions at the southeast quadrant of the I-10/ Pepper Avenue interchange between the eastbound on-ramp and at the existing Caltrans ROW line. As such, the project may result in a significant impact to suitable occupied DSF habitat.

In addition, the project will result in 0.25 acre and 0.005 acre of permanent impact to Riversidean Sage Scrub (RSS) and Southern Willow Scrub habitat, respectively.

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 FEIR.

Statement of Facts:

Preliminary design plans presented in the draft environmental document have been refined to further minimize permanent and temporary impacts to suitable occupied DSF habitat at the I-10/Pepper Avenue Interchange. In addition to minimization measures, potential impacts to DSF suitable, occupied habitat would be mitigated through compensatory mitigation at a United States Fish and Wildlife Service approved mitigation bank as described in TE-4. The project has completed Section 7 consultation with the United States Fish and Wildlife Service. The project's contribution to direct or indirect impacts to threatened or endangered species would be mitigated through measures AS-1 through AS-6, TE-1 through TE-4, and NC-1 through NC-2. With implementation of these measures, adverse effects to threatened and endangered species are not anticipated.

Measure WET-5 requires that impacts to riparian vegetation communities be compensated by purchasing mitigation credits at a minimum 1:1 impact to mitigation ratio, or as otherwise indicated in the project's 401, 404, and/or 1602 permits. As outlined in NC-1, within the biological study area, Environmentally Sensitive Areas (ESAs) will be designated to include all riparian vegetation communities and RSS vegetation not identified as temporarily or permanently impacted. Furthermore, the Santa Ana River, Warm Creek Channel, and jurisdictional waters within the BSA that are not identified as being temporarily or permanently impacted will be designated as ESAs to avoid further impacts to these resources.

Cultural/Paleontological Resources

Significant Environmental Impacts:

The Area of Potential Effects (APE) contains 11 historical resources. Of these historic resources, only six are CEQA-only historical resources. The project has the potential to

contribute to a significant impact on the historic Euclid Avenue/State Route (SR) 83 because the project would require modification of the medians, curb, and/or mature vegetation that are character-defining features of Euclid Avenue/SR-83. In addition, the Euclid Avenue/I-10 Overcrossing (Bridge No. 540445) would be replaced. While this bridge is not a character-defining feature of Euclid Avenue/SR-83, special attention and consideration must be given to the design and aesthetics of the replacement structure to ensure that the new structure does not impact the setting of the corridor.

In addition to historic resources, the project has the potential to significantly impact paleontological resources during construction; however, because fossils are located subsurface, there is no way to determine the full extent of the effect on fossil resources until excavation is underway.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental impact to cultural and paleontological resources as identified in the FEIR.

Statement of Facts:

Mitigation measures CUL-1 through CUL-9 have been made conditions of approval and included in the Environmental Commitments Record. With implementation of these measures, potential impacts to cultural resources resulting from the construction of the project would be less than significant. Caltrans has determined that a finding of No Adverse Effect with Non-standard conditions is appropriate for the undertaking. The project will not result in demolition or material alteration of a historical resource in an adverse manner as defined in Section 15064.5(b)(3) of the CEQA Guidelines. The selected alternative's impacts on cultural resources would be less than significant.

To reduce potential direct impacts to paleontological resources, a Paleontological Mitigation Plan, as described in mitigation measure PAL-1, will be required. With the implementation of PAL-1, the selected alternative's impacts on paleontological resources would be less than significant.

Hazards and Hazardous Materials

Significant Environmental Impacts:

Full and partial acquisitions of properties are required to construct the project. Some of these properties are considered Recognized Environmental Conditions (RECs). In addition, other properties and structures that may be affected by the project may contain Leaking Underground Storage Tanks (LUSTs), aboveground storage tanks (AST), lead-based paint (LBP), aerially deposited lead (ADL) and asbestos-containing materials (ACM). As a result, property acquisition and/or disturbance of existing structures without further investigation could result in a significant hazard to the public.

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 FEIR.

Statement of Facts:

After the public review of the draft environmental document, additional hazardous waste/ materials studies were conducted to further identify potential health and safety risks associated with RECs. Additional studies prepared include: LUST/AST, LBP, ADL and ACM studies, which provided additional information, extent and disposition of hazardous materials/waste that could be encountered during the construction of the project. The additional investigations provided specific information about the current status of the RECs and will be used by the project to appropriately manage and handle hazardous materials and follow appropriate disposal procedures. The project will incorporate procedures for safe handling and disposal of hazardous materials, and additional investigation which are addressed in Measures HAZ-1 through HAZ-10 of the FEIR. With the implementation of Measures HAZ-1 through HAZ-10, the selected alternative's potential impacts related to hazardous waste/ materials located within the project area and properties to be acquired or demolished would be less than significant.

Noise

Significant Environmental Impacts:

The traffic noise analysis for the project area indicates that residential land uses, park and recreation facilities, schools and motels would be impacted by the preferred alternative (i.e., the noise level would approach or exceed the respective FHWA NAC). Future Design Year (2045) Build noise levels would increase by 0-dB to 6-dB from existing noise conditions. The proposed project would not cause a substantial noise increase (i.e. 12-dB). Without additional barrier protection, the noise analysis results indicate that the proposed project would raise noise levels in some areas from 0 to 5 dB compared to the Design Year (2045) No Build Alternative.

Temporary construction noise impacts are anticipated at areas located immediately adjacent to the proposed project alignment. In addition, it is possible that certain construction activities would cause intermittent localized concern from vibration in the project area. During certain construction phases, processes such as earth moving with bulldozers, the use of vibratory compaction rollers, impact pile driving, demolition, or pavement breaking may cause construction-related vibration impacts such as human annoyance or, in some cases, building damage.

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 FEIR.

Statement of Facts:

With consideration of the abatement measures as required in N-1, predicted noise impacts range from a 4-dB increase to a 10-dB decrease from existing conditions compared to the build alternative with abatement. Predicted increases in noise from existing conditions compared to the future build alternative with abatement would not be perceptible and

considered less than significant. Future conditions under the selected alternative with abatement would result in beneficial noise reductions compared to the future no build noise impacts for 252 receptors. After conducting soundwall surveys, it was determined that 26 soundwalls would be constructed as part of the project. In addition, with implementation of measures N-2 through N-4, the project's effects related to construction noise and vibration would be less than significant.

Public Services

Significant Environmental Impacts:

Proposed mainline improvements would necessitate replacement of 13 structures and modification of another 62 structures over a 60-month duration, which would result in construction-related delays such as temporary traffic delays; road, lane, and/or ramp closures; or detours; along I-10, I-15, I-215, and SR-210, and at interchanges, as well as on the surrounding arterials, including SR-83 and SR-38, and could result in significant effects on emergency response.

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 FEIR.

Statement of Facts:

None of the temporary closures that have been identified would result in any substantial impact on emergency access or response times. A Final TMP (Mitigation Measure T-1) will be prepared in coordination with local jurisdictions and emergency service providers (e.g., CHP, local police, fire, paramedics) to identify emergency service routes that serve hospitals, fire/police stations, emergency shelters, emergency command centers, and other facilities that provide essential services in times of emergency within the study area. All emergency service routes would be maintained during construction, or alternate routes would be provided. Mitigation Measure UT-3 requires emergency service providers to be alerted in advance of any temporary road closures and construction delays, so that they have adequate time to make appropriate accommodations to ensure prompt emergency response times to fulfill their responsibilities and defined service objectives. In addition to T-1 and UT-3, Mitigation Measures COM-1, COM-3, COM-4, and COM-5 would further minimize potential project impacts on acceptable service ratios, response times, or other performance objectives for public services. With the implementation of the aforementioned mitigation measures, the selected alternative's potential impacts on police and fire emergency response would be less than significant.

Transportation/Traffic

Significant Environmental Impacts:

A. Future Selected Alternative Compared to Existing Condition

Freeway Mainline - An increase in the volume/capacity (v/c) ratio of a freeway segment is an indication of a cumulative traffic impact on the freeway mainline. Under the selected alternative, in 2025 and in 2040, LOS F conditions are generally anticipated during peak

hours in the GP lanes. Under the existing condition, LOS conditions range from LOS B to F. Under the selected alternative, in 2025, v/c ratios range from 0.01 to 0.31 greater than existing conditions. In 2045, v/c ratios range from 0.10 to 0.58 greater than existing conditions. Based on the increases in freeway GP lane v/c ratios, there is a cumulative impact on the freeway mainline.

Intersections - Under the selected alternative, in 2045, one intersection (Parkford Drive and Ford Street) is projected to have a significant cumulative impact. The PM peak hour indicate that the intersection is projected to operate at LOS F.

To assess the significance of cumulative impact of the selected alternative to the freeway mainline and intersection, a comparison of the future selected alternative to future no build conditions was conducted to determine whether the project contributions to are considered cumulatively significant.

B. Future Selected Alternative Compared to Future No Build

Freeway Mainline - A comparison of selected alternative in 2025 and 2040 to the No Build Alternative in 2025 and 2040 identifies the contribution of the selected alternative to cumulative impacts. There is no difference in the LOS letter grade of F anticipated on I-10 between the LA/SB county line and Ford Street under both the selected alternative and No Build Alternative in general purpose lanes during peak hours in 2025 and 2045, except for LOS D anticipated in 2025 during the morning peak hour EB between the LA/SB county line and Haven Avenue and LOS D anticipated in 2045 during the evening peak hour WB between California Street and Ford Street. The peak-hour v/c ratios for the general purpose lanes in 2025 are anticipated to be 0.18 lower to 0.15 higher under the selected alternative than the No Build Alternative. In 2045, the v/c ratios are anticipated to be 0.17 lower to 0.11 higher under the selected alternative than under the No Build Alternative. As such, because the segments of I-10 between the LA/SB county line and Ford Street are forecasted to operate at LOS F under the No Build Alternative, the cumulative contribution of the selected alternative to the performance or LOS of the freeway mainline is less than significant.

Intersections – At the intersection of Parkford Drive/ Ford Street, the future No Build Alternative and the selected alternative would operate at LOS F during the PM peak hour. As such, though there is a significant cumulative impact to the Parkford Drive/ Ford Street intersection, a comparison of the future No Build Alternative has shown that implementation of the project would not result in a significant cumulative contribution at that intersection location by worsening the LOS performance.

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 FEIR.

Statement of Facts:

The project would not contribute a significant cumulative impact to the I-10 freeway mainline and intersection of Parkford Drive/ Ford Street. As described in mitigation measure T-2, incorporation of TSM/TDM elements would reduce the project's impacts to

less than significant. In addition, reasonably foreseeable projects discussed in the FEIR would be required to address potential impacts through mitigation.

Mandatory Findings of Significance:

Significant Environmental Impacts:

As discussed in the Biological Resources discussion above, the project may result in a substantial adverse effect, either directly or through habitat modifications, on DSF. In addition, the project will result in 0.25 acre and 0.005 acre of permanent impact to Riversidean Sage Scrub (RSS) and Southern Willow Scrub habitat, respectively.

The project may result in cumulatively considerable effects for the following environmental resources: aesthetics/visual, biological resources, cultural resources, hazards and hazardous materials, noise, and public services.

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 FEIR.

Statement of Facts:

The project's individual and cumulative contribution to direct or indirect impacts to biological resources would be mitigated through measures AS-1 through AS-6, TE-1 through TE-4, WET-5, and NC-1 through NC-2. These measures require the project to conduct appropriate biological surveys prior to construction, delineate environmentally sensitive areas to avoid impacts to biological resources, and purchase mitigation credits to off-set impacts to sensitive habitat and jurisdictional waters.

Identified mitigation measures pursuant to CEQA that reduce impacts to less than significant including, VA-1 through VA-38, AS-1 through AS-6, TE-1 through TE-7, NC-1, CUL-1 through CUL-9, PA-1, HAZ-1 through HAZ-10, COM-1, COM-3, COM-4 and COM-5, N-1 through N-4, UT-3, T-1 and T-2 will ensure that potential project impacts would not result in cumulatively considerable effects for the following environmental resources: aesthetics/visual, biological resources, cultural resources, hazards and hazardous materials, noise, and public services.

Similarly, the reasonably foreseeable projects discussed in Section 3.6 of the FEIR would be required to address potential impacts through mitigation as part of project approvals required by the implementing jurisdiction in which they are located.

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 10 Corridor Project

2012101082	Aaron Burton	(909) 383-2841
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): Interstate 10 in Los Angeles and San Bernardino Counties.

Project Description: Construct roadway improvements on a portion of Interstate 10 in Los Angeles and San Bernardino Counties.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on October 18-19, 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. 8, 464 W. 4th St., San Bernardino CA, 92401

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 67

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 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-17-65?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-17-65.

BACKGROUND:

11-SD-5, PM R32.7/R34.8, 11-SD-56, PM 0.0/2.5
RESOLUTION E-17-65

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:

- Interstate 5 (I-5) and State Route 56 (SR 56) in San Diego County. Construct roadway and interchange improvements on I-5 and SR 56 in and near the city of San Diego. (EA 17790)

This project proposes to provide direct connections between I-5 and SR 56 in San Diego County. This project is not fully funded and is included the San Diego Association of Governments 2016 Regional Transportation Improvement Program for $16.9 million, which includes local funding for preliminary engineering. The project will be constructed in multiple stages upon further programming. Construction is estimated to begin in 2020.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include relocations, community impacts, traffic and transportation, visual, paleontology, water 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 visual/aesthetics 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
11-SD-5, PM R32.7/R34.8, 11-SD-56, PM 0.0/2.5
Resolution E-17-65

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:

- Interstate 5 (I-5) and State Route 56 (SR 56) in San Diego County. Construct roadway and interchange improvements on I-5 and SR 56 in and near the city of San Diego. (EA 17790)

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

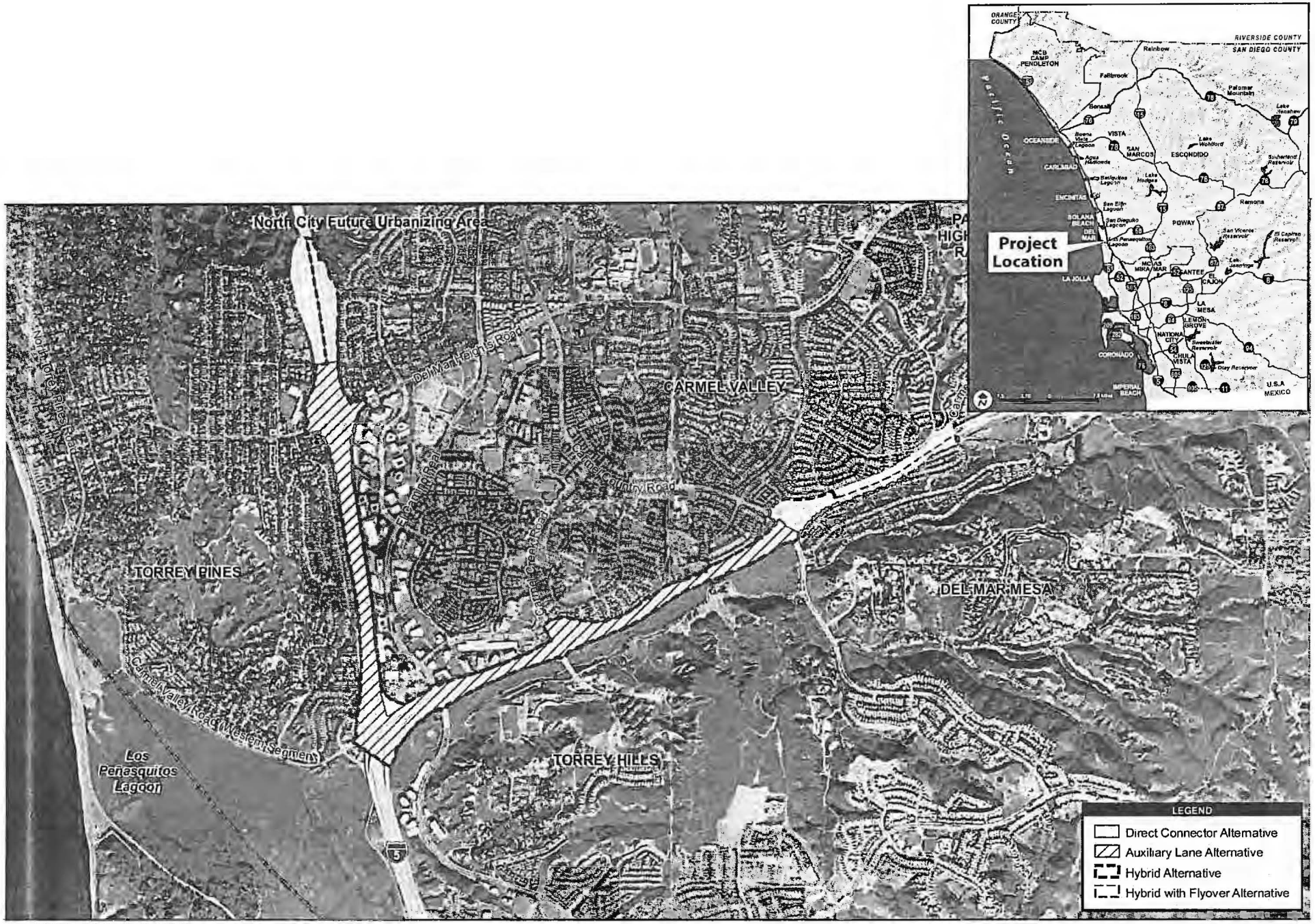
1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.

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.



Source: DigitalGlobe 2008; Dokken 2008; SanGIS 2008

1,750 875 0 1,750 Feet

Scale: 1 = 21,000; 1 inch = 1,750 feet

I-5 / SR-56 Interchange Project
Project Vicinity Map

Findings:

As discussed in Section 3.8.4 and in Section 4.1, mitigation of visual/aesthetic impacts for all build alternatives would improve the with-project visual quality. Landscape concept plans for each build alternative (found in Attachments A, B, C, and D of the VIA) were developed for the reestablishment of landscaping following construction. The plans identify opportunities to enhance areas within the proposed project limits with planting. The plan establishes planting themes, as well as surface architectural treatments for paving, retaining walls, sound walls, and other construction items to emphasize the natural landscapes of the mesas, slopes, and riparian areas associated with Carmel Valley Creek and the lagoon within the proposed project area along I-5 and SR-56.

These mitigation measures would reduce the potential temporary and permanent visual impacts of the proposed project. However, the overall change in visual quality is still anticipated to decline because of the large reduction in screen plantings along I-5 and SR-56 and the construction of retaining walls and sound walls for the build alternatives; Direct Connector Alternative, Hybrid Alternative and Hybrid Alternative with a flyover connector. While these measures would not eliminate the visual impacts, they would provide visual enhancements that can improve the visual quality and help compensate for the project impacts (see Table 4-2, 4-3, and 4-4). Therefore, the overall visual impacts of the proposed project will remain significant with mitigation incorporated.

Statement of Facts:

Implementation of the mitigation measures would result in reduced impacts related to visual/aesthetics. However for Direct Connector Alternative, Hybrid Alternative, and Hybrid with Flyover Alternative; the existing visual quality of the six key views ranges from low to high; none of the key views were assessed to have a high existing visual quality. The key view with the high visual impacts are at northbound I-5, north of Carmel Valley Road; Westbound SR-56 east of El Camino Real exit; and Westbound SR-56 at El Camino Real exit. Taking into account existing conditions and the ratings and impacts across the 6 key views, the overall visual impacts of the proposed project would remain significant with mitigation incorporated.

Overall, the mitigation measures would reduce the potential temporary and permanent visual impacts of the project and improve visual quality related to new and modified project features. The following describes the major design concepts that would be implemented under each alternative.
<u>Preferred Alternative Direct Connector Alternative (Alternative 2)</u>

The Direct Connector Alternative would result in the greatest degree of visual impacts because of the elevated connector ramps. The proposed connector bridge structures should match the existing smooth, gently curving concrete bridge structures. The side view of the bridge and flyover structures should be designed to present a thin appearance

Landscaping along both the I-5 and SR-56 freeways would include grading, installation of retaining walls and sound walls, paving, and plantings.

Grading

Where conditions permit, grading would use the techniques of contour grading to promote smooth transitions to existing landforms, eliminate the appearance of engineered slopes, and visually soften the contours. Grading adjacent to retaining walls would transition smoothly into the walls without dips and irregularities that would draw attention to the walls. For slopes less than 66 feet tall, stepped slopes would be avoided to reduce the visual impact of large-scale visually objectionable grading methods.

Retaining Walls

Retaining walls, as shown in Figure 3.8-13, would be similar in color and form to those constructed at the Lomas Santa Fe and I-5 interchange north of the proposed project, but they also would express a unique character to differentiate the Del Mar Heights to Carmel Valley area from other portions of the North Coastal corridor. The naturally eroded sandstone bluff formations visible in the proposed project vicinity would be reflected in the design for retaining wall treatments. Wall coloration would provide a connection with the natural bluffs. Tall retaining walls would be designed in a manner to reduce the apparent scale of the wall. A thick wall cap and vertical partitions or columns would be recommended to provide relief to the surface, reduce the reflectiveness of the flat wall, and provide shadow patterns.

CALIFORNIA DEPARTMENT OF TRANSPORTATION
STATEMENT OF OVERRIDING CONSIDERATIONS
FOR THE
INTERSTATE 5/STATE ROUTE 56 INTERCHANGE PROJECT
IN SAN DIEGO COUNTY, CALIFORNIA

The following information is presented to comply with Section 15093 of the State California Environmental Quality Act (CEQA) Guidelines, and Section 1509.6 of the Department of Transportation (Caltrans) and California Transportation Commission Environmental Regulations. Reference is made to the Interstate 5 / State Route 56 (I-5/SR-56) Interchange Project Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS), which is the basic source for information contained in this Statement of Overriding Considerations (SOC).

Visual/Aesthetics

Visual/Aesthetics for all alternatives except the Auxiliary Lane Alternative has been identified as significant and not fully mitigable in the I-5/SR-56 Interchange Project. The Auxiliary Lane Alternative would result in the lowest degree of visual impact in the proposed project area because it would have no direct connectors and fewer retaining and soundwalls. Implementation of the mitigation measures would result in reduced impacts related to visual/aesthetics. However for Direct Connector Alternative, Hybrid Alternative, and Hybrid with Flyover Alternative; the existing visual quality of the six key views ranges from low to high; none of the key views were assessed to have a high existing visual quality. The key view with the high visual impacts are at northbound I-5, north of Carmel Valley Road; Westbound SR-56 east of El Camino Real exit; and Westbound SR-56 at El Camino Real exit. Although mitigation measures are proposed for this issue, their implementation would not fully mitigate impacts below a level of significance for Alternatives 2, 4, and 5; these impacts would remain significant and unmitigable.

Visual/Aesthetics

From a project-level perspective, implementation of any of the build alternatives with one or more direct connector structures would result in highly adverse changes to the existing visual environment along and adjacent to the I-5 right-of-way, primarily related to direct connector structures, retaining walls and potential soundwalls. Overall the area around the project site is developed, the predominant visual elements have become large modern buildings, shopping centers, and a network of roadways, including three multilane and Interstate highways, major connector roads, and congested surface streets. Modern architecture includes multi-story glass and steel office buildings, eclectic shopping malls, stucco and terra cotta single and multi-family residential buildings. Residential development in the area is primarily suburban in form and consists primarily of single-family residences. However, the increase in build elements under all of the build alternatives, including the auxiliary lane alternative, would substantially degrade the existing visual character of the I-5 corridor, and would result in potentially significant project-level impacts under CEQA to I-5 views. A number of changes or alterations have been incorporated into the project to avoid or reduce environmental effects, although not to below a level of significance. Specifically, these measures include extensive use of landscaping to replace, supplement and/or expand current landscaped areas within the project corridor; avoiding/redesigning structures in scenic viewsheds (e.g., areas with river, coastal hills, and lagoon views)

where feasible; use of color/texture treatments for structures (e.g., retaining and soundwalls); inclusion of transparent soundwall materials where feasible to retain views; and use of landscaped berms (rather than walls) for noise abatement where feasible. Despite these efforts, however, significant visual/aesthetic impacts would remain, and additional measures or alternatives that would reduce visual/aesthetic impacts to below a level of significance would be infeasible due to the nature of, and inherent requirements associated with improving the interchange for an existing interstate and state route in a scenic area. While the design and mitigation measures listed in the Final EIR/EIS would serve to minimize project-specific impacts as previously described, project level visual/aesthetics impacts under CEQA would remain significant, unavoidable, and unmitigable.

Overriding Considerations

Having considered all of the foregoing, Caltrans finds that overriding economic, legal, social, technological, or other benefits of the project outweigh the aforesaid significant and unavoidable visual effects on the environment. The following benefit reasons listed below under analysis demonstrated that the Auxiliary Lane Alternative fulfillment of project objectives compared against the Preferred Alternative (the Direct Connector Alternative) did not persuade decision makers to choose the Auxiliary Lane. A discussion of project background, need, and benefits is provided below, to outline the overriding considerations that support approval of this recommended project.

Project Background and Need

The proposed project was identified as west-to-north and south-to-east freeway connectors in SANDAG's 2030 San Diego Regional Transportation Plan (RTP). Approved in 2007, the 2030 San Diego RTP: Pathways for the Future was developed to meet the region's long-term mobility needs, better connect transportation and land use policy decisions, and create a transportation network that would serve the people of the region well into the 21st century. SANDAG adopted the 2050 RTP on December 15, 2014. It includes a Sustainable Communities Strategy (SCS) element required by Senate Bill 375. This new element of the RTP provides strategies such as development patterns, transportation infrastructure investments, and transportation policies to help reach greenhouse gas (GHG) reduction targets. The proposed I-5/SR-56 project is identified in the 2050 RTP as providing west-to-north and south-to-east freeway connectors. The 2050 RTP was approved by FHWA and FTA on October 9, 2015. The 2010 Regional Transportation Improvement Program (RTIP) is a multi-billion dollar, 5-year program of major highway, transit arterial, and non-motorized projects funded by federal, state, TransNet local sales tax, and other local and private funding covering the fiscal years (FY) 2010 to FY 2014. The proposed project was programmed in the 2010 RTIP through Amendment No. 7. The proposed project is sponsored by Caltrans, FHWA, and SANDAG as part of the 2004 TransNet Extension (see Section 1.4.3, Legislation, Programs, and Plans). The City of San Diego is a project proponent.

The I-5/SR-56 interchange was initially studied in the 1980s. Caltrans concluded at the time that north-facing ramps were not warranted because of cost and forecasted usage (approximately two-thirds of the SR-56 traffic uses the south-facing ramps). This study was based on 2020 traffic forecasts, which assumed no development in the North City Future Urbanizing Area (NCFUA). In the late 1990s, voters approved development of the NCFUA, resulting in increased demand at the I-5/SR-56 interchange. At that time, the City of San Diego asked Caltrans to revisit the need for freeway-to-freeway connections based on the updated traffic forecasts. As discussed above, SANDAG's 2030 San Diego RTP: Pathways

for the Future identified the proposed I-5/SR-56 interchange project. Additionally, both the proposed I-5/SR-56 interchange project and the I-5 North Coast Corridor (NCC) Project were two of the projects identified for funding through the TransNet Extension.

The primary purpose of the proposed project is to maintain or improve the existing and future traffic operations along the I-5 and SR-56 corridors, including Del Mar Heights Road, Carmel Valley Road, Carmel Country Road, and local streets within the Carmel Valley community. The proposed project aims to improve the local and regional movement of people and goods, while minimizing environmental and community impacts for planning design year 2030.

With existing and projected traffic volumes creating traffic congestion along local surface streets in the proposed project area, the ability for the existing interchange configuration that relies on surface streets to effectively maintain traffic volumes would be reduced over time. The proposed project improvements would form a connection between southbound I-5 and eastbound SR-56 and westbound SR-56 and northbound I-5.

Given these existing and projected levels of traffic and congestion, almost certain future gridlock is anticipated with no improvements to I-5 including the interchange project. This would cause impacts on route operations and the ability to provide for the effective movement of people, goods, and services through and within the region; and could have profound economic and strategic consequences within both the region and the State.

Preferred Alternative

After full consideration of the entire administrative record for the proposed project, including the environmental data and all public and agency comments during the Draft EIR/EIS public review process, Caltrans identified the Preferred Alternative with refinement for the project. The Draft EIR/EIS had recommended the removal of the slip ramp with all build alternatives (see Section 3.7.3.1). During the public review period on the Draft EIR/EIS, many comments were received asking that the existing slip ramp from eastbound SR-56 to Carmel Creek Road remain open. In response to these comments, traffic and design engineers reanalyzed the ability to keep the slip ramp open. Operationally, the Direct Connector Alternative (Alternative 2) is the only alternative that would allow the slip ramp to remain without presenting substantial geometric and operational concerns.

Preferred Alternative - Environmental Elements

For the environmental aspects of the proposed project, the comparison of the build alternatives is mixed. After comparing and weighing the benefits and impacts of all feasible alternatives, based on the comparison of design, operational, and environmental aspects, the PDT has identified the Direct Connector Alternative (Alternative 2) as the preferred alternative, subject to public review. The PDT concluded that the Direct Connector Alternative (Alternative 2) would best meet the purpose and need and yield the best cost-benefit, impact-benefit ratios even though the comparison of environmental impacts yielded mixed results. The Hybrid Alternative (Alternative 4) was put forth by the PDT as the next best build alternative. Focusing upon the key focal points of visual/aesthetics and right of way, the statement of overriding considerations was reached with the following information being examined:

Visually, the Direct Connector Alternative (Alternative 2) would result in a high degree of impact and he Auxiliary Lane Alternative (Alternative 3) would have the least amount of visual impact but would still result in moderate visual impacts. The Hybrid Alternative (Alternative

4) and the Hybrid with Flyover (Alternative 5) would have moderately high visual impacts. However, the Direct Connector Alternative (Alternative 2) would result in the highest degree of visual change, but, the main viewer group that would be exposed to the connectors would be highway users. Highway users would have limited exposure (a matter of seconds) and they would already be viewing the connector from the context of the multi-lane freeway.

Residential viewers (four residential units along southbound I-5 would have the connector in their viewshed) along southbound I-5 would have a far greater exposure in terms of time; the connector would be in their permanent view and their context is their residential neighborhood, which is of high visual sensitivity.

The PDT also focused on the right-of-way impacts and associated community impacts when comparing the alternatives. The only build alternative that would require a full acquisition would be the Hybrid with Flyover Alternative (Alternative 5) which would take a gas station. The risks involved in acquiring a gas station are high and PDT recommended against identifying the Hybrid with Flyover Alternative (Alternative 5) as the preferred alternative. All other build alternatives would require partial acquisitions ranging from a high of 39 partial acquisitions with the Direct Connector Alternative (Alternative 2) to a low of 19 partial acquisitions with the Auxiliary Lane Alternative (Alternative 3). The majority of the partial acquisitions are related to acquisitions of slope. With the Direct Connector Alternative (Alternative 2), Portofino Circle would need to be altered (see Sections 2.3.2 and 3.8.3); the PDT recognized the concerns and comments that were received by residents along Portofino Circle. The PDT also discussed at length that the design plans and concepts would mitigate those concerns. With the exception of the Hybrid with Flyover Alternative (Alternative 5), the PDT concluded that the differences in right-of-way impacts were not enough to differentiate the other build alternatives.

The PDT members also examined the other environmental impacts to determine if other impact categories would be of help in differentiating the build alternatives. However, although some differences existed among the build alternatives in areas such as impacts to natural communities, the PDT concluded that those differences were not enough to help differentiate the alternatives.

Project Benefits

From the above discussion and the analysis provided in the Final EIR/EIS and receipt of comments, the Direct Connector Alternative, the build alternative with the greatest fulfillment of the purpose and need, was selected as the Preferred Alternative. This alternative has been refined to reflect associated comments and concerns related to environmental issues, community input, logistical requirements, transportation needs, and project goals and objectives. Implementation of the project would result in the following benefits and refinements which include:

- Reduction in right-of-way requirements
- Conformity to PWP/TREP (Public Works Plan/Transportation Enhancement Program
- Creation of Soundwalls
- Air Quality Conformity with Regional Transportation Improvement Program to improve air quality in San Diego County
- Manage water treatment of storm water runoff
- Improve Community Cohesion by eliminating regional traffic on local streets

- Maintain desired traffic movements associated with preservation of slip ramp

The project goals and/or objectives fulfilled by the Preferred Alternative for the proposed project are as follows:

- Maintain or improve 2030 forecasted traffic levels of service (LOS) as compared to the existing LOS and 2030 No Build Alternative LOS to the highest overall level;
- Maintain or reduce off-peak and peak-hour delay for SR-56 traffic moving to and from the north on I-5 as compared to the No Build Alternative to the highest overall level;
- Maintain or reduce peak-hour travel times at the El Camino Real and SR-56 ramp termini as compared to the No Build Alternative to the highest overall levels;
- Maintain or reduce peak-hour travel times at the Carmel Valley Road and I-5 ramp termini as compared to the No Build Alternative to the highest overall levels;
- Maintain or reduce traffic volumes along local streets during peak hours as compared to the No Build Alternative to the highest overall levels;
- Maintain or reduce travel times on I-5 and SR-56 mainlines during peak hours as compared to the No Build Alternative to the highest overall levels;
- Provide a facility that is compatible with anticipated future transit and other modal options; and
- Maintain the facility as an effective link in the intraregional and interregional movement of people and goods; and avoid and minimize impacts to human activities and the natural environment to the highest overall levels.

Although not included in the Final EIR/EIS as an objective, this alternative also:

- Follows the 2050 RTP, the transportation plan for the San Diego region, where feasible and be in compliance with federal and state regulations;
- Retains existing slip ramp while eliminating traffic weaving as exists today;

Conclusion

The benefits provided by the Preferred Alternative, as discussed above, outweigh the potential unavoidable adverse environmental effects. Accordingly, despite the identification of potentially significant and unmitigable environmental effects, the *I-5/SR-56 Interchange Project* would provide substantial and overriding logistic, economic, environmental, and strategic benefits on a local, regional, and national scale.

Caltrans declares that it has adopted all feasible mitigation measures with respect to the above-remaining unavoidable significant effects, and finds that they are acceptable due to each of the specific economic, legal, social, technological, or other overriding benefits that would result from approval and implementation of the project, as listed above. All of these benefits are based on the facts set forth in the CEQA Findings, the Final EIR/EIS, and the project record of proceedings. Each of these benefits is a separate and

independent basis that justifies approval of the project, so that if a court were to set aside the determination that any particular benefit would occur, Caltrans finds that it would stand by its determination that the remaining benefit(s) are sufficient to warrant project approval.

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: I-5/SR 56 Interchange Project

2005051061	Shay Lynn Harrison	(619) 688-0190
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): Interstate 5 and State Route 56 in San Diego County.

Project Description: Construct roadway and intersection improvements at the I-5/SR 56 intersection in San Diego County.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on October 18-19, 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 Dist. 11, 4050 Taylor St., San Diego CA, 92110

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 4.3
Information

From: SUSAN BRANSEN
Executive Director

Prepared By: Garth Hopkins
Deputy Director

Subject: **INNOVATIONS IN TRANSPORTATION: SAN JOAQUIN VALLEY CLEAN TRANSPORTATION CENTER**

SUMMARY:

Joseph Oldham, the Director at the CALSTART San Joaquin Valley Clean Transportation Center (Center) will present an overview of the Center and the activities it has undertaken to accelerate the use of clean vehicles and fuels in the entire eight-county San Joaquin Valley region.

BACKGROUND:

CALSTART is a national non-profit organization that works to accelerate the growth of the clean transportation technology industry and has more than 170 member companies and manages an array of programs with its industry and government partners.

With funding from the California Energy Commission, CALSTART opened the San Joaquin Valley Clean Transportation Center in 2015. The Center's goal is to accelerate the use of clean vehicles and fuels and help the region more quickly meet its air quality targets; and provides technical assistance, project development expertise, and support with acquiring funding for San Joaquin Valley vehicle fleet owners, local governments, businesses, and residents. Its work is designed to expand the use of zero-emission vehicles, clean trucks, and high-efficiency non-road equipment.

Key partners assisting the Center in its work are the San Joaquin Valley Air Pollution Control District, Southern California Gas Company, Project Clean Air, San Joaquin Valley Clean Cities Coalition, as well as a broad range of stakeholders interested in improving air quality in the San Joaquin Valley.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

TAB 69

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 4.17
Information Item
REPLACEMENT ITEM

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kyle Gradinger, Chief (Acting)
Division of Rail and
Mass Transportation

Subject: **DRAFT 2018 CALIFORNIA STATE RAIL PLAN**

SUMMARY:

A presentation will be given to the California Transportation Commission (Commission) by the California Department of Transportation (Department) on the Draft 2018 California State Rail Plan. This presentation will be as an informational item at the Commission's October 2017 meeting. The Department also expects to bring forward the draft Rail Plan at the December Commission meeting as an agenda item to hear and accept any comments by the Commission.

BACKGROUND:

The Passenger Rail Investment and Improvement Act (PRIIA) requires that the State of California develop a State Rail Plan to be eligible to receive federal funding for rail projects. The next State Rail Plan must be completed and "accepted" by the Federal Railroad Administration (FRA) by June 30, 2018 to comply with federal law, and must be updated every four years thereafter. California Government Code Section 14036 requires the Department to prepare a California State Rail Plan (Rail Plan) that generally aligns federal requirements. The Department is designated the State rail transportation authority to prepare, maintain, coordinate, and administer the Rail Plan. The California State Transportation Agency (CalSTA) is designated to approve the Rail Plan.

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. The 2018 Rail Plan establishes a long-term vision for prioritizing state investment in the passenger and freight rail network and a framework for coordinated planning with rail partners. The plan identifies corridor-level state service goals for developing the passenger rail network, including a phased plan for integrating the state's passenger rail systems with the California High Speed Rail system. The Rail Plan also establishes focused investment categories for rail freight that were developed in coordination with the California Sustainable Freight Action Plan.

California Government Code Section 14036 further requires that the Department submit the Rail Plan to the Commission for its advice prior to CalSTA's approval. The Department released the Draft Rail Plan on October 11, 2017 for a 60 day public review period and intends on providing a copy of the draft Rail Plan to the Commission at its October 2017 meeting. Furthermore, the Department will work with Commission staff to address the Commission's comments prior to submitting the final Rail Plan to CalSTA.

To view the Draft 2018 California State Rail Plan, please click on the link provided below:
http://www.dot.ca.gov/californiarail/docs/CSRP_PublicReleaseDraft_10112017.pdf

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum TAB 70

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 3.8
Information Item
REPLACEMENT ITEM

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: James E. Davis, Chief
Division of Project Management

Subject: **FISCAL YEAR 2016-17 – FOURTH QUARTER – PROJECT DELIVERY REPORT**

SUMMARY:

The California Department of Transportation (Department) will present the Division of Project Management's Fiscal Year (FY) 2016-17 Project Delivery Report, for the fourth quarter, to the California Transportation Commission (Commission) at its October 18-19, 2017, as in informational item.

BACKGROUND:

The purpose of the quarterly Project Delivery Report is to provide the Commission with project delivery information on transportation projects for which the Department was fully responsible for development and construction management. This report is intended to cover the reporting requirements specified by Government Code Sections 14526.6 and 14527.16.

[UPDATE: The attachment for the FY 2016-17 - Fourth Quarter - Project Delivery Quarterly Report has been update to include information on the Gerald Desmond Bridge and Getty Ramps as part of the Caltrans Watch List.]

Attachment

TAB 70 -
REPLACEMENT ITEM

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fourth Quarter
Fiscal Year 2016-17
Project Delivery Report

Quarterly Report to the California Transportation Commission

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Executive Summary

Introduction

The California Department of Transportation (Caltrans) delivers transportation capital programs that preserve, protect, and enhance performance of the state highway system. Operational improvement projects help the existing highway system function more efficiently. System preservation projects, such as bridge rehabilitation and pavement rehabilitation, help the highway system last longer and decrease maintenance costs. Safety projects reduce fatalities and serious injuries resulting from traffic accidents. System expansion projects reduce congestion by adding lanes or constructing new highways.

Purpose

This report provides project delivery information on transportation projects for which Caltrans was fully responsible for development and construction management and fulfills Caltrans' project delivery reporting requirements. The report is intended to cover reporting requirements specified by Government Code Sections 14526.6 and 14524.16.

Performance Measures

Measuring and reporting performance on project milestones shows how well Caltrans is meeting its commitments to deliver projects as promised in its primary work programs: the State Transportation Improvement Program (STIP), the State Highway Operation and Protection Program (SHOPP), and for locally funded projects where Caltrans is the implementing agency.

Performance Measure Summary – 4th Quarter Fiscal Year 2016-17

Measure	Year-To-Date thru 4th Quarter			Goal	Status
	Completed	Plan	Percent	Percent	
Project Approval, Environmental Documents					
Draft Environmental Documents Completed	49	65	75%	80%	X
Projects Approved	176	197	89%	90%	X
Right of Way: Projects Certified					
Projects Certified	215	222	97%	100%	X
Allocation Funds Committed (millions)	$112	$112	100%	100%	✓
Delivery: Projects Designed and Ready for Construction					
Projects Designed and Ready for Construction	220	227	97%	100%	X
Capital Value Ready for Allocation (millions)	$2,008	$2,176	92%	100%	X
Construction: Projects Constructed					
Projects Constructed	210	249	84%	95%	X

Measure	Year-To-Date thru 4th Quarter			Goal	Status
	Completed	Plan	Percent	Percent	
Closeout Costs					
State Transportation Improvement Program Costs (millions)	$1,054	$1,151	92%	< 100%	✓
State Highway Operation and Protection Program Costs (millions)	$1,648	$1,783	92%	< 100%	✓
Legend					
✓ Caltrans met the delivery goal X Caltrans did not meet the delivery goal					

Goals

In FY 2016-17, Caltrans met the goal for three of the nine project delivery performance measures. As shown in the table below, this follows the same trend over the last five years; Caltrans consistently meets the goal for three to four performance measures every year. The five-year trend also highlights where Caltrans has performed well but, for various reasons, has not met the performance goal. It should be noted that the goals are aggressive and encourages Caltrans to take intelligent and agreed upon risk to drive faster and more efficient project delivery.

Five-Year Trend Analysis for Performance Measures						
Measure	FY 12-13	FY 13-14	FY 14-16	FY 15-16	FY 16-17	Goal
Project Approval, Environmental Documents						
Draft Environmental Documents Completed	74%	79%	**80%**	76%	75%	80%
Projects Approved	87%	88%	87%	85%	89%	90%
Right of Way: Projects Certified						
Projects Certified	94%	96%	97%	97%	97%	100%
Allocation Funds Committed	**100%**	**100%**	**100%**	**100%**	**100%**	100%
Delivery: Projects Designed and Ready for Construction						
Projects Designed and Ready for Construction	98%	98%	98%	98%	97%	100%
Capital Value Ready for Allocation	99%	84%	94%	84%	92%	100%
Construction: Projects Constructed						
Contracts Accepted	83%	95%	89%	88%	84%	95%
Closeout Costs						
State Transportation Improvement Program Costs	**94%**	**91%**	**94%**	**96%**	**92%**	< 100%
State Highway Operation and Protection Program Costs	**74%**	**80%**	**91%**	**89%**	**92%**	< 100%
Goals Achieved per Fiscal Year	**3**	**3**	**4**	**3**	**3**	

Note: Figures in bold met the performance measure goal.

Project Watch List

The Project Watch List identifies projects deemed "at risk" for budget overruns or schedule delays. Projects are continuously monitored and brought to the attention of managers and transportation stakeholders to resolve or minimize issues affecting the budget, scope, or schedule.

The project watch list will change from one quarter to another (projects dropped or added) as supplemental funds are approved, budget risks are mitigated, and schedule risks are resolved. Since the report is prepared quarterly, and in order to keep projects on track to award, projects that have not been included on the watch list may require supplemental funds requests between reports. While this report is intended to reflect information at the end of the reporting period, information for narratives is updated up to the time the report is published to provide the most accurate information possible.

Budget (Supplemental Funds) and Delivery Risks

Caltrans balances risk in project budgeting with the need to ensure that an appropriate mix of projects are brought forward in sufficient quantities to use its annual federal obligation authority. Complete and reasonable estimates are necessary to avoid undesired consequences, including loss of federal or local funds. Before presenting capital or capital outlay support (COS) budget change requests to the Commission, Caltrans thoroughly examines each request to validate costs and evaluate options. A summary of current budget and delivery risks are provided in the tables below.

Summary of Current Potential Supplemental Funds

Budget Risk Type	Projects	Programmed Budget (millions)	Estimated Risk (millions)	Potential Date
Pre-Construction				
Greater Than 120% Allocations	5	$33	$16	Within 6 months
Supplementals to Award	2	$6	$3	Within 6 months
During Construction				
COS Supplementals	7	$71	$8	Within 2 years
Supplementals to Complete Construction	10	$514	$157	Within 2 years
Partnership Projects - Local Agency Implementing Agency	3	$1,019	$94	After completion
Post-Construction				
COS Supplementals	3	$17	$0.4	Within 1 year
Supplementals to Closeout	8	$373	$22	Within 1 year
Right of Way Adjustments	2	$27	$12	After completion
Total	**50**	**$2,060**	**$312**	

Summary of FY 2017-18 Delivery Risks

Risk Level	Projects	Programmed Budget (millions)
High	4	$79
Medium	4	$63
Low	1	$3
Total	**9**	**$145**

County	Route	Description	Program	Programmed Budget ($1,000's)	Risk Component	Risk Level	Risk Trend*	HQ Risk Description
Pre-Construction - Delivery Year Risks								
YOL	016	Yol 16 SIP at Co Rd 79 & Esparto to I-505	SHOPP	$37,299	Fiscal Year Delivery FY 16-17	Not Delivered in FY	Same as Previous	Right of way acquisition, utility relocation, and permits
VAR	VAR	Install 26 Miles of Fiber Optics Trunk Line, Hubs and TOS/TMS Elements	SHOPP	$41,425	Fiscal Year Delivery FY 16-17	Not Delivered in FY	Same as Previous	Utility access over BART, UPRR, & BNSF right of way.
SLO	001	Piedras Blancas Realignment Off-site Mitigation	SHOPP	$12,000	Fiscal Year Delivery FY 16-17	Not Delivered in FY	Same as Previous	Project was split into 3 projects due to need to propagate seed and plants prior to construction
COL	020	Colusa Rehab	SHOPP	$13,500	Fiscal Year Delivery FY 16-17	Not Delivered in FY	Same as Previous	Time extension granted for utility relocation and right of way acquisition
CC	580	Scofield Seismic Retrofit	SHOPP	$8,500	Fiscal Year Delivery FY 16-17	Not Delivered in FY	New	Staging issue with Chevron
LA	110	Pavement Rehab	SHOPP	$40,000	Fiscal Year Delivery FY 16-17	Not Delivered in FY	New	Delay in resolving RTL comments
LA	005	Modify Irrigation	SHOPP	$7,672	Fiscal Year Delivery FY 16-17	Not Delivered in FY	New	Delay in resolving RTL comments
RIV	074	Riv 74 Hemet Raised Median Curb	SHOPP	$40,916	Fiscal Year Delivery	High	New	Right of way acquisition and condemnation
SBD	010	SBd 10 Santa Ana River Br Seismic Retrofit	SHOPP	$31,233	Fiscal Year Delivery	High	New	Permit delays; geotechnical drilling and analysis delays
SBD	062	SBd/Riv 62 Widen shoulders, add Rumble Strips & Signals	SHOPP	$6,164	Fiscal Year Delivery	High	New	Right of way delays with BLM; condemnation
SD	094	SD 94 REALIGN NEAR FREEZER RD	SHOPP	$922	Fiscal Year Delivery	High	New	Right of way delays, unresponsive owners
SUT	020	Sutter Bypass Widening & Rehab	SHOPP	$30,765	Fiscal Year Delivery	Medium	New	Permits, right of way condemnation, utility relocation
PLA	065	80/65 Aux Lane	SHOPP	$21,700	Fiscal Year Delivery	Medium	New	Need to finalize cooperative agreements
RIV	074	RIV 74 RECONSTRUCT SIDEWALKS AND CURB RAMPS & DRIVEWAYS	SHOPP	$3,849	Fiscal Year Delivery	Medium	New	Right of way acquisition
SBD	095	SBd 95 Shoulder Widening & Rumble Strips Installation	SHOPP	$6,225	Fiscal Year Delivery	Medium	New	Right of way agreement delays with BLM
SBD	247	SBd 247 Near Lucerne Valley Widen Shoulder and Rumble Strips	SHOPP	$2,859	Fiscal Year Delivery	Low	New	Utility delays

*Retired risks can be found in Appendix (D)

County	Route	Description	Program	Programmed Budget ($1,000's)	Risk Component	Risk Level	Risk Trend*	HQ Risk Description
Pre-Construction - Greater Than 120% Allocations								
CC	580	Scofield Seismic Retrofit	SHOPP	$4,460	Construction Capital	Very High	Same as Previous	Revised seismic retrofit strategy
MEN	162	Rodeo Creek Slide II	SHOPP	$7,630	Construction Capital	High	Same as Previous	Geotech data revealed larger than anticipated slope failure
LA	405	Ramps at Getty Center Dr	SHOPP	$2,930	Construction Support	Very High	New	Additional inspection for added work and specialty work
LA	405	Ramps at Getty Center Dr	SHOPP	$14,830	Construction Capital	Very High	New	Utility relocation and widening for dedicated bike lane.
ED	050	Meyers Intersection Improvements	SHOPP	$3,445	Construction Capital	High	New	Roundabout requires more fill than anticipated, adjustments to access points for bicycles, bicycle trail adjustments, and new overhead sign
Pre-Construction - Supplementals to Award								
KER	005	Buttonwillow SRRA Sewer Upgrade	SHOPP	$2,000	Construction Capital	Very High	New	Only received 2 bids, both were high due to remote locaiton and speciality work. Analysis ongoing.
SCL	085	Route 85-Deck Overlay	SHOPP	$4,319	Construction Capital	High	New	Unresponsive bidders, high bids, project will be readvertised
During Construction - COS Supplementals								
SJ	004	SR 4 CROSSTOWN RAMP EXTENSION	Bond	$12,200	Construction Support	High	Same as Previous	Contractor claims, delays due to utilities not relocated prior to construction
SJ	099	SOUTH STOCKTON 6-LANE WIDENING	BOND	$20,000	Construction Support	High	Same as Previous	Address claims for delays due to utility relocation and railroad agreement
SJ	099	SOUTH STOCKTON 6-LANE WIDENING	BOND	$7,000	Right of Way Support	High	Same as Previous	Dispose of excess parcels
TUL	099	Betty Drive Interchange	STIP	$5,000	Construction Support	Medium	Same as Previous	Working days increased due to complicated stage construction
SBD	138	SBd 138 Widening (West of 15)(PHASE 1a)	STIP	$10,700	Construction Support	Medium	Same as Previous	Additional funds may be needed for plant establishment period
VAR	099	San Joaquin River 6-Lane	Bond	$8,500	Construction Support	Low	Same as Previous	Additional labor compliance effort due to subcontractor issues with payroll. Additional effort required for mitigation work in river basin.
SM	101	Broadway IC	STIP	$8,000	Construction Support	Low	Decreased	Electrical tower knocked down during construction resulting in unanticipated freeway closure costs

*Retired risks can be found in Appendix (D)

County	Route	Description	Program	Programmed Budget ($1,000's)	Risk Component	Risk Level	Risk Trend*	HQ Risk Description
During Construction - Supplementals to Complete Construction								
LA	047	Heim replacement	SHOPP	$270,200	Construction Capital	Very High	Same as Previous	Additional funds for Construction Capital may be needed based on the latest Risk Management and Exposure (RME) Report as of December 2016. The report indicates that additional funds are needed (50% confidence level) to complete construction. The Department is currently considering and analyzing options to complete construction.
FRE	041	41 Seismic Retrofit	SHOPP	$4,679	Construction Capital	High	Same as Previous	Change orders and claims
LA	018	Replace bridge deck LA-18	SHOPP	$3,732	Construction Capital	High	Same as Previous	Repairs to damaged local road caused by traffic detour
SHA	005	Antlers Br Replacement	SHOPP	$134,150	Construction Capital	Medium	Same as Previous	Contractor claims, arbitration likely
ALA	080	Phase 2 - SFOBB Warehouse	SHOPP	$16,500	Construction Capital	Medium	Same as Previous	Delay and additional requirements from State Fire Marshall. District and BATA have a tentative agreement to address increases
SLO	101	Santa Fe UC Bridge Rail Replacement	SHOPP	$995	Construction Capital	Low	Same as previous	Winter storm damage at construction site, permits pending for repair work
TUL	190	Reservation Road Roundabout	SHOPP	$3,421	Construction Capital	Low	Same as Previous	Plant establishment
FRE	168	Auberry Road Roundabout	SHOPP	$3,213	Construction Capital	Low	Same as Previous	Claims
FRE	198	Cali Aqueduct deck replacement	SHOPP	$2,568	Construction Capital	Low	Decreased	Claims
SBD	015	SBd 15 phase 2 & Enhancements (Const Only)	STIP	$74,690	Construction Capital	Low	New	Delays due to constructability issues, environmental concerns, and utility relocation; rail road flagging cost increases
Construction Partnerships Projects in Progress - Local Agency Implementing Agency								
SF	101	Presidio Parkway P3	SHOPP	$37,392	Construction Support	High	Same as Previous	Landscape commitments
SF	101	Presidio Parkway P3	SHOPP	$966,500	Construction Capital	High	Same as Previous	Landscape commitments in the Presidio
LA	10	Gerald Desmond Bridge	SHOPP	$15,000	Construction Support	Very High	New	Design-build contract is behind schedule, which increases the amount of inspection and oversight needed.

*Retired risks can be found in Appendix (D)

County	Route	Description	Program	Programmed Budget ($1,000's)	Risk Component	Risk Level	Risk Trend*	HQ Risk Description
Post-Construction - COS Supplementals								
VAR	099	Goshen to Kingsburg Replacement Planting	Bond	$700	Construction Support	High	Same as Previous	Project extended due to drought policy to complete mitigation planting
MAD	099	SR99/Avenue 12 Interchange	Bond	$8,000	Construction Support	Low	Same as Previous	Additional funds may be needed for mitigation work. Mitigation work delayed due to drought.
TUL	099	Tulare to Goshen North Segment 6-Lane	BOND	$8,200	Construction Support	Low	Same as Previous	Claims
Post-Construction - Supplementals to Closeout								
SBD	015	JPOE I TRUCK INSPECT STA - SBD 15	SHOPP	$40,753	Construction Capital	Very High	Increased	Claims
TUL	099	Goshen to Kingsburg 6-lane	Bond	$75,863	Construction Capital	Very High	Same as Previous	Claims
SOL	080	EB Truck Scales	SHOPP	$52,192	Construction Capital	High	Same as Previous	Claims
SON	101	MSN B2/B4	Bond	$79,500	Construction Capital	High	Same as Previous	Claims
TUL	099	Tulare to Goshen North Segment 6-Lane	Bond, STIP	$38,700	Construction Capital	Medium	Same as Previous	Claims
ORA	074	I5/SR74 Interchange	STIP	$30,231	Construction Capital	Medium	Same as Previous	Claims
MON	VAR	Roadside Safety improvements, MON County	SHOPP	$2,209	Construction Capital	Medium	New	Claims
SJ	005	NORTH I-5 REHAB	SHOPP	$53,056	Construction Capital	Medium	New	Claims
Right of Way Adjustments to be made after Completion of Construction								
STA	219	219 4-LANE WIDENING PHASE II	Bond	$17,650	Right of Way Capital	High	Same as Previous	Litigation and final judgements for eminent domain actions
SBD	138	SBd 138 Widening (West of 15)(PHASE 1a)	STIP	$8,960	Right of Way Capital	Medium	Same as Previous	Litigation and final judgements for eminent domain actions

*Retired risks can be found in Appendix (D)

Milestone Performance Report

Project Approval, Environmental Documents

Draft Environmental Documents Completed Summary

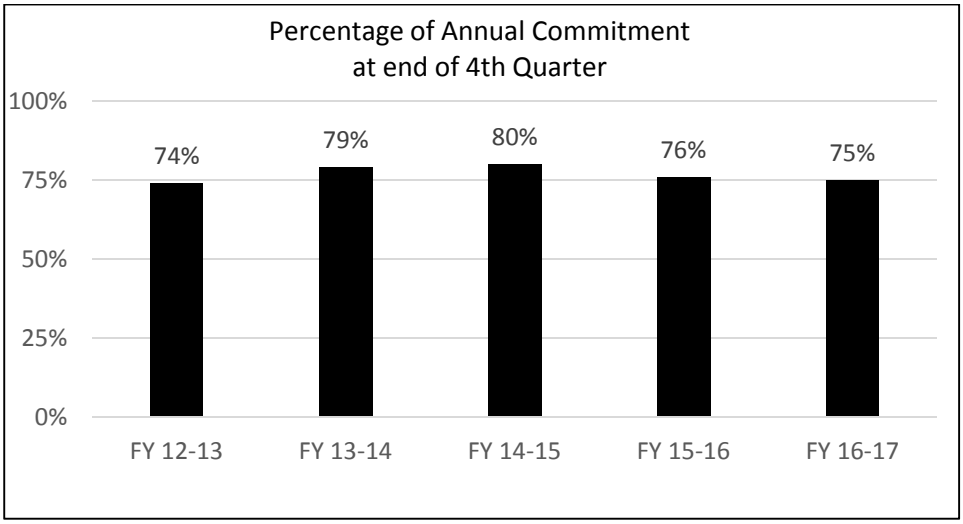
The project team conducts environmental studies to analyze the effect of various project alternatives. The result of the studies is an environmental document. The type of environmental document depends on the significance of the impacts.

In fiscal year 2016-17, Caltrans committed to deliver 65 draft environmental documents. Through the end of the fourth quarter, fiscal year 2016-17, Caltrans completed a total of 49, or 75 percent of the annual commitment.

Measure: Draft Environmental Documents Completed – 4th Quarter FY 2016-17

Fiscal Year 2016-17

Year-to-Date thru 4th Quarter			Goal
Completed	Plan	Percent	Percent
49	65	75%	80%



Project Approval Summary

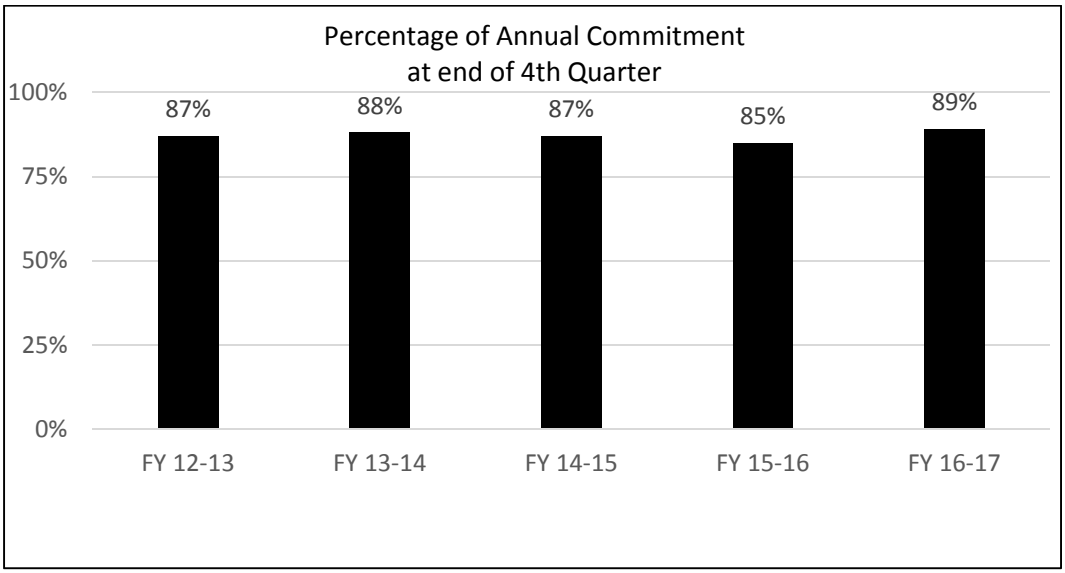
Project approval is also commonly referred to as "PA&ED," which is an abbreviation for the Project Approval and Environmental Document project milestone. Project approval is achieved when the Project Report has been signed. The Project Report includes the selection of the preferred project alternative and includes the project's environmental document.

In fiscal year 2016-17, Caltrans committed to deliver 197 project approvals and environmental documents. Through the end of the fourth quarter, fiscal year 2016-17, Caltrans approved a total of 176, or 89 percent of the annual commitment.

Measure: Projects Approved, Environmental Documents – 4th Quarter FY 2016-17

Fiscal Year 2016-17

Year-to-Date thru 4th Quarter			Goal
Approved	**Plan**	**Percent**	**Percent**
176	197	89%	90%



Right of Way: Projects Certified

Projects Certifications Summary

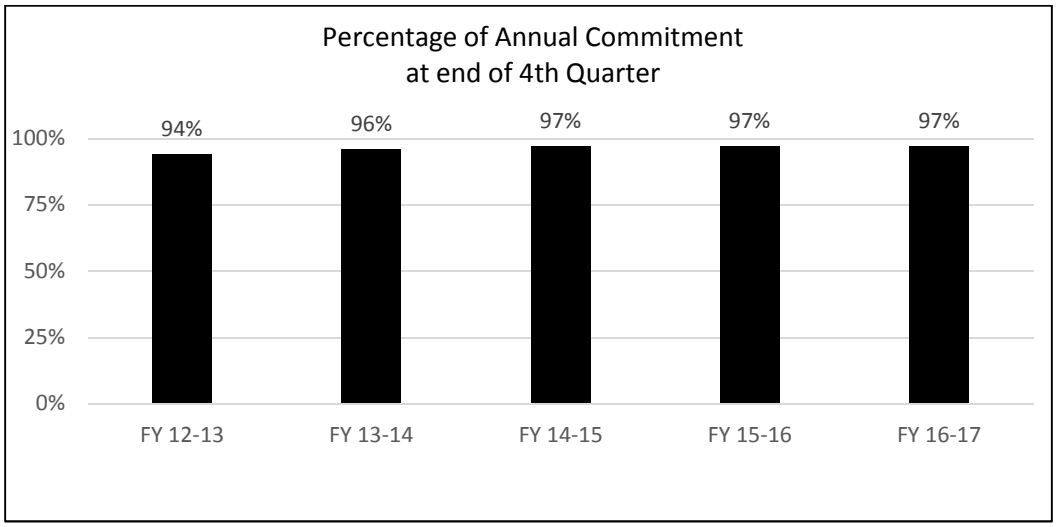
Right of way certification is achieved when all needed properties have been obtained, either by easement or acquisition, and all railroad and utility constraints are cleared.

In fiscal year 2016-17, Caltrans committed to certify right of way for 222 projects. Through the end of the fourth quarter, fiscal year 2016-17, Caltrans certified a total of 215 projects, or 97 percent of the annual commitment.

Measure: Projects Certified – 4th Quarter Fiscal Year 2016-17

Fiscal Year 2016-17

Year-to-Date thru 4th Quarter			Goal
Certified	**Plan**	**Percent**	**Percent**
215	222	97%	100%



Allocated Funds Committed

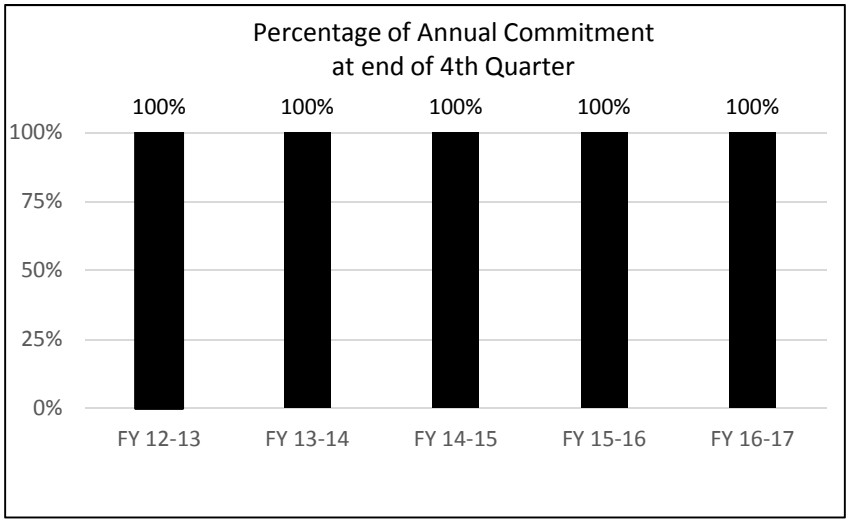
The Division of Right of Way prepares an annual right of way capital plan and receives an annual allocation approved by the California Transportation Commission. Caltrans reports quarterly how funds have been committed against the plan and prepares a report for the Commission after the year has closed.

For fiscal year 2016-17, the Right of Way Capital Plan outlines funding needed to keep programmed projects on track for delivery as planned. Caltrans requested and received an allocation of $111.6 million. Through the end of the fourth quarter, fiscal year 2016-17, Caltrans committed $111.6 million, or 100 percent of the annual right of way allocation approved by the Commission.

Measure: Allocated Funds Committed – 4th Quarter Fiscal Year 2016-17

Fiscal Year 2016-17 (millions)

Annual Commitment			Goal
Committed	**Plan**	**Percent**	**Percent**
$111.6	$111.6	100%	100%



Right of Way Capital Plan

The table below shows different categories of planned right of way capital expenditures for fiscal year 2016-17, as well as the allocation and the actual funds committed by category.

Right of Way Capital Funding (millions)

Category	Allocated (millions)	Committed (millions)	Committed Percent Per Category
Capital Projects			
State Transportation Improvement Program (STIP)	$ 35.1	$ 60.1	171%
State Highway Operation and Protection Program (SHOPP)	$ 46.0	$ 31.5	68%
Subtotal - Capital Projects	$ 81.1	$ 91.6	113%
Other Categories			
Post-certification	$ 25.5	$ 12.5	49%
Permit Fees	$ 1.0	$ 1.3	130%
Damage to Property (Inverse)	$ 4.0	$ 6.2	155%
Subtotal - Other Categories	$ 30.5	$ 20.0	66%
Right of Way Funds – All Categories			
TOTAL	**$ 111.6**	**$ 111.6**	**100%**

Delivery: Projects Designed and Ready for Construction

Contract to Deliver Summary

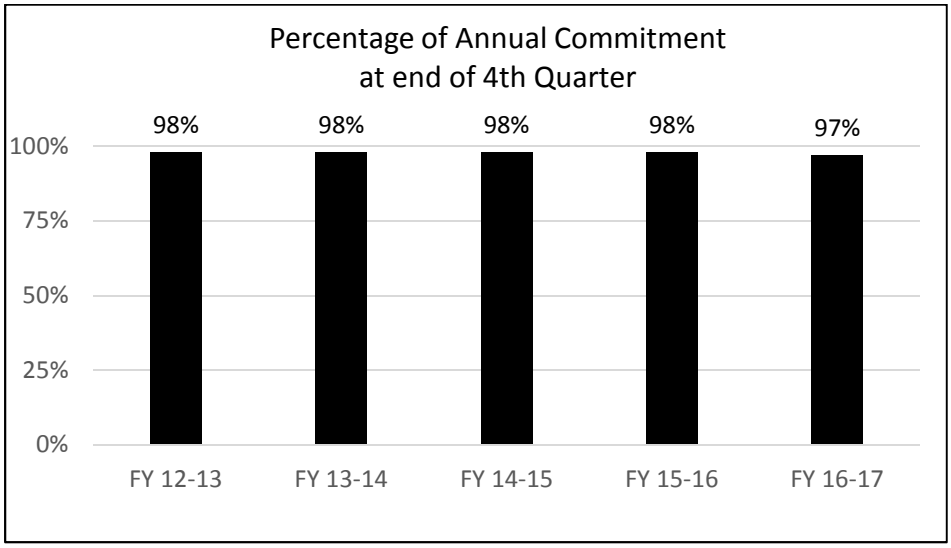
Each year since fiscal year 2005–06, the Caltrans Director has signed a Contract for Delivery with each of our 12 District Directors committing to deliver projects ready for construction. The Contract for Delivery includes a list of major state highway projects for which Caltrans will complete project plans, specifications and estimates and secure rights-of-way and permits in that fiscal year. This allows Caltrans to advertise and award construction contracts and begin construction.

In fiscal year 2016-17, Caltrans committed in the Contract for Delivery to deliver 227 projects ready for construction, valued at $2.2 billion. Through the end of the fourth quarter, Caltrans delivered 220 projects, or 97 percent of the annual commitment, with an estimated value of $2.0 billion.

Measure: Projects Designed and Ready for Construction – 4th Quarter FY 2016-17

Fiscal Year 2016-17 Contract For Delivery

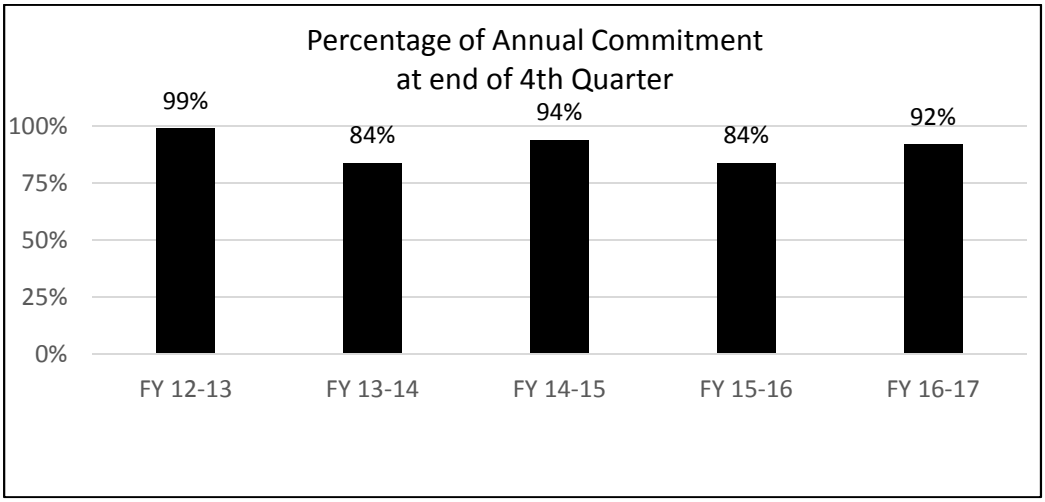
Year-to-Date thru 4th Quarter			Goal
Completed	Plan	Percent	Percent
220	227	97%	100%



Measure: Contract Value Delivered – 4th Quarter Fiscal Year 2016-17

Fiscal Year 2016-17 Contract for Delivery (millions) -

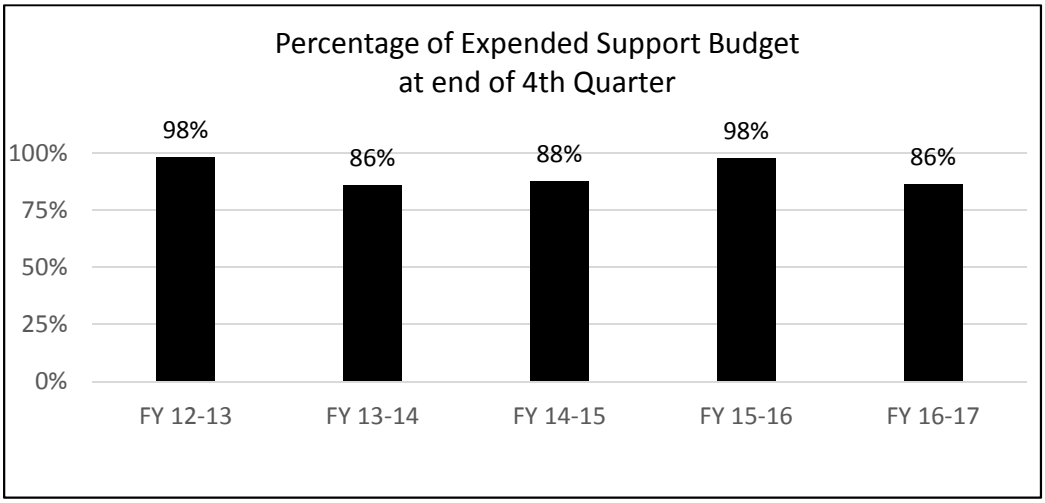
Year-to-Date thru 4th Quarter			Goal
Completed	Plan	Percent	Percent
$2,008.4	$2,175.8	92%	100%



Contract For Delivery Support Costs

FY 2016-17 Year to Date Contract for Delivery Support Costs

Projects Completed	Programmed Support Budget (millions)	Expended (millions)	Percent Expended
220	$437	$378	86%



Program Delivery Summary

Program delivery includes the Contract for Delivery and additional projects not in the Contract for Delivery. Additional projects include: Program amendments, projects advanced from a future program year, Minor, Maintenance, and Emergency projects.

Through the end of the fourth quarter, fiscal year 2016-17, Caltrans has:

- *Delivered 220 Contract for Delivery projects with an estimated value of $2,008.4 million*
- *Delivered 422 additional projects with an estimated value of $953.9 million*
- *The sum of all projects delivered from all program funding sources is 642 projects, valued at $2,962.3 million*

Program Delivery by Capital Funding Programs

	Contract Value Committed (millions)	Contract Value Delivered (millions)	% Contract Value Delivered	CFD Projects Committed	Projects Delivered	Projects Delivered
State Transportation Improvement Program* (STIP)	$ 282.5	$ 284.5		8	8	
Advanced STIP		$ 8.4		-	2	
Prior Year STIP CFD		$ 40.9		-	3	
Subtotal – **STIP Delivery Commitments**	$ 282.5	$ 333.8	118%	8	13	163%
State Highway Operation and Protection Program* (SHOPP)	$ 1,807.3	$ 1,648.1		215	208	
Amended SHOPP		$ 27.5			12	
Advanced SHOPP		$ 43.8			13	
Prior Year SHOPP CFD		$ 143.4			6	
Subtotal – **SHOPP Delivery Commitments**	$ 1,807.3	$ 1,862.8	103%	215	239	111%
Minor Program Funds in Contract for Delivery (SHOPP)	$ -	$ -		-	-	
Minor Program (SHOPP)		$ 35.9			41	
Emergency Response (SHOPP 130)		$ 482.8			258	
Subtotal - **SHOPP – All Funds**		$ 2,381.5			538	
Partnership (Local and regional funding contributions) *	$ 85.8	$ 75.8	88%	4	4	
Additional Partnership		$ 10.6			2	
Maintenance Program		$ 160.6			85	
Total Delivery **All Program Funds**		**$ 2,962.3**		**227**	**642**	

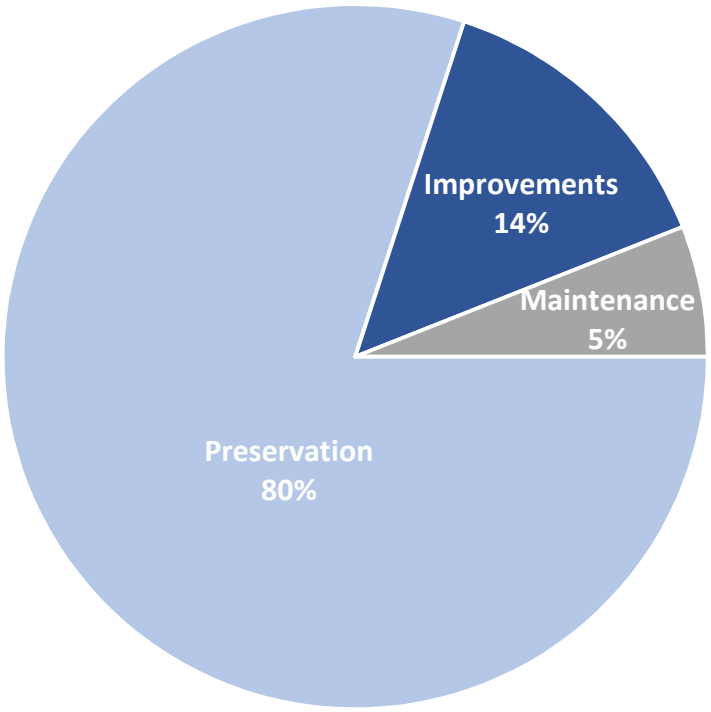
** Programs that are included in the Director's Contract for Delivery.*

Delivery Outcomes

The table and chart below provide a distribution of transportation program dollars on projects that have been delivered to construction in Fiscal Year 2016-17. The projects include planned projects as well as additional projects for emergency response, program amendments, Maintenance Program, and Minor Program contracts.

Projects Designed and Ready for Construction
Contract Value by Program Funding

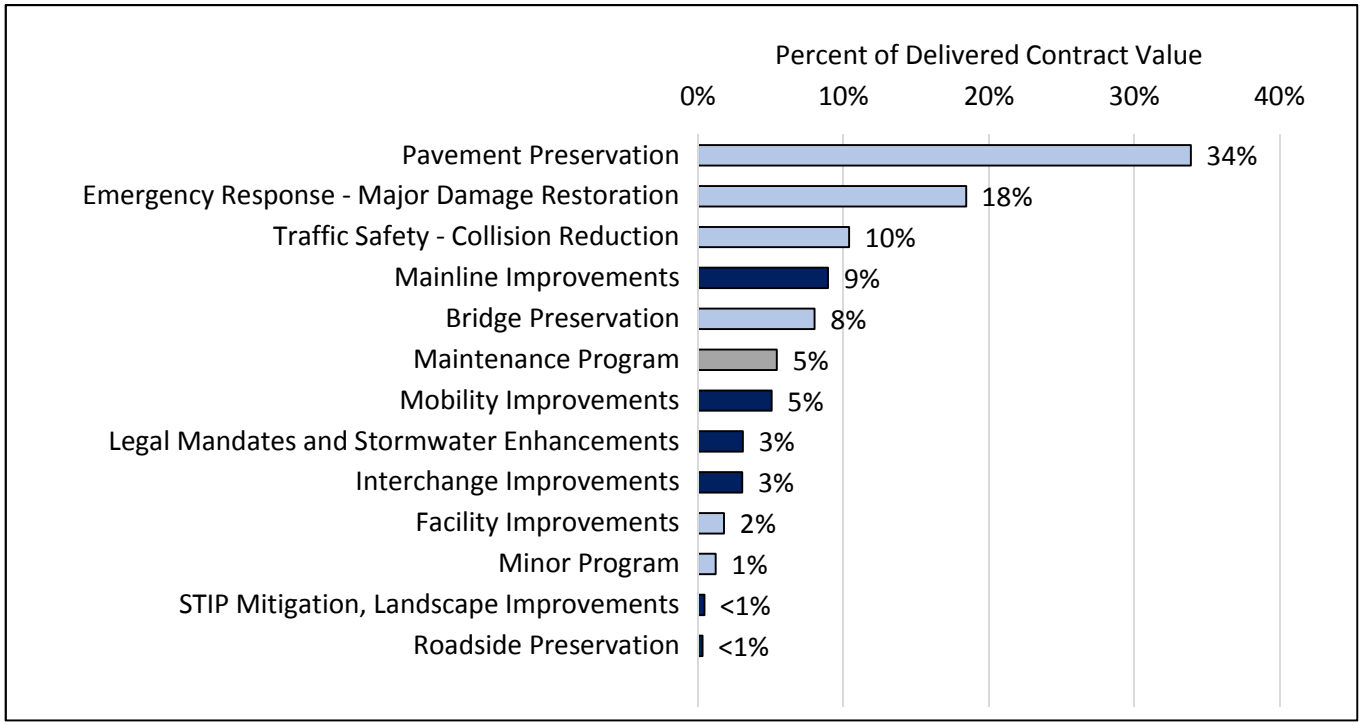
Transportation Programs	Projects	Program Dollars (millions)	Percent of Major Programs	Percent of All Programs
Preservation Programs				
State Highway Operation & Protection Program (SHOPP)	239	$ 1,862.8	78%	63%
Emergency Response (SHOPP 130)	258	$ 482.8	20%	16%
Minor Program (SHOPP)	41	$ 35.9	2%	1%
Subtotal - Preservation Programs (SHOPP)	538	$ 2,381.5	100%	80%
Improvement Programs				
Regional Improvement Program (STIP-RIP)		$ 55.9	13%	2%
Interregional Improvement Program (STIP-IIP)		$ 166.2	40%	6%
Partnership Programs (Local & local federal funds)		$ 198.1	47%	7%
Subtotal - Improvement Programs	19	$ 420.2	100%	14%
Maintenance Program	85	$ 160.6		5%
Total	**642**	**$ 2,962.3**		**100%**



Note: Numbers may not add up to 100% due to rounding.

Projects Designed and Ready for Construction
Outcomes (Percent) by Contract Value

The bar chart below shows the distribution by percentage of construction contract values for categories of project improvements (outcomes) on projects delivered to construction in fiscal year 2016-17.



Improvement Programs **Preservation Programs** **Maintenance Program**

Projects: 642 **Capital Value: $2,962.3 Million**

Construction: Projects Constructed

Projects Constructed Summary

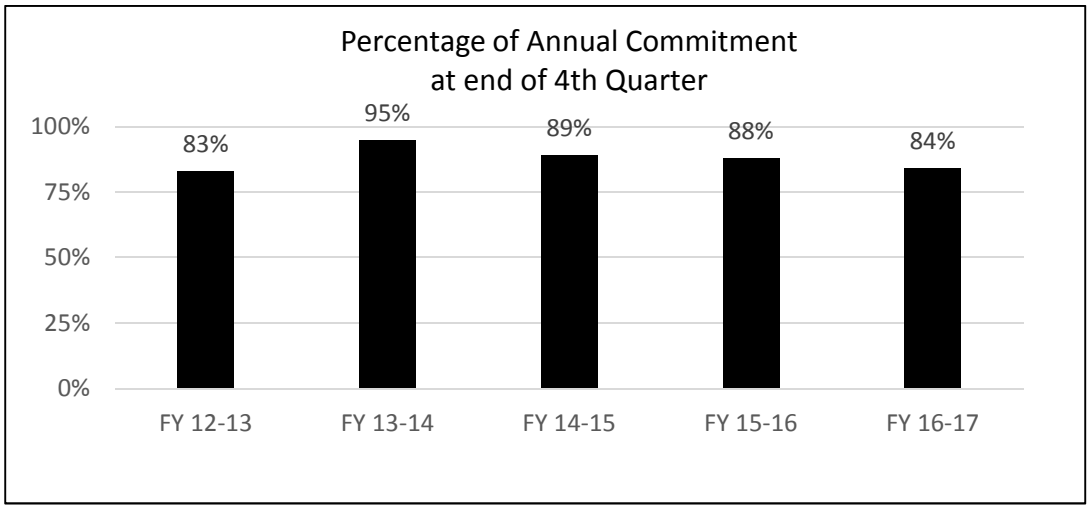
Construction entails building improvements as shown on the contract plans. Caltrans oversees the contractor's work and administers the contract by authorizing payments to the contractor for completed work. The contract is complete when the contract has been accepted by the state resident engineer.

- *In fiscal year 2016-17, Caltrans committed to complete construction of 249 projects. Through the end of the fourth quarter, fiscal year 2016-17, Caltrans has completed 210, or 84 percent of the annual commitment.*
- *At the end of the fourth quarter, fiscal year 2016-17, Caltrans had 931 active projects valued at $9.2 billion under construction.*

Measure: Projects Constructed – 4th Quarter Fiscal Year 2016-17

Fiscal Year 2016-17

Year-to-Date thru 4th Quarter			Goal
Constructed	**Plan**	**Percent**	**Percent**
210	249	84%	95%



Construction Program Quarterly Status Notes (all contracts)*

Contractor Payments: $2,692 million has been paid to contractors in fiscal year 2016-17.
Under Construction: 931 construction contracts valued at $9.2 billion are under construction.
Claims: Caltrans has 16 construction contracts in post-contract acceptance with notice of potential claims in the amount of $4.1 million.
Arbitration: Caltrans has 32 contracts in arbitration with claims valued at $158.3 million.
**As of July 1, 2017*

Arbitration – Five Year Trend

	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17 End of Q4
Cases Filed	15	16	16	14	20
Cases Resolved	20	24	14	6	16
Contracts in Arbitration (End of FY)	26	18	20	28	32

Construction Outcomes

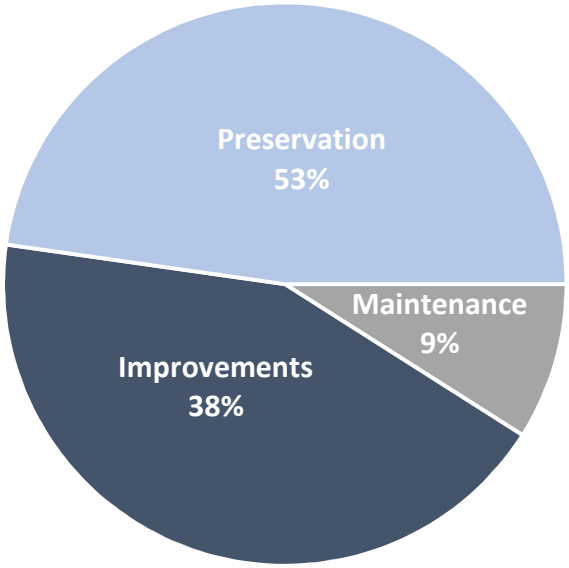
The table and chart below provides a distribution of transportation program dollars on projects for which construction contracts have been accepted in fiscal year 2016-17. The contracts include planned projects as well as additional projects for emergency response, program amendments, major maintenance program, and minor program contracts.

Projects Constructed
Contract Value by Program Funding

Transportation Programs	Projects	Program Dollars (millions)	Percent of Major Programs	Percent of All Programs
Preservation Programs				
State Highway Operation & Protection Program (SHOPP)	174	$ 988.8	69%	36%
Emergency Response – Major Damage Restoration (SHOPP)	127	$ 257.0	18%	9%
Minor Program (SHOPP)	62	$ 194.1	13%	7%
Subtotal - Preservation Programs (SHOPP)	363	$ 1,439.9	100%	53%
Improvement Programs				
Regional Improvement Program		$ 93.4	6%	2%
Interregional Improvement Program		$ 171.2	17%	6%
SHOPP Funds on Improvement Projects		$ 63.5	6%	2%
Partnership Programs (Local & local federal funds)		$ 376.4	37%	14%
Proposition 1B Bond Programs		$ 326.1	32%	12%
Subtotal - Improvement Programs	30	$ 1,030.7	100%	38%
Maintenance Program	133	$ 248.5		9%
Total	**526**	**$ 2,719.1**		**100%**

Projects Constructed

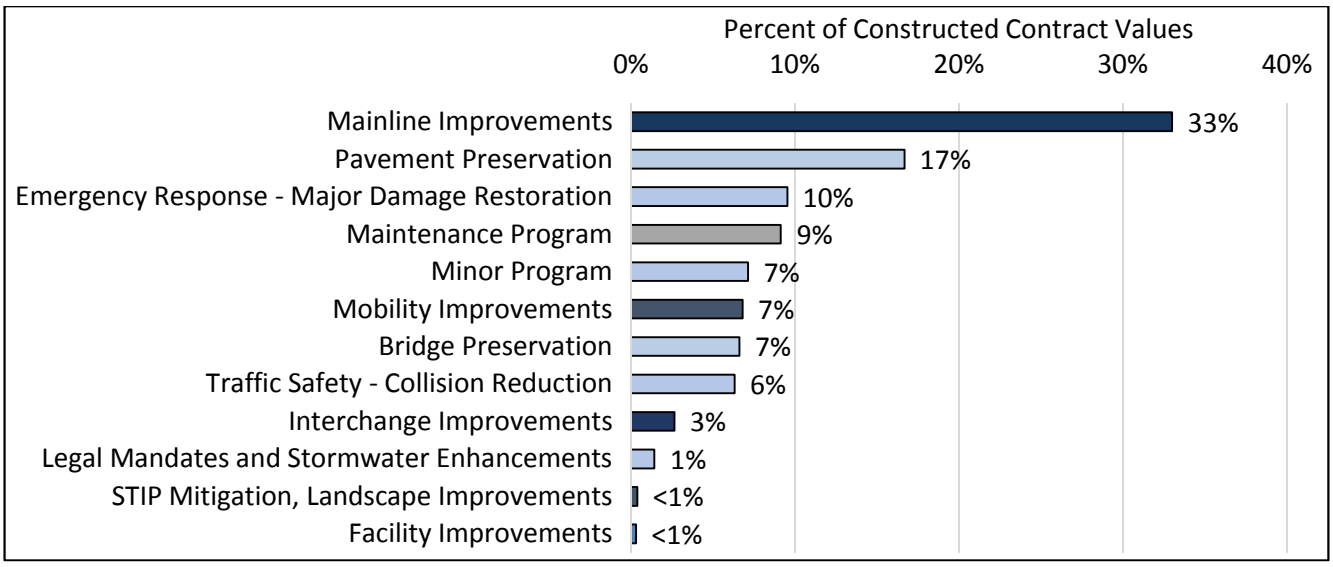
Contract Value by Program Funding (continued)



Projects Constructed

Outcomes (Percent) by Contract Value

The bar chart below shows the distribution by percentage of construction contract values for categories of project improvements (outcomes) on construction contracts completed in fiscal year 2016-17.



Improvement Programs ■ Preservation Programs ■ Maintenance Program ■

Projects: 526 **Capital Value: $ 2,719.1 Million**

Closeout Costs

Closeout Costs Summary

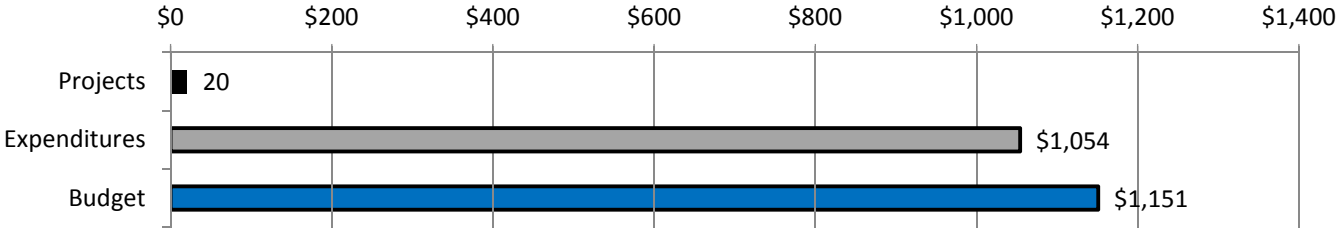
Pursuant to State Transportation Improvement Program guidelines and statutory requirements, Caltrans is reporting project closeout by comparing actual costs to final approved budgets. In consultation with Commission staff, project closeout reporting reflects projects where the construction contract was accepted (completed) two quarters ago.

- *Through the end of the fourth quarter, fiscal year 2016-17, Caltrans has closed out 20 State Transportation Improvement Program projects. The final approved budget for these projects was $1,1151 million. The actual cost to complete these projects was $1,054 million, or 92 percent of the final approved budget.*
- *Through the end of the fourth quarter, fiscal year 2016-17, Caltrans has closed out 302 State Highway Operation and Protection Program projects. The final approved budget for these projects was $1,783 million. The actual cost to complete these projects was $1,648 million, or 92 percent of the final approved budget.*

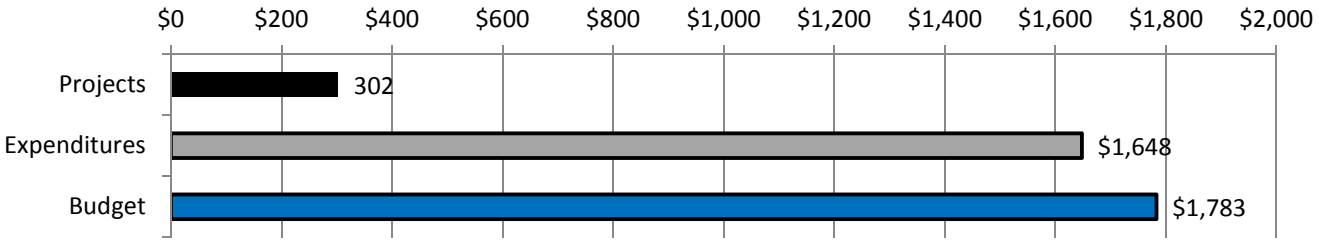
Measure: Program Costs – 4th Quarter Fiscal Year 2016-17

Program	Expended (millions)	Budget (millions)	Savings (millions)	Percent Expended	Goal
STIP	$1,054	$1,151	$97	92%	< 100%
SHOPP	$1,648	$1,783	$135	92%	< 100%

State Transportation Improvement Program[1] Closeout – Program Costs (millions)



State Highway Operation and Protection Program Closeout – Program Costs (millions)



Commission Initial Allocation, Final Approved Costs, and Expended Costs for Allocated Construction Components

The table below provides a comparison between the Commission's initial allocation, final approved state only costs and expended costs for projects that completed construction in the fourth quarter of Fiscal Year 2016-17 as required by Government Code 14525.5. This provides an indication of how adjustments subsequently made after the initial vote (Commission approved supplemental funds or Caltrans delegated funding authority) compare to the initial allocated amounts for each program. The costs in this table do not include non-state funds. The table below is generated from the projects listed in Appendix A and Appendix B of this report.

Program Closeout – Construction Costs ($1,000s)

	Construction Support[1]			Construction Capital		
Program	**Initial Allocation**	**Final Approved Budget[3]**	**Expended**	**Initial Allocation**	**Final Approved Budget[3]**	**Expended**
STIP	81,460	73,524	73,746	117,889	114,488	109,608
CMIA	21,736	21,736	21,803	166,080	129,462	119,933
TCRP				41,233	41,233	41,233
RTE99	22,600	26,500	25,264	186,900	137,800	126,337
SLPP	11,550	11,550	10,532	42,450	27,525	26,855
SHOPP[2]				1,220,307	1,207,407	1,068,731
Total	137,346	133,310	131,345	1,774,859	1,657,915	1,492,697

[1] *Construction Support totals reported: Government Code 14525.5 requires the Commission to allocate construction support for STIP funds, and requires Caltrans to report on allocated construction components.*

[2] *SHOPP construction support was not allocated by the Commission until July 1, 2016, therefore it is not reported on this page. SHOPP construction support is provided in this report in program budget information reported on the previous page, and in the appendix in support information for each project listed.*

[3] *Final Approved Budget is the sum of all approved commission allocations plus delegated G-12 adjustments.*

[4] *In accordance with CMIA guidelines, Caltrans is seeking local funding to address CMIA over-expenditures. CMIA expenditure adjustments will be made when local funding becomes available.*

Appendix

(A) Caltrans Fiscal Year 2016-17 State Transportation Improvement Program Project Closeout

(B) Caltrans Fiscal Year 2016-17 State Highway Operation and Protection Program Project Closeout

(C) Caltrans Fiscal Year 2016-17 Capital Outlay Support G-12 Request Summary

(D) Watch List: Retired Risks

(A) Caltrans Fiscal Year 2016-17
State Transportation Improvement Program[1]
Project Closeout

Project Description			Support ($1,000's)			Capital ($1,000's)		Total ($1,000's)		Delivery Year		
			Original Budget[3]	Approved Budget[2]	Actual Costs	Approved Budget[2]	Actual Costs	Approved Budget[2]	Actual Costs	Original	Actual	Years Early, Delayed, or On-time
1st Quarter												
KIN	198	RECONSTRUCT INTERCHANGE 12TH AVE INTERCHANGE	$ -	$ 9,222	$ 9,122	$ 14,552	$ 12,620	$ 23,774	$ 21,742	10/11	13/14	(3) Delayed
LA	010	WIDEN FREEWAY & CONSTRUCT HOV LANES (SEGMENT 1)	$ -	$ 42,613	$ 43,972	$ 149,217	$ 139,387	$ 191,830	$ 183,360	07/08	07/08	0 On-time
LA	005	WORKER SAFETY; HIGHWAY PLANTING AND IRRIGATION SYSTEMS	$ -	$ 906	$ 922	$ 862	$ 818	$ 1,768	$ 1,740	08/09	08/09	0 On-time
IMP	186	CONSTRUCT BICYCLE AND PEDESTRIAN FACILITIES	$ -	$ 1,635	$ 1,792	$ 1,504	$ 1,474	$ 3,139	$ 3,266	12/13	12/13	0 On-time
SD	015	CONSTRUCT DAR AND TRANSIT STATION	$ -	$ 23,519	$ 11,952	$ 36,416	$ 36,976	$ 59,935	$ 48,928	10/11	11/12	(1) Delayed
ORA	090	HWY PLANTING INSTALL IRRIGATION SYS	$ -	$ 452	$ 466	$ 813	$ 764	$ 1,265	$ 1,230	11/12	10/11	1 Early
2nd Quarter												
SCR	000	VISTA POINT INTERPRETIVE DISPLAYS	$ -	$ 1,404	$ 1,062	$ 781	$ 761	$ 2,185	$ 1,822	13/14	13/14	0 On-time
MON	101	CONSTRUCT INTERCHANGE	$ -	$ 22,450	$ 22,564	$ 68,700	$ 54,522	$ 91,150	$ 77,086	07/08	11/12	(4) Delayed
FRE	168	ENHANCE VISTA POINT	$ -	$ 1,656	$ 1,921	$ 1,597	$ 1,567	$ 3,253	$ 3,488	13/14	13/14	0 On-time
FRE	099	WIDEN FREEWAY AND REPLACE BRIDGE	$ -	$ 16,381	$ 16,423	$ 52,713	$ 46,797	$ 69,094	$ 63,220	11/12	11/12	0 On-time
MAD	099	RECONSTRUCT INTERCHANGE	$ -	$ 16,000	$ 17,944	$ 78,402	$ 76,671	$ 94,402	$ 94,615	11/12	11/12	0 On-time
LA	005	WIDEN AND REALIGN FREEWAY (SEGMENT 1)	$ -	$ 27,825	$ 26,772	$ 86,247	$ 74,695	$ 114,072	$ 101,468	10/11	10/11	0 On-time
MER	099	CONVERT FROM FOUR-LANE EXPRESSWAY TO SIX-LANE FREEWAY	$ -	$ 19,236	$ 17,771	$ 59,075	$ 52,498	$ 78,311	$ 70,269	10/11	10/11	0 On-time
3rd Quarter												
SLO	046	CONVERT OT A 4-LANE EXPRESSWAY	$ -	$ 14,609	$ 14,414	$ 42,488	$ 37,965	$ 57,097	$ 52,379	11/12	11/12	0 On-time
MAD	041	CONSTRUCT PASSING LANE	$ -	$ 6,007	$ 5,041	$ 12,806	$ 8,847	$ 18,813	$ 13,888	15/16	15/16	0 On-time
LA	005	CONSTRUCT HOV LANES AND DIRECT HOV CONNECTOR	$ -	$ 58,152	$ 55,337	$ 161,297	$ 143,652	$ 219,449	$ 198,989	06/07	09/10	(3) Delayed
INY	168	UPGRADE PEDESTRIAN FACILITIES	$ -	$ 997	$ 1,265	$ 1,114	$ 973	$ 2,111	$ 2,238	15/16	14/15	1 Early
4th Quarter												
SON	101	CONSTRUCT VARIOUS IMPROVEMENTS	$ -	$ 2,600	$ 3,013	$ 7,825	$ 6,925	$ 10,425	$ 9,938	08/09	12/13	(3) Delayed
ALA	580	CONSTRUCT TRUCK-CLIMBING LANE IN EASTBOUND DIRECTION	$ -	$ 17,307	$ 18,433	$ 45,925	$ 43,843	$ 63,232	$ 62,277	08/09	10/11	(2) Delayed
ORA	091	CONSTUCT AUXILIARY LANE	$ -	$ 16,453	$ 16,663	$ 28,935	$ 25,412	$ 45,388	$ 42,075	12/13	12/13	0 On-time
Totals				**$ 299,424**	**$ 286,848**	**$ 851,269**	**$ 767,169**	**$ 1,150,693**	**$ 1,054,017**			

[1] State Transporation Improvement Program includes projects with one or more components funded from State Transportation Improvement Program funds. Includes all contributor funds on all project components.

[2] Budget information includes only budget information if expenditures are reflected in State data systems. Excludes local budgets for work implemented by local agencies.

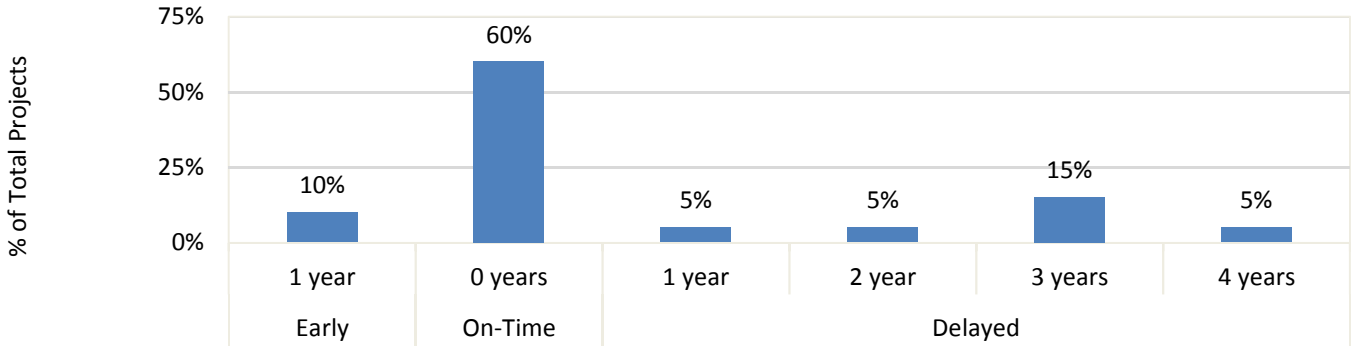
[3] New project in 2014 Program Document or later.

(A) Caltrans Fiscal Year 2016-17
State Transportation Improvement Program[1]
Project Closeout

FY 16-17 STIP Closeout Delivery Year Summary

	Early	On-Time	Delayed			
	1 year	0 years	1 year	2 year	3 years	4 years
Number of Projects	2	12	1	1	3	1
Approved Capital Budget ($1,000's)	$ 1,927	$ 514,627	$ 36,416	$ 45,925	$ 183,674	$ 68,700

Distribution of FY 16-17 STIP Closeout Delivery Year Summary



(B) Caltrans Fiscal Year 2016-17
State Highway Operation and Protection
Program Project Closeout

Project Description			Support ($1,000's)			Capital ($1,000's)		Total ($1,000's)		Delivery Year			Construction Output[2]		
			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit
1st Quarter															
LAK	029	Pavement Rehabilitation	$ -	$ 1,218	$ 1,677	$ 4,469	$ 4,289	$ 5,687	$ 5,966	13/14	14/15	(1) Delayed	-	-	-
MEN	128	Culvert Repair	$ -	$ 5,422	$ 5,237	$ 4,984	$ 4,517	$ 10,406	$ 9,754	06/07	12/13	(6) Delayed	-	-	-
DN	101	Hinge Restoration	$ -	$ 3,046	$ 2,857	$ 5,062	$ 4,032	$ 8,108	$ 6,889	10/11	12/13	(2) Delayed	-	-	-
HUM	036	Slipout Repair	$ 210	$ 210	$ 196	$ 660	$ 530	$ 870	$ 726	14/15	14/15	0 On-time	-	-	-
MEN	1	Bridge Rail Upgrade	$ -	$ 600	$ 111	$ 950	$ 692	$ 1,550	$ 803	15/16	15/16	0 On-time	-	-	-
MEN	101	Roadway Preservation	$ 95	$ 95	$ 57	$ 295	$ 76	$ 390	$ 133	14/15	14/15	0 On-time	-	-	-
MEN	001	Slipout Repair	$ 60	$ 60	$ 151	$ 400	$ 274	$ 460	$ 426	14/15	14/15	0 On-time	-	-	-
MEN	020	Repair Pavement	$ -	$ 210	$ 98	$ 830	$ 768	$ 1,040	$ 866	15/16	15/16	0 On-time	-	-	-
LAK	020	MBGR	$ -	$ 1,006	$ 791	$ 924	$ 801	$ 1,930	$ 1,592	14/15	14/15	0 On-time	-	-	-
LAS	395	Emergency Wall	$ 383	$ 383	$ 340	$ 539	$ 522	$ 922	$ 862	14/15	14/15	0 On-time	-	-	-
SHA	299	Roadway Preservation	$ -	$ 9,300	$ 10,077	$ 27,631	$ 25,497	$ 36,931	$ 35,574	13/14	12/13	1 Early	-	-	-
SIS	005	Pavement Restoration	$ 300	$ 300	$ 105	$ 1,060	$ 685	$ 1,360	$ 790	15/16	15/16	0 On-time	-	-	-
LAS	395	Shoulder Widening	$ -	$ 3,270	$ 3,542	$ 14,337	$ 13,334	$ 17,607	$ 16,876	11/12	13/14	(2) Delayed	-	-	-
ED	049	Pavement Overlay	$ -	$ 1,715	$ 1,957	$ 6,653	$ 5,357	$ 8,368	$ 7,313	13/14	14/15	(1) Delayed	-	-	-
PLA	080	Roadway Preservation	$ -	$ 45	$ 11	$ 310	$ 153	$ 355	$ 164	15/16	15/16	0 On-time	-	-	-
59V	VAR	Fire Damage Repair	$ 50	$ 50	$ 53	$ 400	$ 30	$ 450	$ 83	15/16	15/16	0 On-time	-	-	-
COL	020	Upgrade Guardrail	$ -	$ 2,206	$ 2,157	$ 7,733	$ 7,344	$ 9,939	$ 9,501	13/14	13/14	0 On-time	-	-	-
BUT	070	Bridge Safety Improvements	$ -	$ 1,665	$ 2,037	$ 2,019	$ 1,704	$ 3,684	$ 3,741	13/14	13/14	0 On-time	-	-	-
SCL	009	Tieback Wall	$ -	$ 801	$ 2,945	$ 2,253	$ 2,019	$ 3,054	$ 4,964	11/12	14/15	(3) Delayed	-	-	-
SF	101	Safety Improvement	$ -	$ 6,030	$ 5,520	$ 3,352	$ 2,634	$ 9,382	$ 8,154	13/14	14/15	(1) Delayed	-	-	-
ALA	680	Replace MBGR	$ -	$ 373	$ 299	$ 825	$ 752	$ 1,198	$ 1,051	14/15	14/15	0 On-time	-	-	-
SOL	080	Repair Damaged Sound Wall	$ 165	$ 165	$ 278	$ 520	$ 239	$ 685	$ 517	14/15	14/15	0 On-time	-	-	-
ALA	024	Roadway Preservation	$ -	$ 1,000	$ 1,185	$ 4,000	$ 3,896	$ 5,000	$ 5,081	12/13	12/13	0 On-time	-	-	-
SCL	152	Savety Improvements	$ -	$ 6,824	$ 9,118	$ 11,026	$ 9,941	$ 17,850	$ 19,058	08/09	11/12	(3) Delayed	-	-	-
SOL	680	Pavement Rehabilitation	$ -	$ 5,865	$ 5,182	$ 16,079	$ 12,408	$ 21,944	$ 17,590	14/15	13/14	1 Early	-	-	-
MRN	101	Pavement Restoration	$ 160	$ 160	$ 337	$ 1,740	$ 1,519	$ 1,900	$ 1,856	14/15	14/15	0 On-time	-	-	-
SCR	001	Pavement Rehabilitation	$ -	$ 2,007	$ 1,334	$ 10,951	$ 9,931	$ 12,958	$ 11,266	13/14	13/14	0 On-time	-	-	-
MON	068	Road Signal	$ -	$ 806	$ 1,310	$ 1,030	$ 788	$ 1,836	$ 2,098	14/15	14/15	0 On-time	-	-	-
SB	001	Curb Ramps	$ -	$ 2,480	$ 3,709	$ 1,842	$ 1,142	$ 4,322	$ 4,851	13/14	13/14	0 On-time	-	-	-
FRE	041	Landscape	$ -	$ 612	$ 799	$ 662	$ 622	$ 1,274	$ 1,421	11/12	11/12	0 On-time	-	-	-
KER	099	Highway Pullouts	$ -	$ 893	$ 803	$ 830	$ 378	$ 1,723	$ 1,181	14/15	14/15	0 On-time	-	-	-
VAR	VAR	Pedestrian Signal	$ 770	$ 770	$ 388	$ 263	$ 236	$ 1,033	$ 624	14/15	14/15	0 On-time	-	-	-
LA	107	Signal Installation	$ -	$ 498	$ 901	$ 366	$ 336	$ 864	$ 1,237	12/13	12/13	0 On-time	-	-	-
LA	110	Pavement Restoration	$ 615	$ 615	$ 618	$ 610	$ 516	$ 1,225	$ 1,134	14/15	14/15	0 On-time	-	-	-

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Project Description			Support ($1,000's)			Capital ($1,000's)		Total ($1,000's)		Delivery Year			Construction Output[2]		
			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit
LA	405	Roadway Preservation	$ -	$ 3,500	$ 3,941	$ 3,262	$ 2,921	$ 6,762	$ 6,862	12/13	12/13	0 On-time	-	-	-
LA	105	Slope Repair	$ -	$ 350	$ 834	$ 1,005	$ 832	$ 1,355	$ 1,666	12/13	12/13	0 On-time	-	-	-
LA	405	Emergency Repair	$ 600	$ 600	$ 624	$ 802	$ 725	$ 1,402	$ 1,349	14/15	14/15	0 On-time	-	-	-
LA	010	Emergency Rehab Repair	$ -	$ 3,158	$ 2,718	$ 11,205	$ 9,313	$ 14,363	$ 12,030	13/14	13/14	0 On-time	-	-	-
RIV	010	Pavement Restoration	$ 835	$ 835	$ 954	$ 5,000	$ 3,539	$ 5,835	$ 4,493	15/16	15/16	0 On-time	-	-	-
SBD	040	Rock Slope Protection	$ 136	$ 136	$ 103	$ 650	$ 608	$ 786	$ 711	15/16	15/16	0 On-time	-	-	-
RIV	010	Rebuild Bridge	$ 1,170	$ 1,170	$ 1,321	$ 7,075	$ 5,049	$ 8,245	$ 6,370	15/16	15/16	0 On-time	-	-	-
RIV	060	Signal Rehabilitation	$ -	$ 990	$ 1,559	$ 1,453	$ 1,267	$ 2,443	$ 2,826	13/14	13/14	0 On-time	-	-	-
RIV	060	Concrete Slab Preservation	$ -	$ 1,643	$ 1,917	$ 8,556	$ 7,786	$ 10,199	$ 9,703	13/14	13/14	0 On-time	-	-	-
SBD	038	Pavement Rehabilitation	$ -	$ 2,598	$ 2,211	$ 12,794	$ 11,748	$ 15,392	$ 13,959	11/12	13/14	(2) Delayed	-	-	-
MER	099	Bridge Widen	$ -	$ 7,845	$ 12,311	$ 26,952	$ 28,253	$ 34,797	$ 40,564	10/11	11/12	(1) Delayed	-	-	-
SJ	012	Pavement Rehabilitation	$ -	$ 1,454	$ 1,012	$ 7,082	$ 6,782	$ 8,536	$ 7,794	15/16	14/15	1 Early	-	-	-
SJ	004	Pavement Restoration	$ -	$ 2,573	$ 3,144	$ 8,976	$ 8,072	$ 11,549	$ 11,216	14/15	12/13	2 Early	-	-	-
SJ	099	Ramp Metering	$ -	$ 860	$ 1,820	$ 1,883	$ 1,703	$ 2,743	$ 3,522	13/14	13/14	0 On-time	-	-	-
IMP	7	Emergency Repair	$ -	$ 4,535	$ 3,805	$ 12,510	$ 11,650	$ 17,045	$ 15,454	12/13	13/14	(1) Delayed	-	-	-
ORA	055	Stormwater Safety Project	$ -	$ 360	$ 357	$ 1,130	$ 924	$ 1,490	$ 1,281	14/15	14/15	0 On-time	-	-	-
ORA	005	Emergency Irrigation Repair	$ 119	$ 119	$ 115	$ 888	$ 887	$ 1,007	$ 1,002	14/15	14/15	0 On-time	-	-	-
2nd Quarter															
HUM	299	Stabilize Roadway	$ -	$ 994	$ 937	$ 436	$ 403	$ 1,430	$ 1,340	13/14	14/15	(1) Delayed	-	-	-
DN	101	Install HFST	$ 1,685	$ 1,685	$ 455	$ 3,592	$ 2,827	$ 5,277	$ 3,282	15/16	14/15	1 Early	-	-	-
DN	101	Repair Slip Out	$ -	$ 310	$ 207	$ 1,510	$ 431	$ 1,820	$ 639	13/14	13/14	0 On-time	-	-	-
HUM	101	Repair Storm Damage	$ 180	$ 180	$ 391	$ 1,520	$ 1,433	$ 1,700	$ 1,824	14/15	14/15	0 On-time	-	-	-
DN	197	Repair Storm Damage	$ 260	$ 260	$ 1,174	$ 2,230	$ 1,858	$ 2,490	$ 3,032	14/15	14/15	0 On-time	-	-	-
MEN	271	Repair Slip Out	$ 265	$ 265	$ 13	$ 770	$ 566	$ 1,035	$ 579	15/16	15/16	0 On-time	-	-	-
MEN	101	Replace Pedestrian Overcrossing	$ 245	$ 245	$ 225	$ 720	$ 573	$ 965	$ 798	15/16	15/16	0 On-time	-	-	-
HUM	169	Install Guard Rail	$ -	$ 4,618	$ 5,504	$ 5,128	$ 4,826	$ 9,746	$ 10,330	09/10	12/13	(3) Delayed	-	-	-
SIS	VAR	Drought Conservation Improvements	$ 180	$ 180	$ 186	$ 570	$ 533	$ 750	$ 719	14/15	14/15	0 On-time	-	-	-
SIS	VAR	Drought Conservation Improvements	$ 100	$ 100	$ 256	$ 464	$ 354	$ 564	$ 610	15/16	15/16	0 On-time	-	-	-
SIS	096	Bridge Maintenance	$ -	$ 1,020	$ 1,956	$ 7,069	$ 6,872	$ 8,089	$ 8,828	12/13	12/13	0 On-time	-	-	-
TRI	299	Curve Improvments	$ -	$ 1,679	$ 4,708	$ 4,731	$ 4,423	$ 6,410	$ 9,130	11/12	12/13	(1) Delayed	-	-	-
PLU	070	Remove Slide	$ 250	$ 250	$ 12	$ 505	$ 443	$ 755	$ 455	15/16	15/16	0 On-time	-	-	-
SHA	273	Modify Curb Ramps	$ -	$ 2,600	$ 1,961	$ 1,426	$ 928	$ 4,026	$ 2,890	14/15	14/15	0 On-time	-	-	-
SIS	VAR	Roadside Safety Improvements	$ -	$ 2,100	$ 1,393	$ 2,138	$ 1,958	$ 4,238	$ 3,350	14/15	13/14	1 Early	-	-	-
SHA	299	ADA Improvements	$ -	$ 1,000	$ 1,735	$ 1,904	$ 1,852	$ 2,904	$ 3,587	13/14	13/14	0 On-time	-	-	-
ED	089	Storm Water Improvements	$ -	$ 5,856	$ 5,529	$ 6,439	$ 3,929	$ 12,295	$ 9,459	13/14	13/14	0 On-time	-	-	-
NEV	VAR	Repair Culverts	$ 80	$ 80	$ 135	$ 1,000	$ 741	$ 1,080	$ 876	15/16	15/16	0 On-time	-	-	-
SAC	005	Slab Replacement	$ 165	$ 165	$ 73	$ 1,200	$ 1,126	$ 1,365	$ 1,199	15/16	15/16	0 On-time	-	-	-
SAC	005	Median Paving	$ 65	$ 65	$ 130	$ 550	$ 208	$ 615	$ 338	15/16	15/16	0 On-time	-	-	-
SIE	049	Construct Retaining Wall	$ 240	$ 240	$ 59	$ 1,200	$ 602	$ 1,440	$ 661	15/16	15/16	0 On-time	-	-	-

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Project Description			Support ($1,000's)			Capital ($1,000's)		Total ($1,000's)		Delivery Year			Construction Output[2]		
			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit
PLA	267	Pavement Rehabilitation	$ -	$ 1,204	$ 1,285	$ 3,954	$ 3,488	$ 5,158	$ 4,774	13/14	13/14	0 On-time	-	-	-
SAC	051	Bridge Maintenance	$ -	$ 1,269	$ 1,281	$ 5,655	$ 5,245	$ 6,924	$ 6,525	14/15	14/15	0 On-time	-	-	-
YOL	050	Relocate Weigh in Motion Station	$ 572	$ 836	$ 543	$ 1,686	$ 1,534	$ 2,522	$ 2,077	16/17	14/15	2 Early	-	-	-
SF	VAR	Drought Conservation Improvements	$ 580	$ 580	$ 358	$ 2,310	$ 2,138	$ 2,890	$ 2,496	15/16	15/16	0 On-time	-	-	-
ALA	VAR	Drought Conservation Improvements	$ 250	$ 250	$ 351	$ 950	$ 837	$ 1,200	$ 1,188	15/16	15/16	0 On-time	-	-	-
SM	082	Construct Signalized Intersection	$ -	$ 275	$ 620	$ 418	$ 302	$ 693	$ 923	14/15	14/15	0 On-time	-	-	-
SM	280	Upgrade Guard Rail	$ -	$ 1,752	$ 2,096	$ 3,492	$ 2,838	$ 5,244	$ 4,934	14/15	14/15	0 On-time	-	-	-
SOL	084	Repair Bridge Deck	$ -	$ 275	$ 323	$ 1,100	$ 748	$ 1,375	$ 1,071	13/14	13/14	0 On-time	-	-	-
ALA	580	Construct Retaining Wall	$ -	$ 2,112	$ 2,170	$ 2,932	$ 2,510	$ 5,044	$ 4,680	13/14	13/14	0 On-time	-	-	-
SON	128	Construct Wall and Install Mesh	$ -	$ 1,590	$ 1,617	$ 1,531	$ 1,262	$ 3,121	$ 2,878	13/14	13/14	0 On-time	-	-	-
SCL	087	Permanent Restoration	$ -	$ 510	$ 540	$ 228	$ 171	$ 738	$ 711	14/15	14/15	0 On-time	-	-	-
ALA	080	Construct Bikeway	$ -	$ 2,095	$ 2,835	$ 2,477	$ 2,051	$ 4,572	$ 4,886	10/11	10/11	0 On-time	-	-	-
CC	080	Upgrade Guard Rail	$ 829	$ 829	$ 996	$ 379	$ 305	$ 1,208	$ 1,300	14/15	14/15	0 On-time	-	-	-
NAP	121	Repair Roadway	$ 180	$ 180	$ 49	$ 550	$ 179	$ 730	$ 228	14/15	14/15	0 On-time	-	-	-
SF	101	Reconstruct Slope	$ -	$ 1,035	$ 1,520	$ 938	$ 527	$ 1,973	$ 2,046	13/14	14/15	(1) Delayed	-	-	-
SON	001	Replace Culvert	$ -	$ 520	$ 892	$ 1,716	$ 1,535	$ 2,236	$ 2,428	12/13	13/14	(1) Delayed	-	-	-
SOL	VAR	Barrier Improvements	$ 970	$ 970	$ 972	$ 1,979	$ 134	$ 2,949	$ 1,106	14/15	14/15	0 On-time	-	-	-
SM	101	Repair Tidal Gates	$ 360	$ 360	$ 200	$ 1,810	$ 1,705	$ 2,170	$ 1,905	14/15	14/15	0 On-time	-	-	-
SON	101	Repair Storm Damage	$ 120	$ 120	$ 325	$ 400	$ 358	$ 520	$ 683	14/15	14/15	0 On-time	-	-	-
SB	101	Safety Improvements	$ -	$ 1,556	$ 1,186	$ 2,498	$ 2,206	$ 4,054	$ 3,392	14/15	14/15	0 On-time	-	-	-
SLO	001	ADA Improvements	$ -	$ 1,275	$ 1,147	$ 406	$ 328	$ 1,681	$ 1,475	14/15	14/15	0 On-time	-	-	-
MON	101	Remove Diseased Trees	$ 649	$ 649	$ 297	$ 2,640	$ 2,210	$ 3,289	$ 2,507	14/15	14/15	0 On-time	-	-	-
TUL	198	ADA Improvements	$ -	$ 3,643	$ 3,657	$ 4,257	$ 3,762	$ 7,900	$ 7,418	13/14	13/14	0 On-time	-	-	-
KER	178	Drought Conservation Improvements	$ -	$ 1,848	$ 1,963	$ 3,396	$ 3,236	$ 5,244	$ 5,198	13/14	13/14	0 On-time	-	-	-
KER	058	Bridge Replacement	$ -	$ 1,488	$ 1,680	$ 2,018	$ 1,864	$ 3,506	$ 3,544	14/15	14/15	0 On-time	-	-	-
FRE	005	Pavement Overlay	$ -	$ 4,212	$ 3,032	$ 16,528	$ 16,034	$ 20,740	$ 19,066	13/14	13/14	0 On-time	-	-	-
KER	058	Pavement Overlay	$ 1,205	$ 1,205	$ 631	$ 4,099	$ 3,167	$ 5,304	$ 3,798	14/15	14/15	0 On-time	-	-	-
FRE	VAR	Upgrade Signs	$ 1,106	$ 1,106	$ 628	$ 1,828	$ 1,642	$ 2,934	$ 2,270	14/15	14/15	0 On-time	-	-	-
KER	VAR	Upgrade Signs	$ 934	$ 934	$ 576	$ 1,673	$ 998	$ 2,607	$ 1,573	14/15	14/15	0 On-time	-	-	-
FRE	033	Bridge Replacement	$ -	$ 3,740	$ 3,775	$ 4,685	$ 4,087	$ 8,425	$ 7,862	11/12	13/14	(2) Delayed	-	-	-
KIN	198	Bridge Deck Replacement	$ 1,043	$ 1,043	$ 968	$ 3,320	$ 2,903	$ 4,363	$ 3,871	14/15	14/15	0 On-time	-	-	-
LA	103	Bridge Preservation	$ -	$ 2,700	$ 1,803	$ 3,990	$ 3,358	$ 6,690	$ 5,161	13/14	13/14	0 On-time	-	-	-
LA	010	ADA Improvements	$ -	$ 1,265	$ 2,544	$ 767	$ 761	$ 2,032	$ 3,305	11/12	13/14	(2) Delayed	-	-	-
VEN	118	CAPM	$ -	$ 3,036	$ 3,467	$ 19,922	$ 19,225	$ 22,958	$ 22,692	13/14	13/14	0 On-time	-	-	-
LA	005	Bridge Rehabilitation	$ 750	$ 750	$ 609	$ 1,124	$ 994	$ 1,874	$ 1,603	14/15	14/15	0 On-time	-	-	-
SBD	247	Construct Shoulders	$ -	$ 5,985	$ 5,623	$ 12,251	$ 10,895	$ 18,236	$ 16,517	09/10	13/14	(4) Delayed	-	-	-
SBD	040	Repair Rock Slope Protection	$ 380	$ 380	$ 111	$ 2,090	$ 1,399	$ 2,470	$ 1,510	15/16	15/16	0 On-time	-	-	-
RIV	010	Repair Embankment & Channel	$ 1,160	$ 1,160	$ 201	$ 3,500	$ 1,404	$ 4,660	$ 1,605	15/16	15/16	0 On-time	-	-	-
SBD	038	Bridge Rehabilitation	$ -	$ 2,183	$ 2,962	$ 1,877	$ 1,530	$ 4,060	$ 4,492	11/12	13/14	(2) Delayed	-	-	-

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Project Description			Support ($1,000's)			Capital ($1,000's)		Total ($1,000's)		Delivery Year			Construction Output[2]		
			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit
SBD	062	Bridge Replacement	$ -	$ 10,470	$ 16,539	$ 31,709	$ 30,036	$ 42,179	$ 46,576	03/04	09/10	(6) Delayed	-	-	-
MER	152	ADA Improvements	$ -	$ 1,137	$ 696	$ 272	$ 210	$ 1,409	$ 906	15/16	15/16	0 On-time	-	-	-
SJ	004	Safety Improvements	$ -	$ 935	$ 800	$ 1,922	$ 1,687	$ 2,857	$ 2,486	13/14	14/15	(1) Delayed	-	-	-
SJ	099	CAPM	$ -	$ 5,544	$ 3,187	$ 25,830	$ 21,545	$ 31,374	$ 24,732	13/14	13/14	0 On-time	-	-	-
MER	005	Bridge Rehabilitation	$ 550	$ 816	$ 842	$ 2,575	$ 2,129	$ 3,391	$ 2,971	14/15	14/15	0 On-time	-	-	-
SJ	005	Improve Signs	$ 795	$ 795	$ 722	$ 963	$ 121	$ 1,758	$ 843	14/15	14/15	0 On-time	-	-	-
SD	005	Construct Auxiliary Lanes	$ -	$ 8,635	$ 8,663	$ 8,039	$ 7,564	$ 16,674	$ 16,227	13/14	12/13	1 Early	-	-	-
IMP	008	Pavement Rehabilitation	$ 1,273	$ 1,273	$ 670	$ 5,173	$ 4,213	$ 6,446	$ 4,883	14/15	14/15	0 On-time	-	-	-
SD	125	Install Median Barrier	$ -	$ 1,410	$ 1,247	$ 1,764	$ 1,619	$ 3,174	$ 2,865	13/14	13/14	0 On-time	-	-	-
SD	005	ADA Improvements	$ -	$ 2,430	$ 3,465	$ 1,962	$ 1,248	$ 4,392	$ 4,713	14/15	14/15	0 On-time	-	-	-
SD	005	Drought Conservation Improvements	$ 1,025	$ 1,025	$ 688	$ 3,419	$ 3,419	$ 4,444	$ 4,107	14/15	14/15	0 On-time	-	-	-
ORA	073	Drainage Improvements	$ -	$ 1,197	$ 1,522	$ 1,900	$ 1,717	$ 3,097	$ 3,239	14/15	14/15	0 On-time	-	-	-
ORA	VAR	Bridge Seismic Retrofit	$ -	$ 2,513	$ 3,591	$ 3,604	$ 3,285	$ 6,117	$ 6,877	13/14	13/14	0 On-time	-	-	-
ORA	057	Safety Improvements	$ -	$ 440	$ 452	$ 406	$ 275	$ 846	$ 727	14/15	14/15	0 On-time	-	-	-
ORA	405	Drought Conservation Improvements	$ 108	$ 108	$ 119	$ 1,026	$ 1,025	$ 1,134	$ 1,144	14/15	14/15	0 On-time	-	-	-
3rd Quarter															
DN	101	CAPM	$ -	$ 575	$ 1,042	$ 3,839	$ 3,433	$ 4,414	$ 4,475	15/16	13/14	2 Early	-	-	-
MEN	001	Repair Slipout	$ -	$ 490	$ 542	$ 297	$ 192	$ 787	$ 734	13/14	14/15	(1) Delayed	-	-	-
MEN	001	Repair Slipout	$ -	$ 486	$ 353	$ 465	$ 73	$ 951	$ 426	14/15	15/16	(1) Delayed	-	-	-
HUM	299	CAPM	$ -	$ 1,017	$ 1,033	$ 5,316	$ 5,289	$ 6,333	$ 6,321	13/14	13/14	0 On-time	-	-	-
HUM	101	Rehabilitate Bridge Deck	$ 768	$ 895	$ 781	$ 1,972	$ 1,641	$ 2,867	$ 2,423	14/15	14/15	0 On-time	-	-	-
VAR	VAR	Water Conservation Measures	$ 50	$ 50	$ 51	$ 819	$ 485	$ 869	$ 536	14/15	14/15	0 On-time	-	-	-
MEN	101	Repair Slide	$ -	$ 150	$ 46	$ 1,200	$ 122	$ 1,350	$ 168	14/15	14/15	0 On-time	-	-	-
HUM	299	Reconstruct Roadway	$ 260	$ 260	$ 106	$ 1,265	$ 997	$ 1,525	$ 1,103	15/16	15/16	0 On-time	-	-	-
HUM	299	Repair Culverts	$ 235	$ 235	$ 74	$ 760	$ 236	$ 995	$ 309	15/16	15/16	0 On-time	-	-	-
MEN	020	Construct Turnouts	$ -	$ 1,468	$ 809	$ 1,402	$ 1,267	$ 2,870	$ 2,076	14/15	14/15	0 On-time	-	-	-
MEN	001	Permanent Restoration	$ -	$ 1,160	$ 1,217	$ 885	$ 817	$ 2,045	$ 2,034	12/13	14/15	(2) Delayed	-	-	-
SIS	005	Digouts	$ 300	$ 300	$ 105	$ 1,060	$ 685	$ 1,360	$ 790	15/16	15/16	0 On-time	-	-	-
TRI	299	Remove Slide & Install Mesh	$ 300	$ 300	$ 497	$ 2,480	$ 1,090	$ 2,780	$ 1,586	15/16	15/16	0 On-time	-	-	-
TRI	299	Repair Slide	$ 400	$ 400	$ 363	$ 1,310	$ 1,081	$ 1,710	$ 1,444	15/16	15/16	0 On-time	-	-	-
SIS	96	Remove Slide	$ 200	$ 200	$ 75	$ 600	$ 405	$ 800	$ 479	15/16	15/16	0 On-time	-	-	-
TRI	299	Repair Slipout	$ 300	$ 300	$ 79	$ 615	$ 595	$ 915	$ 673	15/16	15/16	0 On-time	-	-	-
SHA	005	Reconstruct Embankment	$ 400	$ 400	$ 27	$ 1,310	$ 80	$ 1,710	$ 107	16/17	16/17	0 On-time	-	-	-
SHA	299	Curve Improvement	$ -	$ 970	$ 1,418	$ 2,500	$ 2,122	$ 3,470	$ 3,540	14/15	14/15	0 On-time	-	-	-
VAR	050	Drought Conservation Improvements	$ 105	$ 105	$ 244	$ 845	$ 312	$ 950	$ 556	14/15	14/15	0 On-time	-	-	-
SIE	089	Construct Wildlife Crossing	$ 590	$ 590	$ 1,161	$ 2,094	$ 1,830	$ 2,684	$ 2,991	15/16	15/16	0 On-time	-	-	-
BUT	032	Repair Slipout	$ 55	$ 55	$ 71	$ 400	$ 284	$ 455	$ 355	15/16	15/16	0 On-time	-	-	-
SIE	049	Construct Retaining Wall	$ 405	$ 405	$ 188	$ 1,600	$ 824	$ 2,005	$ 1,012	15/16	15/16	0 On-time	-	-	-
BUT	099	CAPM	$ 2,215	$ 2,215	$ 2,044	$ 9,982	$ 9,549	$ 12,197	$ 11,593	14/15	14/15	0 On-time	-	-	-

(B) Caltrans Fiscal Year 2016-17
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Project Description			Support ($1,000's)			Capital ($1,000's)		Total ($1,000's)		Delivery Year				Construction Output[2]		
			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Years Early, Delayed, or On-time		Original	Actual	Primary Unit
SAC	005	Lengthen Deceleration Lane	$ 1,100	$ 1,100	$ 1,094	$ 1,198	$ 933	$ 2,298	$ 2,028	14/15	14/15	0	On-time	-	-	-
SAC	005	Gore paving	$ -	$ 813	$ 1,079	$ 2,975	$ 2,661	$ 3,788	$ 3,740	14/15	14/15	0	On-time	-	-	-
SAC	160	Paint Bridge	$ -	$ 2,220	$ 2,884	$ 10,101	$ 9,650	$ 12,321	$ 12,534	14/15	14/15	0	On-time	-	-	-
SAC	099	Replace Weigh in Motion Sensors	$ 422	$ 738	$ 684	$ 1,535	$ 1,279	$ 2,273	$ 1,963	17/18	14/15	3	Early	-	-	-
PLA	065	CAPM	$ 2,645	$ 2,868	$ 1,789	$ 7,974	$ 6,250	$ 10,842	$ 8,038	14/15	14/15	0	On-time	-	-	-
ALA	880	Install RSP	$ -	$ 952	$ 708	$ 421	$ 241	$ 1,373	$ 949	15/16	15/16	0	On-time	-	-	-
ALA	980	Replace Fire Alarm System	$ -	$ 700	$ 672	$ 7,292	$ 6,132	$ 7,992	$ 6,804	13/14	13/14	0	On-time	-	-	-
SON	001	Reconstruct Failed Culvert	$ 210	$ 210	$ 313	$ 710	$ 296	$ 920	$ 608	15/16	15/16	0	On-time	-	-	-
SCL	087	Restore Soundwall Facilities	$ 270	$ 270	$ 462	$ 870	$ 184	$ 1,140	$ 645	15/16	15/16	0	On-time	-	-	-
ALA	580	Repair Joint Seal Assemblies	$ -	$ 390	$ 1,183	$ 1,300	$ 1,208	$ 1,690	$ 2,391	15/16	15/16	0	On-time	-	-	-
SCL	880	Drought Conservation Improvements	$ 250	$ 250	$ 238	$ 1,040	$ 113	$ 1,290	$ 351	15/16	15/16	0	On-time	-	-	-
NAP	128	Clear mudslide	$ -	$ 420	$ 678	$ 1,620	$ 1,594	$ 2,040	$ 2,272	15/16	15/16	0	On-time	-	-	-
SM	092	Install Guardrailing	$ -	$ 847	$ 1,559	$ 1,270	$ 1,080	$ 2,117	$ 2,639	14/15	14/15	0	On-time	-	-	-
SON	001	CAPM	$ 1,050	$ 1,050	$ 635	$ 2,269	$ 2,098	$ 3,319	$ 2,733	14/15	14/15	0	On-time	-	-	-
ALA	13	CAPM	$ 1,080	$ 1,328	$ 1,010	$ 4,634	$ 4,030	$ 5,962	$ 5,041	14/15	14/15	0	On-time	-	-	-
SM	001	Construct Retaining Wall	$ 500	$ 500	$ 1,177	$ 899	$ 856	$ 1,399	$ 2,033	14/15	14/15	0	On-time	-	-	-
SM	001	Repair Wash Out	$ -	$ 155	$ 83	$ 520	$ 143	$ 675	$ 226	15/16	15/16	0	On-time	-	-	-
ALA	580	Construct Retaining Wall	$ -	$ 1,854	$ 2,402	$ 1,612	$ 1,274	$ 3,466	$ 3,676	13/14	13/14	0	On-time	-	-	-
SON	101	Regrade slope	$ -	$ 981	$ 940	$ 750	$ 392	$ 1,731	$ 1,333	14/15	14/15	0	On-time	-	-	-
SON	101	Repair Slipout	$ -	$ 840	$ 1,044	$ 907	$ 667	$ 1,747	$ 1,711	14/15	14/15	0	On-time	-	-	-
SON	121	Construct Retaining Wall	$ -	$ 1,125	$ 1,409	$ 1,015	$ 624	$ 2,140	$ 2,032	14/15	14/15	0	On-time	-	-	-
CC	680	Repair Slide	$ -	$ 1,970	$ 2,014	$ 3,306	$ 2,625	$ 5,276	$ 4,638	14/15	14/15	0	On-time	-	-	-
ALA	084	Safety Improvements	$ -	$ 4,580	$ 3,733	$ 1,932	$ 1,435	$ 6,512	$ 5,168	14/15	15/16	(1)	Delayed	-	-	-
CC	080	Upgrade Guardrailing	$ -	$ 1,363	$ 1,391	$ 2,328	$ 1,417	$ 3,691	$ 2,808	14/15	14/15	0	On-time	-	-	-
ALA	013	Upgrade Guardrailing	$ -	$ 2,355	$ 2,694	$ 5,210	$ 3,962	$ 7,565	$ 6,656	14/15	14/15	0	On-time	-	-	-
ALA	580	Upgrade Guardrailing	$ 2,076	$ 2,076	$ 2,681	$ 2,233	$ 1,297	$ 4,309	$ 3,978	14/15	14/15	0	On-time	-	-	-
ALA	580	Construct Retaining Wall	$ -	$ 3,030	$ 2,768	$ 4,946	$ 4,469	$ 7,976	$ 7,237	13/14	14/15	(1)	Delayed	-	-	-
SOL	VAR	Replace Overhead Signs	$ 2,378	$ 2,378	$ 2,300	$ 946	$ 631	$ 3,324	$ 2,932	14/15	14/15	0	On-time	-	-	-
SM	001	Install RSP	$ 170	$ 170	$ 197	$ 515	$ 262	$ 685	$ 459	14/15	14/15	0	On-time	-	-	-
SM	101	Paint Bridge	$ 1,490	$ 1,490	$ 1,306	$ 4,940	$ 4,093	$ 6,430	$ 5,399	14/15	14/15	0	On-time	-	-	-
ALA	580	Gore paving	$ -	$ 1,236	$ 1,346	$ 1,380	$ 1,002	$ 2,616	$ 2,348	14/15	14/15	0	On-time	-	-	-
NAP	128	Replace bearing pad	$ -	$ 120	$ 453	$ 400	$ 255	$ 520	$ 708	14/15	14/15	0	On-time	-	-	-
SM	000	Upgrade Barrier	$ -	$ 996	$ 1,585	$ 2,394	$ 2,129	$ 3,390	$ 3,714	14/15	14/15	0	On-time	-	-	-
MRN	580	Upgrade Bridge Rails	$ -	$ 1,708	$ 1,593	$ 1,867	$ 1,669	$ 3,575	$ 3,262	14/15	14/15	0	On-time	-	-	-
ALA	580	CAPM	$ -	$ 3,354	$ 4,782	$ 14,313	$ 13,921	$ 17,667	$ 18,703	13/14	13/14	0	On-time	-	-	-
SF	280	Install Barrier & Retaining Wall	$ 1,100	$ 1,100	$ 1,588	$ 1,631	$ 1,459	$ 2,731	$ 3,047	14/15	14/15	0	On-time	-	-	-
SON	101	Repair Slipout	$ 275	$ 275	$ 285	$ 1,100	$ 695	$ 1,375	$ 981	14/15	14/15	0	On-time	-	-	-
SCL	280	Repair Sinkhole & Culvert	$ 425	$ 425	$ 443	$ 1,700	$ 1,352	$ 2,125	$ 1,795	15/16	15/16	0	On-time	-	-	-
SLO	001	Install Rumble Strips	$ -	$ 1,352	$ 1,307	$ 2,040	$ 1,877	$ 3,392	$ 3,184	15/16	14/15	1	Early	-	-	-

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Project Description			Support ($1,000's)			Capital ($1,000's)		Total ($1,000's)		Delivery Year			Construction Output[2]		
			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit
SBT	25	Remove Rock & Debris	$ -	$ 505	$ 135	$ 1,510	$ 338	$ 2,015	$ 473	15/16	15/16	0 On-time	-	-	-
KIN	198	Install Median Barrier	$ -	$ 1,005	$ 1,570	$ 2,305	$ 2,159	$ 3,310	$ 3,730	15/16	14/15	1 Early	-	-	-
KER	395	CAPM	$ 1,431	$ 1,431	$ 490	$ 5,376	$ 5,267	$ 6,807	$ 5,758	14/15	14/15	0 On-time	-	-	-
LA	405	Pavement Rehabilitation	$ -	$ 5,520	$ 4,486	$ 31,366	$ 30,978	$ 36,886	$ 35,464	11/12	11/12	0 On-time	-	-	-
LA	138	Install Rumble Strips	$ 668	$ 668	$ 635	$ 1,696	$ 848	$ 2,364	$ 1,482	14/15	14/15	0 On-time	-	-	-
LA	110	Rehabilitate Bridge Deck	$ 525	$ 525	$ 956	$ 1,223	$ 1,111	$ 1,748	$ 2,067	14/15	14/15	0 On-time	-	-	-
LA	001	Slope Repair	$ 5,930	$ 5,930	$ 1,481	$ 11,846	$ 8,380	$ 17,776	$ 9,862	15/16	15/16	0 On-time	-	-	-
LA	005	ITS Repair	$ -	$ 2,325	$ 2,168	$ 4,450	$ 4,133	$ 6,775	$ 6,301	13/14	13/14	0 On-time	-	-	-
LA	101	Drought Conservation Improvements	$ 600	$ 600	$ 290	$ 3,000	$ 2,511	$ 3,600	$ 2,801	15/16	15/16	0 On-time	-	-	-
LA	405	Drought Conservation Improvements	$ 500	$ 500	$ 686	$ 2,500	$ 1,025	$ 3,000	$ 1,711	14/15	14/15	0 On-time	-	-	-
LA	005	Repair Fire Damage	$ 450	$ 450	$ 1,236	$ 3,000	$ 2,930	$ 3,450	$ 4,167	15/16	15/16	0 On-time	-	-	-
SBD	095	Install Rumble Strips	$ -	$ 862	$ 565	$ 376	$ 323	$ 1,238	$ 888	15/16	15/16	0 On-time	-	-	-
SBD	018	Install Rumble Strips	$ 651	$ 683	$ 577	$ 259	$ 230	$ 942	$ 808	16/17	15/16	1 Early	-	-	-
SBD	038	Upgrade Culverts	$ 290	$ 290	$ 383	$ 730	$ 308	$ 1,020	$ 691	15/16	15/16	0 On-time	-	-	-
SBD	40	Replace & Stabilize RSP	$ 380	$ 380	$ 226	$ 2,090	$ 1,399	$ 2,470	$ 1,626	15/16	15/16	0 On-time	-	-	-
INY	395	Shoulder Widening	$ -	$ 2,225	$ 1,994	$ 2,301	$ 1,873	$ 4,526	$ 3,867	13/14	14/15	(1) Delayed	-	-	-
CAL	026	Install Turn Lane	$ -	$ 1,950	$ 1,982	$ 1,692	$ 1,089	$ 3,642	$ 3,071	14/15	14/15	0 On-time	-	-	-
STA	005	Install Cable Median Barrier	$ 1,467	$ 1,467	$ 1,040	$ 2,022	$ 1,838	$ 3,489	$ 2,878	15/16	15/16	0 On-time	-	-	-
SJ	120	Asphalt Overlay	$ 450	$ 495	$ 592	$ 3,450	$ 2,726	$ 3,945	$ 3,318	14/15	14/15	0 On-time	-	-	-
CAL	049	Install Rumble Strips	$ 486	$ 486	$ 326	$ 823	$ 657	$ 1,309	$ 983	14/15	14/15	0 On-time	-	-	-
SJ	004	CAPM	$ 1,400	$ 1,400	$ 810	$ 4,920	$ 3,427	$ 6,320	$ 4,237	17/18	14/15	3 Early	-	-	-
SD	076	Install Median Barrier	$ -	$ 2,490	$ 2,648	$ 8,182	$ 7,705	$ 10,672	$ 10,353	13/14	13/14	0 On-time	-	-	-
SD	008	Replace Culvert	$ 400	$ 400	$ 304	$ 1,540	$ 1,500	$ 1,940	$ 1,804	15/16	15/16	0 On-time	-	-	-
ORA	001	CAPM	$ -	$ 2,290	$ 2,458	$ 4,050	$ 3,255	$ 6,340	$ 5,713	14/15	13/14	1 Early	-	-	-
ORA	055	Rehabilitate Pavement	$ -	$ 6,500	$ 8,009	$ 17,667	$ 15,204	$ 24,167	$ 23,214	12/13	12/13	0 On-time	-	-	-
ORA	005	Upgrade ADA Facilities	$ -	$ 2,790	$ 2,963	$ 2,271	$ 1,842	$ 5,061	$ 4,805	13/14	13/14	0 On-time	-	-	-
ORA	57	Repair Bridge Deck	$ 822	$ 822	$ 1,032	$ 2,568	$ 2,380	$ 3,390	$ 3,412	14/15	14/15	0 On-time	-	-	-
4th Quarter															
LAK	020	Pavement Rehabiliation	$ -	$ 1,657	$ 4,131	$ 19,097	$ 18,615	$ 20,754	$ 22,745	14/15	13/14	1 Early	-	-	-
DN	199	Construct Buttresses	$ -	$ 1,010	$ 1,318	$ 2,043	$ 1,772	$ 3,053	$ 3,090	13/14	14/15	(1) Delayed	-	-	-
HUM	036	Permanent Restoration	$ -	$ 1,746	$ 1,546	$ 1,341	$ 1,153	$ 3,087	$ 2,700	13/14	14/15	(1) Delayed	-	-	-
HUM	101	Permanent Restoration	$ -	$ 1,354	$ 1,103	$ 1,695	$ 1,621	$ 3,049	$ 2,724	13/14	14/15	(1) Delayed	-	-	-
LAK	020	Emergency Fire Damage Repair	$ 350	$ 350	$ 337	$ 1,725	$ 1,490	$ 2,075	$ 1,827	15/16	15/16	0 On-time	-	-	-
HUM	036	Repair Drainage & Slipouts	$ 210	$ 210	$ 127	$ 610	$ 538	$ 820	$ 665	15/16	15/16	0 On-time	-	-	-
MEN	001	Repair Abutment	$ 275	$ 275	$ 165	$ 925	$ 468	$ 1,200	$ 633	15/16	15/16	0 On-time	-	-	-
MEN	101	Repair Bridge Hit	$ 85	$ 85	$ 53	$ 1,110	$ 41	$ 1,195	$ 94	16/17	16/17	0 On-time	-	-	-
MEN	001	Repair Storm Damage	$ -	$ 3,025	$ 5,514	$ 6,318	$ 5,418	$ 9,343	$ 10,932	08/09	13/14	(5) Delayed	-	-	-
HUM	096	Shoulder Widening	$ -	$ 1,666	$ 1,395	$ 2,446	$ 1,838	$ 4,112	$ 3,233	14/15	14/15	0 On-time	-	-	-
VAR	VAR	Install Rumble Strips	$ 325	$ 325	$ 361	$ 644	$ 577	$ 969	$ 938	15/16	14/15	1 Early	-	-	-

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			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Years Early, Delayed, or On-time		Original	Actual	Primary Unit
SIS	096	Replace Culverts	$ 250	$ 250	$ 93	$ 505	$ 369	$ 755	$ 462	15/16	15/16	0	On-time	-	-	-
TRI	003	Repair Slipout	$ 3,000	$ 3,000	$ 975	$ 10,075	$ 8,103	$ 13,075	$ 9,078	15/16	15/16	0	On-time	-	-	-
MOD	139	Pavement Rehabilitation	$ -	$ 3,670	$ 2,647	$ 20,184	$ 19,103	$ 23,854	$ 21,750	15/16	14/15	1	Early	-	-	-
VAR	VAR	Pave Shoulder & Install Lighting	$ 1,700	$ 1,700	$ 1,365	$ 3,253	$ 2,982	$ 4,953	$ 4,347	14/15	14/15	0	On-time	-	-	-
VAR	005	Polyester Concrete Overlay	$ -	$ 1,650	$ 1,262	$ 4,348	$ 3,394	$ 5,998	$ 4,656	14/15	14/15	0	On-time	-	-	-
YOL	016	Shoulder Widening & Curve Improvemen	$ -	$ 18,817	$ 18,706	$ 3,257	$ 2,958	$ 22,074	$ 21,663	15/16	15/16	0	On-time	-	-	-
GLE	005	Improve Vertical Clearance	$ -	$ 4,075	$ 2,385	$ 5,901	$ 4,751	$ 9,976	$ 7,136	14/15	14/15	0	On-time	-	-	-
BUT	070	Replace Bridge	$ -	$ 2,259	$ 3,431	$ 3,099	$ 2,770	$ 5,358	$ 6,201	13/14	14/15	(1)	Delayed	-	-	-
YOL	000	Polyester Concrete Overlay	$ 976	$ 976	$ 903	$ 2,674	$ 2,462	$ 3,650	$ 3,365	14/15	14/15	0	On-time	-	-	-
BUT	099	Water Conservation Measures	$ 115	$ 115	$ 114	$ 810	$ 802	$ 925	$ 916	15/16	15/16	0	On-time	-	-	-
59V	VAR	Install Rumble Strips	$ 540	$ 540	$ 348	$ 366	$ 300	$ 906	$ 648	15/16	15/16	0	On-time	-	-	-
ED	089	Storm Water Improvements	$ -	$ 9,159	$ 10,848	$ 14,749	$ 12,704	$ 23,908	$ 23,551	09/10	13/14	(4)	Delayed	-	-	-
ED	089	Storm Water Improvements	$ -	$ 6,615	$ 6,842	$ 11,455	$ 8,801	$ 18,070	$ 15,643	13/14	13/14	0	On-time	-	-	-
ED	193	Construct Retaining Wall	$ 130	$ 130	$ 855	$ 2,839	$ 2,676	$ 2,969	$ 3,532	15/16	15/16	0	On-time	-	-	-
SAC	005	Replace Concrete Slabs	$ 83	$ 83	$ 132	$ 710	$ 393	$ 793	$ 526	16/17	16/17	0	On-time	-	-	-
ED	049	ADA Improvements	$ 932	$ 932	$ 1,636	$ 1,069	$ 937	$ 2,001	$ 2,573	14/15	14/15	0	On-time	-	-	-
PLA	080	Adjust Vertical Clearance	$ -	$ 9,795	$ 13,848	$ 28,194	$ 25,447	$ 37,989	$ 39,295	10/11	13/14	(3)	Delayed	-	-	-
YUB	065	Pavement Overlay	$ 1,687	$ 1,687	$ 1,414	$ 3,833	$ 3,234	$ 5,520	$ 4,648	14/15	14/15	0	On-time	-	-	-
SAC	050	Widen Structure	$ -	$ 1,119	$ 1,288	$ 6,357	$ 5,555	$ 7,476	$ 6,843	13/14	13/14	0	On-time	-	-	-
SAC	050	Install HFST	$ -	$ 527	$ 906	$ 2,354	$ 2,178	$ 2,881	$ 3,084	14/15	14/15	0	On-time	-	-	-
VAR	VAR	Instal & Modify Traffic Signals	$ -	$ 483	$ 670	$ 265	$ 219	$ 748	$ 890	14/15	14/15	0	On-time	-	-	-
SAC	VAR	Replace Panels & Upgrade Sign Structure	$ 707	$ 756	$ 1,047	$ 2,910	$ 2,584	$ 3,666	$ 3,631	14/15	14/15	0	On-time	-	-	-
ALA	080	Median Landscape Planting	$ -	$ 358	$ 1,775	$ 1,014	$ 767	$ 1,372	$ 2,542	10/11	10/11	0	On-time	-	-	-
SM	280	Repair Drainage & Repair Slope	$ 370	$ 370	$ 743	$ 890	$ 742	$ 1,260	$ 1,485	15/16	15/16	0	On-time	-	-	-
SOL	080	Repair Abutment Erosion	$ 200	$ 200	$ 180	$ 760	$ 285	$ 960	$ 464	15/16	15/16	0	On-time	-	-	-
SCL	085	Repair Culvert & Sinkhole	$ 155	$ 155	$ 439	$ 520	$ 189	$ 675	$ 628	15/16	15/16	0	On-time	-	-	-
ALA	680	Repair Slope	$ -	$ 635	$ 464	$ 291	$ 281	$ 926	$ 745	14/15	14/15	0	On-time	-	-	-
ALA	080	Construct Bikeway	$ -	$ 8,107	$ 10,345	$ 7,473	$ 6,432	$ 15,580	$ 16,777	03/04	11/12	(8)	Delayed	-	-	-
ALA	580	Upgrade Transition Railing	$ -	$ 2,507	$ 2,622	$ 3,781	$ 2,764	$ 6,288	$ 5,386	14/15	14/15	0	On-time	-	-	-
NAP	128	Construct Retaining System	$ -	$ 1,280	$ 1,935	$ 1,576	$ 971	$ 2,856	$ 2,907	13/14	14/15	(1)	Delayed	-	-	-
SM	280	CAPM	$ 4,980	$ 4,980	$ 3,397	$ 18,799	$ 14,348	$ 23,779	$ 17,745	14/15	14/15	0	On-time	-	-	-
MRN	001	Shift Roadway	$ 300	$ 300	$ 456	$ 1,110	$ 260	$ 1,410	$ 717	16/17	16/17	0	On-time	-	-	-
CC	680	Bridge Rehabilitation	$ -	$ 6,350	$ 10,445	$ 16,179	$ 14,510	$ 22,529	$ 24,955	10/11	12/13	(2)	Delayed	-	-	-
CC	024	Install Retaining Wall	$ -	$ 3,556	$ 3,205	$ 3,982	$ 3,582	$ 7,538	$ 6,786	13/14	14/15	(1)	Delayed	-	-	-
NAP	128	Upgrade Drainage	$ -	$ 900	$ 1,227	$ 776	$ 545	$ 1,676	$ 1,772	13/14	13/14	0	On-time	-	-	-
MRN	101	Bridge Rehabilitation	$ -	$ 1,800	$ 1,656	$ 2,004	$ 1,937	$ 3,804	$ 3,593	14/15	14/15	0	On-time	-	-	-
SCR	009	Pollution Source Control	$ -	$ 3,077	$ 3,353	$ 2,239	$ 2,027	$ 5,316	$ 5,380	11/12	13/14	(2)	Delayed	-	-	-
SCR	001	Upgrade Curb Ramps	$ -	$ 2,860	$ 5,068	$ 1,525	$ 1,049	$ 4,385	$ 6,117	12/13	14/15	(2)	Delayed	-	-	-
MON	156	Install Median Barrier	$ 1,335	$ 1,514	$ 673	$ 971	$ 846	$ 2,485	$ 1,519	15/16	15/16	0	On-time	-	-	-

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			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Years Early, Delayed, or On-time		Original	Actual	Primary Unit
MON	001	Construct Viaduct	$ 1,600	$ 2,100	$ 2,368	$ 4,775	$ 3,987	$ 6,875	$ 6,354	14/15	14/15	0	On-time	-	-	-
VAR	VAR	Install Pedestrian Signal	$ 1,207	$ 1,207	$ 1,064	$ 1,271	$ 1,114	$ 2,478	$ 2,178	14/15	14/15	0	On-time	-	-	-
KER	058	Install Temporary Railing	$ -	$ 337	$ 346	$ 372	$ 356	$ 709	$ 702	14/15	15/16	(1)	Delayed	-	-	-
KER	005	Install Median Barrier	$ 1,230	$ 1,230	$ 530	$ 1,533	$ 1,380	$ 2,763	$ 1,910	15/16	15/16	0	On-time	-	-	-
LA	010	Construct Directional Connector	$ -	$ 12,760	$ 9,737	$ 71,821	$ 68,347	$ 84,581	$ 78,084	10/11	11/12	(1)	Delayed	-	-	-
LA	005	CAPM	$ -	$ 2,580	$ 2,026	$ 12,201	$ 10,406	$ 14,781	$ 12,433	13/14	13/14	0	On-time	-	-	-
LA	005	Pavement Rehabilitation	$ -	$ 4,795	$ 5,351	$ 27,523	$ 25,874	$ 32,318	$ 31,226	13/14	13/14	0	On-time	-	-	-
LA	010	Bridge Preservation	$ 525	$ 525	$ 907	$ 1,162	$ 1,060	$ 1,687	$ 1,967	14/15	14/15	0	On-time	-	-	-
LA	110	Bridge Preservation	$ 525	$ 525	$ 540	$ 1,156	$ 994	$ 1,681	$ 1,534	14/15	14/15	0	On-time	-	-	-
LA	039	Bridge Preservation	$ -	$ 1,200	$ 1,576	$ 2,511	$ 1,822	$ 3,711	$ 3,398	13/14	13/14	0	On-time	-	-	-
VEN	101	Repair Damaged Slope	$ 600	$ 600	$ 648	$ 3,000	$ 413	$ 3,600	$ 1,061	14/15	14/15	0	On-time	-	-	-
VEN	118	Drought Conservation Improvements	$ 600	$ 600	$ 673	$ 3,000	$ 2,228	$ 3,600	$ 2,901	14/15	14/15	0	On-time	-	-	-
LA	405	Drought Conservation Improvements	$ 420	$ 420	$ 590	$ 2,100	$ 1,889	$ 2,520	$ 2,480	15/16	15/16	0	On-time	-	-	-
LA	105	Drought Conservation Improvements	$ 300	$ 300	$ 276	$ 1,500	$ 1,399	$ 1,800	$ 1,675	15/16	15/16	0	On-time	-	-	-
VEN	001	Repair Embankment	$ 395	$ 395	$ 335	$ 3,000	$ 752	$ 3,395	$ 1,087	15/16	15/16	0	On-time	-	-	-
LA	001	Repair Slope Failure	$ 155	$ 155	$ 293	$ 825	$ 715	$ 980	$ 1,008	15/16	15/16	0	On-time	-	-	-
RIV	371	Widen Shoulder	$ -	$ 3,492	$ 3,977	$ 7,498	$ 6,566	$ 10,990	$ 10,543	12/13	13/14	(1)	Delayed	-	-	-
SBD	018	Install Median Barrier	$ -	$ 3,577	$ 2,078	$ 4,576	$ 4,366	$ 8,153	$ 6,445	15/16	14/15	1	Early	-	-	-
RIV	091	Upgrade Guardrailing	$ -	$ 945	$ 878	$ 1,451	$ 1,262	$ 2,396	$ 2,140	14/15	14/15	0	On-time	-	-	-
RIV	371	Install Turn Lane	$ -	$ 1,125	$ 1,607	$ 802	$ 653	$ 1,927	$ 2,259	14/15	14/15	0	On-time	-	-	-
RIV	215	Bridge Rehabilitation	$ 514	$ 514	$ 593	$ 1,052	$ 902	$ 1,566	$ 1,496	14/15	14/15	0	On-time	-	-	-
RIV	091	Bridge Rehabilitation	$ 789	$ 789	$ 871	$ 1,709	$ 1,350	$ 2,498	$ 2,220	14/15	15/16	(1)	Delayed	-	-	-
SBD	018	Install Rumble Strips	$ 685	$ 685	$ 485	$ 316	$ 233	$ 1,001	$ 718	15/16	15/16	0	On-time	-	-	-
SBD	210	Drought Conservation Improvements	$ 200	$ 200	$ 456	$ 1,350	$ 1,113	$ 1,550	$ 1,569	15/16	15/16	0	On-time	-	-	-
SBD	015	Construct Enforcement Facility	$ -	$ 32,189	$ 33,067	$ 42,127	$ 41,344	$ 74,316	$ 74,411	00/01	12/13	(13)	Delayed	-	-	-
MNO	395	Replace Culverts	$ -	$ 1,794	$ 1,453	$ 1,661	$ 1,283	$ 3,455	$ 2,736	13/14	15/16	(2)	Delayed	-	-	-
AMA	088	Pavement Overlay	$ -	$ 1,161	$ 1,103	$ 7,236	$ 6,336	$ 8,397	$ 7,439	14/15	14/15	0	On-time	-	-	-
AMA	049	CAPM	$ -	$ 795	$ 1,209	$ 2,978	$ 2,893	$ 3,773	$ 4,102	15/16	14/15	1	Early	-	-	-
MER	152	Install Median Barrier	$ -	$ 2,045	$ 1,596	$ 3,102	$ 2,752	$ 5,147	$ 4,348	15/16	14/15	1	Early	-	-	-
CAL	004	Pavement Rehabiliation	$ 446	$ 446	$ 537	$ 4,669	$ 4,146	$ 5,115	$ 4,683	14/15	14/15	0	On-time	-	-	-
MER	099	Install Median Barrier	$ 1,634	$ 1,602	$ 909	$ 2,855	$ 2,591	$ 4,457	$ 3,500	15/16	15/16	0	On-time	-	-	-

(B) Caltrans Fiscal Year 2016-17
State Highway Operation and Protection
Program Project Closeout

Project Description			Support ($1,000's)			Capital ($1,000's)		Total ($1,000's)		Delivery Year			Construction Output[2]		
			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit
CAL	026	Install Rumble Strips	$ 844	$ 844	$ 482	$ 975	$ 759	$ 1,819	$ 1,241	14/15	14/15	0 On-time	-	-	-
MER	059	Install Rumble Strips	$ 898	$ 898	$ 577	$ 2,497	$ 2,031	$ 3,395	$ 2,607	15/16	15/16	0 On-time	-	-	-
SD	008	Pavement Reahabiliation	$ -	$ 3,800	$ 3,609	$ 10,370	$ 9,274	$ 14,170	$ 12,883	14/15	13/14	1 Early	-	-	-
SD	008	Enhance Striping	$ -	$ 1,671	$ 1,645	$ 1,900	$ 1,498	$ 3,571	$ 3,143	15/16	14/15	1 Early	-	-	-
ORA	057	Replace Concrete Slabs	$ 1,350	$ 1,350	$ 1,404	$ 3,690	$ 3,094	$ 5,040	$ 4,498	14/15	14/15	0 On-time	-	-	-
ORA	057	Shoulder Widening	$ -	$ 1,165	$ 1,210	$ 1,091	$ 972	$ 2,256	$ 2,182	14/15	14/15	0 On-time	-	-	-
Totals				**$ 530,376**	**$ 560,634**	**$1,252,886**	**$1,087,915**	**$ 1,783,262**	**$ 1,648,549**						

1 New project in 2014 Program Document or later.
2 New project in 2016 Program Document or later.

FY 2016-17 SHOPP Project Closeout Support Expenditure Analysis

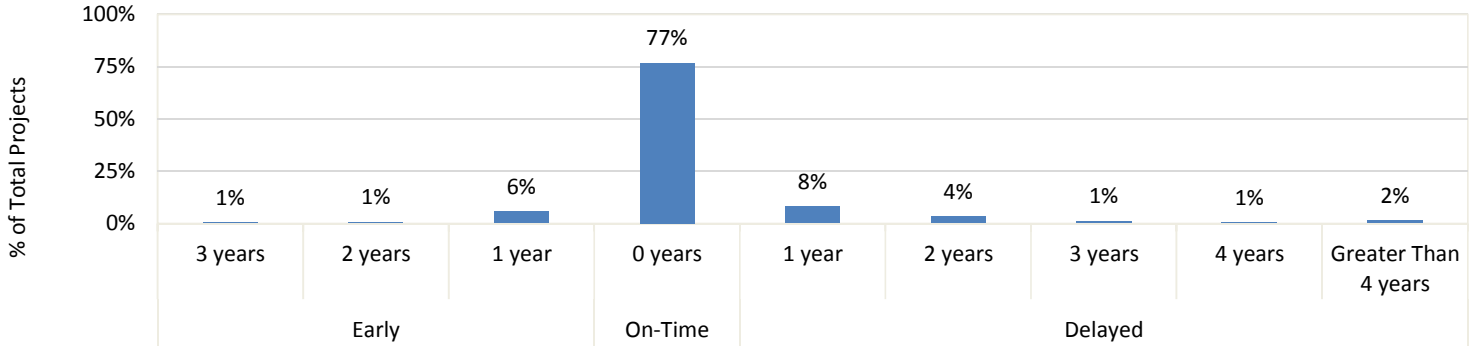
Percentage of Budget Expended	Number of Projects	Percentage of Projects	Approved Support Budget ($1,000's)	Actual Support Cost ($1,000's)	Over (Under) Budget ($1,000's)	% Over (Under) Budget
< 80%	81	27%	$ 110,198	$ 65,804	$ (44,394)	
80% to 120%	127	42%	$ 286,680	$ 286,569	$ (111)	
> 120%	94	31%	$ 133,498	$ 208,261	$ 74,763	
Total	**302**	**100%**	**$ 530,376**	**$ 560,634**	**$ 30,258**	**6%**

(B) Caltrans Fiscal Year 2016-17 State Highway Operation and Protection Program Project Closeout

FY 16-17 SHOPP Closeout Delivery Year Summary

	Early			On-Time	Delayed				
	3 years	2 years	1 year	0 years	1 year	2 years	3 years	4 years	Greater Than 4 years
Number of Projects	2	3	18	232	25	11	4	2	5
Approved Capital Budget ($1,000's)	$ 6,455	$ 14,501	$ 136,063	$ 698,888	$ 168,755	$ 62,012	$ 46,601	$ 27,000	$ 92,611

Distribution of FY 16-17 SHOPP Closeout Delivery Year



(C) Caltrans Fiscal Year 2016-17
Capital Outlay Support G-12 Request Summary

The table below summarizes G-12 funding requests for the Capital Outlay Support program for FY 2016-17.

Month	SHOPP		STIP		Total[1]	
	No. of Projects	Increase ($1,000's)	No. of Projects	Increase ($1,000's)	No. of Projects	Increase ($1,000's)
July	44	$ 5,210	1	$ 153	45	$ 5,363
August	31	$ 4,649	2	$ 1,000	33	$ 5,649
September	39	$ 7,330	0	$ -	39	$ 7,330
October	34	$ 5,624	1	$ 1,000	35	$ 6,624
November	21	$ 5,000	1	$ 1,000	22	$ 6,000
December	34	$ 7,678	0	$ -	34	$ 7,678
January	23	$ 3,967	0	$ -	23	$ 3,967
February	33	$ 5,401	2	$ 375	35	$ 5,776
March	46	$ 8,847	0	$ -	46	$ 8,847
April	43	$ 9,162	9	$ 2,740	52	$ 11,902
May	30	$ 4,839	1	$ 338	31	$ 5,177
June	-	-	-	-	-	-
Year-to-Date End of 4th Quarter[2]	**378**	**$ 67,708**	**17**	**$ 6,606**	**395**	**$ 74,314**

[1] The above table summarizes COS G-12 increases only. Any COS Savings are reported in the Project Delivery Report at project closeout (see Appendix A and Appendix B).

[2] Per the June 28-29, 2017 CTC Meeting, book item Tab 98 and Tab 100 were approved to baseline the budgets for pre-construction support phases programmed in the 2016 SHOPP. Therefore, G-12 limits were reset, leaving $0 to report for FY 16-17.

(D) Watch List: Retired Risks

County	Route	Description	Program	Programmed Budget ($1,000's)	Risk Component	Risk Level	Risk Trend	HQ Risk Description
Pre-Construction - Delivery Year Risks								
SAC	005	Installation of fiber optic cable	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
SD	008	I-8 SAFETY TAYLOR TO I-5 SPLIT	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
CC	242	Rehabilitate Buchanan Field Viaduct (Bridge Rehab)	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
SAC	005	SAC 5 Road Rehab	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
ALA	680	Pavement Rehab (Scott Creek to Auto Mall)	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
ALA	680	Ala-680 FPI (Phase 2A - North)	SHOPP, Local	-	Fiscal Year Delivery	-	Retired	Project delivered
ALA	680	NB Express Lane, Pavement Rehab, & SB Conversion	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
TUL	201	Bridge Widening	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
KER	046	Route 46 Conventional Highway Segment 4A	STIP	-	Fiscal Year Delivery	-	Retired	Project delivered
LA	019	LA 19 ADA	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
VAR	101	LA 110 ADA	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
LA	110	110 Sunset	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
LA	010	Catwalk	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
LA	110	LA 110 MBGR	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
LA	138	LA138 Widening Seg. 6	STIP	-	Fiscal Year Delivery	-	Retired	Project delivered
SBD	058	SBD 58 KRAMER JCT-CMGC	STIP	-	Fiscal Year Delivery	-	Retired	Project delivered
RIV	010	RIV 10 & VARIOUS-MISCELLANEOUS BRIDGE WORK	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
SBD	040	SBD 40 REGRADE MEDIAN CROSS SLOPE (NEAR LUDLOW)	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
RIV	010	Riv 10 & 111 SEISMIC RETROFIT	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
RIV	111	RIV 111 SEDIMENT STABILIZATION, EROSION CONTROL	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
RIV	074	Riv 74 Gunnerson St & Strickland Ave LTL	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
SBD	040	SBD 40 RSP Near Needles	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered

County	Route	Description	Program	Programmed Budget ($1,000's)	Risk Component	Risk Level	Risk Trend	HQ Risk Description
SBD	095	RIV 95 WIDEN SHOULDERS AND INSTALL GROUND-IN RUMBLE STRIPS	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
MNO	395	Sheep Ranch Shoulders	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
STA	099	SJ and STA Ramp Metering	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
ORA	142	12-0N600 Rte 142 CAPM PR	SHOPP	-	Fiscal Year Delivery	-	Retired	Project delivered
Pre-Construction - Greater Than 120% Allocations								
HUM	254	254 Three Culverts	SHOPP	-	Construction Capital	-	Retired	Estimate is within programmed budget
PLA	080	Gold Run Rest Area	SHOPP	-	Construction Capital	-	Retired	Greater than 120% approved at the June 2017 CTC meeting
ALA	680	Pavement Rehab (Scott Creek to Auto Mall)	SHOPP	-	Construction Capital	-	Retired	Estimate within 120% of programmed amount
KER	099	Famoso SR 46/99 Bridge	SHOPP	-	Construction Capital	-	Retired	Low bid was under engineers estimate
LA	019	LA 19 ADA	SHOPP	-	Construction Capital	-	Retired	Greater than 120% approved at the May 2017 CTC meeting
Pre-Construction - Supplementals to Award								
SCR	VAR	SCR WORKER SAFETY	SHOPP	-	Construction Capital	-	Retired	Project will be awarded within budget
MEN	101	Wetland & Riparian Mitigation	STIP	-	Construction Capital	-	Retired	Current estimates within budget
FRE	168	168 Gore Paving	SHOPP	-	Construction Capital	-	Retired	Awarded using G-12 capacity
VAR	041	FRE/MAD Roadside Safety	SHOPP	-	Construction Capital	-	Retired	Low bid was under engineer's estimate
During Construction - COS Supplementals								
ALA	080	Phase 2 - SFOBB Warehouse	Local	-	Construction Support	-	Retired	Funds were approved at the June 2017 CTC meeting
SAC	080	I-80 Across the Top	Bond	-	Construction Support	-	Retired	Determined project was eligible for G-12
SB	246	Route 246 Passing Lanes	STIP	-	Construction Support	-	Retired	Supplemental funds were approved at the May 2017 CTC meeting
LA	047	Heim replacement	SHOPP	-	Construction Support	-	Retired	Funds allocated at June 2017 CTC meeting
During Construction - Supplementals to Complete Construction								
SBD	138	SBd 138 Widening (West of 15)(PHASE 1a)	STIP	-	Construction Capital	-	Retired	Savings from construction capital sufficient to handle claims from delays
SAC	080	I-80 Across the Top	Bond	-	Construction Capital	-	Retired	Determined project was eligible for G-12
ALA	580	AC RESURFACING & SLAB REPLACEMENT (MAINLINE); BOSTON AVE TO DISTR STR.	SHOPP	-	Construction Capital	-	Retired	Supplemental funds were approved at the June CTC meeting
Right of Way Adjustments to be made after Completion of Construction								
KER	046	Route 46 Conventional Highway Segment 4A	STIP	-	Right of Way Capital	-	Retired	Allocation amendment at June 2017 CTC meeting

Memorandum

Tab 71

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 3.16
Information

From: SUSAN BRANSEN
Executive Director

Prepared By: Stephen Maller
Chief Deputy Director/
Chief Engineer

Subject: **TOLL BRIDGE SEISMIC RETROFIT PROGRAM - 2017 SECOND QUARTER PROGRESS AND FINANCIAL UPDATE**

SUMMARY:

Assembly Bill 144 (Statutes of 2005, Hancock) created the Toll Bridge Program Oversight Committee (TBPOC) to exercise project oversight and control over the Toll Bridge Seismic Retrofit Program. All state-owned toll bridges have achieved seismic safety, either via retrofit or replacement of structure. Although seismic safety has been achieved on the San Francisco-Oakland Bay Bridge (SFOBB), project closeouts and follow up projects, including the demolition of the old SFOBB, are ongoing. The following summarizes some of the major ongoing SFOBB East Span contract work:

Self-Anchored Suspension (SAS) span –

- SAS tower anchor rod re-grout work. The tower is connected to its foundation by 424 three inch diameter anchor rods, the grout surrounding the rods was determined to be defective. The TBPOC ordered the removal of all defective grout at the rod locations. The defective grout has been removed and all rod locations have been re-grouted as of August 2017. The re-grouting of the SAS tower anchor rods marks the end of structural work on the SFOBB East Span replacement project.
- Closeout negotiations with the SAS span contractor, American Bridge Fluor (ABF), are still ongoing. The TBPOC withheld payment for the defective grout from ABF when the SAS span contract was accepted in 2015.

Dismantling of the old SFOBB span –

- The last major task remaining is the removal of the old SFOBB marine foundations. This work originally was expected to take several more years due to environmental requirements that necessitated use of mechanical demolition methods and costly coffer dams. The California Department of Transportation (Caltrans) worked with regulatory agencies to allow for controlled implosions of the old marine foundation piers – an approach that is faster, cheaper and more environmentally sound. Caltrans this summer received final permits for an accelerated implosion schedule that began on Labor Day weekend and will culminate with a triple pier implosion on Saturday, November 11, 2017. The accelerated implosion schedule will allow Caltrans to finish the scheduled foundation demolition work one year early and save a year's worth of capital outlay support dollars.

- Caltrans is seeking permission from the resource agencies to retain in place marine foundations E-2 and E-19 through E-22 as view shed/public access and historical artifacts in lieu of demolition.

BACKGROUND:

The TBPOC is comprised of the Director of the California Department of Transportation, the Executive Director of the Bay Area Toll Authority, and the Executive Director of the California Transportation Commission. The TBPOC's program oversight and control activities include review and approval of contract bid documents, contract change orders and resolution of major project issues.

Attachment San Francisco Bay Area Toll Bridge Seismic Retrofit Program 2017 Second Quarter Project Progress and Financial Update

M e m o r a n d u m

Tab 72 -

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 4.8
Action Item

Published Date: October 8, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Rick Guevel, P.E.
Associate Deputy Director

Subject: **TEMPLATES FOR SUPPLEMENTAL FUNDS ALLOCATION REQUESTS FOR STATE HIGHWAY OPERATION AND PROTECTION PROGRAM AND STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS**

ISSUE:

Should the California Transportation Commission (Commission) approve templates for supplemental funds allocation requests for all components of programmed State Highway Operation and Protection Program (SHOPP) and State Transportation Improvement Program (STIP) projects?

RECOMMENDATION:

Staff recommends that the Commission approve templates for supplemental funds allocation requests for all components of programmed STIP and SHOPP projects.

BACKGROUND:

The Commission allocates funds to all components of programmed STIP and SHOPP projects. Occasionally after the initial Commission allocation of funds, a supplemental allocation of funds is requested to complete project components. A template for supplemental funds requests will enhance the relevancy, uniformity and transparency of the information contained in supplemental funding allocation requests.

The information contained in a supplemental funds allocation request is essential to establish and support the business case that an increased investment in a previously allocated STIP or SHOPP project is a high priority and in the best interest of the state. Although each project and each supplemental allocation request contains project-specific information, a template as a guide for the development of supplemental allocation requests will enhance the relevancy, uniformity, and transparency of the information contained in supplemental allocation requests for efficient development and effective decision-making.

Attachments:

- SHOPP Pre-Construction Supplemental Funds Allocation Request Template
- STIP and SHOPP Construction Supplemental Funds Allocation Request Template

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

SHOPP PRE-CONSTRUCTION SUPPLEMENTAL FUNDS ALLOCATION REQUEST TEMPLATE

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: *<Month Day, Year>*

Reference No.: 2.5e.(*x*)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: *<Name>*
District *<xx>*- Director

Subject: **SUPPLEMENTAL PRE-CONSTRUCTION FUNDS ALLOCATION REQUEST FOR A PROJECT PREVIOUSLY ALLOCATED FUNDS (PPNO <*XX-XXXX*>) RESOLUTION FA-<*XX-XX*>**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for *<$xxx,xxx>* in supplemental funds for pre-construction support (*<xx.x%>* increase over the allocated amount) for the State Highway Operation and Protection Program (SHOPP) project to *<project description>* on *<route x>* in *<county>* for the *<Project Approval and Environmental Document (PA&ED), Plans, Specifications, and Estimate (PS&E), or Right of Way (R/W)>* pre-construction support component*<s>*?

RECOMMENDATION:

The Department recommends that the Commission allocate an additional *<$xxx,xxx>* in supplemental funds for the *<Project Approval and Environmental Document (PA&ED), Plans, Specifications, and Estimate (PS&E), or Right of Way (R/W)>* pre-construction support component*<s>* for the previously allocated SHOPP project on *<route x>* in *<county>*.

Pre-Construction Component	Programmed Amount	Initial Commission Allocation	Department Authorized G-16-12 Allotment	Total Allotment	Total Expended to Date	Department Supplemental Allocation Request	Revised Commission Allocation	% Request Over Commission Allocation
PA&ED	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*< xx.x%>*
PS&E	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*< xx.x%>*
R/W	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<xx.x%>*
			Total Supplemental Funds Request			*<$xxx,xxx>*		

RESOLUTION:

Resolved, that *<$xxx,xxx>* be allocated from the Budget Act of *<20xx>*, Budget Act Items *<2660-xxx-xxxx>* and *<2660-xxx-xxxx>* to provide supplemental funds for the *<Project Approval and Environmental Document (PA&ED), Plans, Specifications, and Estimate (PS&E), or Right of Way (R/W)>* pre-construction component*<s>* of the State Highway Operation and Protection Program (SHOPP) project to *<project description>* on *<route x>* in *<county>*.

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

<Describe the following as applicable, but not limited to:

- *Project location;*
- *Project description;*
- *Scope of work;*
- *Performance measure(s);*
- *Planned and actual major delivery milestone dates;*
- *Current phase(s) of work and level of completion; and*
- *Consistency with the performance measures, goals, and objectives in the Commission-adopted Transportation Asset Management Plan.>*

<For orientation purposes, include a small map with the project location clearly identified.>

FUNDING STATUS:

<Describe the following as applicable, but not limited to:

- *What are the programmed fund type(s)?*
- *What is the programmed amount, allocation amount and date?*
- *What is the current allotment, including any Resolution G-16-12 allotment adjustments?*
- *When <date> and why did the Department Director authorize a subsequent allotment pursuant to G-16-12, what was the purpose and what was accomplished with this action, and what controls were in place to prevent the need for supplemental funds? and*
- *What was accomplished and what deliverables were completed with the previously allocated funds?>*

REASON(S) FOR COST INCREASE:

<General Note: The extent of information communicated in the reason(s) for the cost increase, risk analysis, and consequences must be tailored and of sufficient detail according to the size and consequences of the requested cost increase. For projects with multiple reasons for cost increase, they should explained and broken down individually. This information is essential for the Department to establish and support a business case that an increased investment in this project is a high priority and in the best interest of the state.>

<Include as appropriate and applicable with sufficient detail to support the request for additional funds, but not limited to:

- *When was the support estimate developed?*
- *What was the basis for the support estimate?*

- *When was the support component programmed?*
- *Was the support budget update in previous programming cycles?*
- *Are there any factors or features that are unique to this project?*
- *Does the requested cost increase change the statewide priority of the project?*
- *What is the reason for the cost increase?*
- *Was the risk recognized prior to allocation?*
- *When was the change discovered or risk realized?*
- *What can be accomplished with the current allocated funds?*
- *What will be accomplished with the supplemental allocation?*
- *Will the supplemental funds accomplish additional asset performance as defined in the Transportation Asset Management Plan?*
- *Are other fund sources (non-state funds) available and if so can they be utilized to partially or fully fund the cost increase?*
- *Was the programmed component budget updated after initial programming and prior to Commission allocation?*
- *What is the confidence level of the remaining risks?*
- *What are the lessons-learned and what measures, if any, will the Department implement to enhance the management of projects with this type of risk?*
- *What actions were taken to mitigate the cost increase or were other options considered to complete the pre-construction phase(s) within the allocation? Where these actions successful or unsuccessful?*
- *Is this change expected to impact the programmed budget of future support components or the programmed construction capital amount? and*
- *Any other related and pertinent facts not covered above to support the business case for additional funding?>*

RISK ANALYSIS:

<Summarize and quantify the potential risks identified in the project's risk register:

- *What risks are related to the reason(s) for the cost increase?*
- *What risks are not addressed with the funding requested but may impact the successful completion of current and subsequent pre-construction components within the revised allocation? and*
- *What is the management approach for these risks? >*

This supplemental allocation request for *<$xxx,xxx>* is based on a Risk Management and Exposure report at the *<xx%>* confidence level.

CONSEQUENCES:

The Department has determined that additional funds are needed for the *<Project Approval and Environmental Document (PA&ED), Plans, Specifications, and Estimate (PS&E), or Right of Way (R/W)>* component and the supplemental funds requested are in the best interest of the state. If this request for an additional *<$xxx,xxx>* is not approved, the Department will not be able to *<consequences>* this project.

The Department has exercised all feasible measures to minimize costs in carrying out the work related to this project and has determined that this request for a supplemental allocation is well-supported and the only viable alternative available.

<What viable alternatives were considered and the likely short and long-term consequences to motorist, pedestrians, bicyclists, and goods movement, or others if this request for supplemental funds is not approved.>

Attachments:
- Risk description from most recent Quarterly Project Delivery Report "Watch List"
- Vote Box

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

STIP AND SHOPP CONSTRUCTION SUPPLEMENTAL FUNDS ALLOCATION REQUEST TEMPLATE

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: *<Month Day, Year>*

Reference No.: 2.5e.(*x*)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: *<Name>*
District *<xx>*- Director

Subject: **SUPPLEMENTAL CONSTRUCTION FUNDS ALLOCATION REQUEST FOR A PROJECT PREVIOUSLY ALLOCATED FUNDS (PPNO <*XX-XXXX*>) RESOLUTION FA-<*XX-XX*>**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for *<$xxx,xxx>* in supplemental funds comprised of *<$xxx,xxx>* in Construction Capital (*<xx.x%>* increase over the allocated amount) and *<$xxx,xxx>* in Construction Support (*<x.xx%>* increase over the allocated amount) for the *<State Highway Operation and Protection Program (SHOPP) or State Transportation Improvement Program (STIP)>* project to *<project description>* on *<route x>* in *<county>* to *<award, complete, or close-out>* the construction contract?

RECOMMENDATION:

The Department recommends that the Commission allocate an additional *<$xxx,xxx>* in supplemental funds comprised of *<$xxx,xxx>* in Construction Capital and *<$xxx,xxx>* in Construction Support for the previously allocated *<STIP or SHOPP>* project on *<route x>* in *<county>* to *<award, complete, or close-out>* the construction contract.

Component	Programmed Amount	Initial Commission Allocation	Department Authorized G-16-12 Allotment	Total Allotment	Total Expended to Date	Department Supplemental Allocation Request	Revised Commission Allocation	% Request Over Commission Allocation
Capital	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*< xx.x%>*
Support	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<$xxx,xxx>*	*<xx.x%>*
			Total Supplemental Allocation Request			*<$xxx,xxx>*		

RESOLUTION:

Resolved, that *<$xxx,xxx>* be allocated from the Budget Act of *<20xx>*, Budget Act Items *<2660-xxx-xxxx>* and *<2660-xxx-xxxx>* to provide funds to *<award, complete, or close-out>* the construction contract for the <State Highway Operation and Protection Program (SHOPP) or State Transportation Improvement Program (STIP)> project to *<project description>* on *<route x>* in *<county>*.

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

<Describe the following as applicable, but not limited to:

- *Project location;*
- *Project description;*
- *Scope of work;*
- *Performance measure(s);*
- *Consistency with the performance measures, goals, and objectives in the Commission-adopted Transportation Asset Management Plan;*
- *Begin construction date;*
- *Planned construction duration;*
- *Completed scope of work and percent completion to date;*
- *Status of construction contract (active, suspended, other); and*
- *Percent of contract time exhausted and anticipated Construction Contract Acceptance date.>*

<For orientation purposes, include a small map with the project location clearly identified.>

FUNDING STATUS:

<Describe the following as applicable, but not limited to:

- *What are the programmed fund type(s)?*
- *What is the programmed amount, allocation amount and date?*
- *What is the contract award amount?*
- *What is the project contingency percentage and how was it used?*
- *What is the current contract allotment, including any Department authorized Resolution G-16-12 allotment adjustments?*
- *When (dates) and why did the Department Director authorize a subsequent allotment pursuant to G-16-12, what was the purpose what was accomplished with this action, and what controls were in place to prevent the need for additional supplemental funds? and*
- *What was accomplished with the previously allocated funds?>*

REASON(S) FOR COST INCREASE:

<General Note: The extent of information communicated in the reason(s) for the cost increase, risk analysis, and consequences must be tailored and of sufficient detail according to the size and consequences of the requested cost increase. For projects with multiple reasons for cost increase, the explanations should be broken down individually. This information is essential for the

Department to establish and support a business case that an increased investment in this project is a high priority and in the best interest of the state.>

<Include as appropriate and applicable with sufficient detail to support the request for additional funds, but not limited to:

- *FOR SUPPLEMENTAL TO AWARD THE CONSTRUCTION CONTRACT*
  - *When was the engineer's estimate developed?*
  - *What was the basis for the engineer's estimate?*
  - *What was the begin date and length in weeks of the contract advertisement period?*
  - *Is the location or type of work a factor?*
  - *Are there any factors or features that are unique to this project?*
  - *How many bidders submitted proposals?*
  - *Was contractor outreach performed?*
  - *What bid item(s) contributed most to the increase and why?*
  - *Will re-advertisement likely result in significantly different bid results?*
  - *Has the Department contacted bidders to determine the reason for difference(s) and if so what are the reasons?*
  - *Are there opportunities to redesign to reduce overall cost while still meeting the performance goals, purpose and need?*
  - *Can the scope of work be reduced?*
  - *Does the requested increase change the statewide priority of the project? and*
  - *Will the Department modify its estimating and/or delivery procedures in the future for projects similar in nature to this project? If so, how and when?*

- *FOR SUPPLEMENTAL TO COMPLETE THE CONSTRUCTION CONTRACT*
  - *What is the reason for the cost increase?*
  - *Explain the Department's use of G-16-12 allotment for this project. Specifically, when and why were funds authorized by the Department Director and why was is determined at that time to be sufficient funding for purposes of completing the project? What was accomplished with the funds and what steps were taken at that time to stay within the increased budget allotment authorized by the Department Director?*
  - *Was the risk recognized prior to allocation and actively managed during construction?*
  - *When was the change discovered or risk realized?*
  - *What will be accomplished with the supplemental allocation?*
  - *Will the additional funds accomplish additional asset performance as defined in the Transportation Asset Management Plan?*
  - *Are other fund sources (non-state funds) available and if so can they be utilized to partially or fully fund the increase?*
  - *What can be constructed with the current allocated funds?*
  - *Can the scope of work be reduced?*
  - *What actions were taken to mitigate or minimize the cost increase and whether or not these actions were successful?*
  - *What will the additional funds be used for in terms of direct costs, indirect costs, time-related costs, settlement of claims, or other significant project-related costs?*
  - *What is the confidence level of the remaining risks?*
  - *What are the consequences if supplemental funds are not allocated?*

- *What are the lessons-learned and what measures, if any, will the Department implement to enhance the management of projects with this type of risk?*

- *FOR SUPPLEMENTAL TO CLOSE-OUT THE CONSTRUCTION CONTRACT*
  - *Explain the Department's use of G-16-12 for this project. Specifically, when and how were funds authorized by the Department Director utilized, what was accomplished, and why was is determined at that time to be sufficient funding for purposes of closing out the project? What steps were taken at that time to stay within the increased budget authorized by the Department Director? and*
  - *Explain in detail the reason for the cost increase, including efforts to mitigate, options considered, consequences, and reason(s) the efforts to complete the project within the allocation were unsuccessful.*

- *Any other related and pertinent facts not covered above to support the business case for additional funding.>*

RISK ANALYSIS:

<Summarize and quantify the potential risks identified in the construction phase risk register that are:

- *Related to the reason(s) for the cost increase, or*
- *Not addressed with the funding requested but may potentially impact the successful completion of the construction contract within the revised allocation. What is the management approach for these risks? >*

This supplemental allocation request for *<$xxx,xxx>* is based on a Risk Management and Exposure report at the *<xx%>* confidence level.

CONSEQUENCES:

The Department has determined that additional funds are needed to *<award, complete, or close-out>* the construction contract and the additional funds requested are in the best interest of the state.

The Department has exercised all feasible measures to minimize costs in carrying out work related to this project and has determined that this request is well-supported and is the only viable alternative available.

If this request for an additional *<$xxx,xxx>* in Construction Capital and *<$xxx,xxx>* in Construction Support is not approved, the Department will not be able to *<award, complete, or close-out>* this construction contract. The consequences of not completing this project include *<describe the consequences>*.

<State what viable alternatives are available, the likely short and long-term financial consequences, and consequences to motorist, pedestrians, bicyclists, and goods movement, or others if the request for supplemental construction funds is not approved.>

Attachments:
- Risk description from most recent Quarterly Project Delivery Report "Watch List"
- Vote Box

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 73

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION
COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 2.5d.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bijan Sartipi
District Director

Subject: **ALLOCATION FOR A PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT (PPNO 04-0086R)**
RESOLUTION FP-17-18

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) allocation request for $14,372,000 for the State Highway Operation and Protection Program (SHOPP) Bridge Preservation project (PPNO 04-0086R) on Interstate 580 in Contra Costa County?

RECOMMENDATION

The Department recommends that the Commission approve an allocation of $14,372,000 for the SHOPP Bridge Preservation project (PPNO 04-0086R) in Contra Costa County on Interstate 580.

RESOLUTION

Resolved, that $12,372,000 in Construction Capital and $2,000,000 in Construction Support be allocated from the Budget Act of 2017, Budget Act Items 2660-302-0890 and 2660-302-0042 and 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
04-CC-580	Capital	$4,460,000	$7,912,000	$ 12,372,000	177 %
	Support	$850,000	$1,150,000	$2,000,000	135 %
		Total Allocation Request		**$** 14,372,000	

PROJECT DESCRIPTION

This Bridge Preservation project is located in the city of Richmond on Interstate 580 at the Scofield Avenue Undercrossing in Contra Costa County. The purpose of the project is to seismically retrofit the undercrossing and address structural vulnerabilities.

The steel bridge that spans across Chevron's Northern California refinery main pipelines was built in 1954 and widened in 1986. The Department completed the Phase 1 seismic retrofit in 1988 to tie the superstructure members together (hinge restrainers and seat extenders) and in 2014, replaced the bridge deck. During the design of the bridge deck replacement in 2011, the Department discovered existing seismic vulnerabilities of the substructure elements (bents, columns, hinges and joints) and proposed further retrofit; this is being addressed with this project.

The initial preliminary seismic retrofit strategy, as identified in the 2013 Project Initiation Document, was based on information available at the time of the deck replacement project in 2011, without any additional analysis. This retrofit approach utilized typical strategies and methods of strengthening the substructure, to withstand the seismic loads, by encasing the columns in concrete-filled steel shells, strengthening and stiffening the bents by adding bracing, adding lateral resistance by use of new concrete piles, and adding new concrete infill walls. Column, foundation, and frame retrofits were strategically selected to avoid the existing refinery pipe network and were analyzed using basic two-dimensional analysis techniques.

In March 2017, due to the complex geometry of the structure, the Commission approved a supplemental request for Plans, Specification and Estimate (PS&E) funds to complete an in-depth three-dimensional time history analysis. This analysis identified locations of extreme deformation in the columns, bents, superstructure and joints and determined that a strategic retrofit of only select locations was insufficient. It also concluded that a different retrofit strategy to address all structural deficiencies was necessary to achieve seismic safety. The final retrofit strategy is expected to achieve the prevention of a collapse of the structure, after a maximum probable earthquake, by utilizing base isolation at the top of the columns to limit the transfer of seismic loads from the superstructure to the substructure. This will thereby significantly reduce or eliminate substructure retrofits and potential conflicts with the existing Chevron refinery facilities. The Department also reported to the Commission in March 2017, that Construction Capital and Support costs would be updated prior to the Department requesting an allocation for construction and that costs were expected to be higher than the original programmed amount, due to the more extensive base isolation retrofit strategy needed to achieve seismic safety.

REASON FOR INCREASE

Construction Capital

The reason for the $7,912,000 increase in the Construction Capital cost is due to the complexity of retrofitting 29 columns and installing 74 isolation bearings at the tops of the columns and other supports. Construction mainly consists of strengthening the structure (columns, girders and joints), installing temporary supports, cutting up to 2 feet off the top of the columns, jacking and placing the isolation bearings. There are also costs associated with having to provide detours and traffic control

during construction. Work will be performed with limited access to the site through the Chevron restricted property, and in close proximity to the Richmond - San Rafael Bridge toll plaza, both of which provide few detour options with significant traffic volumes.

Breakdown of the Construction Capital cost estimate increase:

Strengthening Structures (steel and casing)	$1,620,000
Temporary Supports	$ 100,000
Cut and Preparation of Top of Columns	$ 290,000
Jacking	$ 320,000
Isolation Bearings	$2,000,000
Paint Removal and Painting	$1,030,000
Detour and Traffic Control	$ 820,000
Mobilization and Time Related Overhead	$1,732,000
Others (10% Contingency and Minor Items)	$ 733,000
Total	$7,912,000

Construction Support

The expanded retrofit strategy identified during PS&E will result in an increase in Construction Support of $1,150,000. The new retrofit strategy will require more concurrent operations, an increase of needed inspection activities, a longer construction duration, and additional testing and materials inspection for isolation bearing fabrication and installation. At final PS&E, Chevron only allowed a more limited work window and restricted access through the Chevron property. This limited access will extend the construction duration and inspection efforts, as well as lead to multiple concurrent operations to maximize work progress. These reasons are provided in more detail below:

Chevron Right of Way Restrictions on Access
On the Chevron property, only one gate is available for all contractor access and work is limited to a Monday to Thursday schedule. Chevron access and security restrictions are estimated to take 30 minutes to 1 hour for check in/out and will likely require multiple construction staff on site for the full shift to ensure proper and safe construction operations and close coordination with Chevron. This restricted access and limited work schedule adds $600,000.

Multiple Concurrent Operations
For an extended period of time during construction, multiple concurrent full-time inspection of construction operations are anticipated at various locations on the structure. For all locations, the inspection of operations will include erecting asset protection structures over the Chevron pipes, installing structural steel jackets and jacking platforms around the columns, grouting jackets, jacking superstructure, installing isolation bearings, and resetting superstructure onto bearings. Other inspection efforts involve monitoring jacking pressures at all locations, high strength bolt installation/testing, and inspections of painting, welding, concrete and grout placement, etc. This need for multiple concurrent full time inspections during construction adds $300,000.

Materials and Engineering Testing
Additional efforts will be required by Materials Engineering and Testing Services staff to ensure proper fabrication of various types of isolation bearings and installation of the structural steel brackets for the bearings. This need for additional staff time by the Materials Engineering and Testing Services will add $250,000.

RISK ANALYSIS

The Risk Register analyzes potential "risks" that could occur during this phase of the project. For the Construction phase, the Risk Register included a possible issue with the traffic management plan for the bridge jacking operation, the need of protecting the Chevron facilities below the project site and any other requirements deemed appropriate at the time from Chevron. The Department anticipates working and coordinating closely with Chevron to implement an asset protection system, during construction, to ensure that the Chevron facilities are not impacted. In addition, lane/ramp closures and detours will be managed to ensure safety for the public and construction workers and minimize impacts to the Richmond - San Rafael Bridge traffic and inconvenience to nearby residents.

CONSEQUENCES

The Department has determined that if this allocation request for $14,372,000 is not approved, the purpose and benefits to the traveling public will not be attainable as the Department will have to reprogram this SHOPP Bridge Preservation Project. Reprogramming is likely to be at higher costs in the future and risks public safety exposure to potential seismic events.

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
2.5d.	**Allocations for Projects with Cost Increase Greater than 20 Percent**			**Resolution FP-17-18**
1 $14,372,000 Contra Costa 04-CC-580 5.8	In Richmond, at Scofield Avenue Undercrossing No. 28 -0140L/R. Outcome/Output: Seismic retrofit of bridge by encasing the columns in concrete filled steal casings, installing isolation and spherical bearings, and adding structural steel elements. Performance Measure: Planned: 1.0, Actual: 1.0 Bridge(s) Preliminary Engineering Budget Expended PA&ED $350,000 $339,982 PS&E $2,167,000 $2,253,534 R/W Supp $180,000 $128,182 (CEQA - CE, 12/11/2015; Re-validation 6/6/2017) (NEPA - CE, 12/11/2015; Re-validation 6/6/2017)	04-0086R SHOPP/16-17 CON ENG ~~$850,000~~ **$2,000,000** CONST $4,460,000 0413000059 4 4G890	001-0890 FTF 20.10.201.113 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.113	$2,000,000 $247,000 $12,125,000 $12,372,000

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: October 18-19, 2017

Reference No.: 2.5e.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Dave Moore
District 02 - Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 02-3208)**
RESOLUTION FA-17-01

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for additional $2,472,000 for the State Highway Operation Protection Program (SHOPP) Bridge Preservation project (PPNO 3208) on Route 70 in Plumas County?

RECOMMENDATION

The Department recommends that the Commission allocate $2,472,000 for the previously approved SHOPP Bridge Preservation project (PPNO 3208) on Route 70 in Plumas County, to be awarded.

RESOLUTION

Resolved, that $2,472,000 in Construction Capital be allocated from the Budget Act of 2016, Budget Act Item 2660-302-0890, to provide funds to award the following project; there is no increase in Construction Support.

Dist-Co-Rte	Construction Component	Original Allocated Amount	Awarded Amount	Total Authorized Amount	Supplemental Funds Request	Revised Amount	% Over Original Allocated Amount
02-PLU-70	Capital	$9,180,000	$0	$9,180,000	$ 2,472,000	$11,652,000	26.9%
	Support	$2,398,000	$0	$2,398,000	$0	$2,398,000	0.0%
			Total Supplemental Funds Request		$ 2,472,000		

PROJECT DESCRIPTION

This project is located on Route 70 in Plumas County and will replace the functionally obsolete Yellow Creek Bridge (built in 1934) with a new single-span precast concrete girder bridge on the same alignment. The bridge spans Yellow Creek immediately adjacent to the Feather River.

TOTAL COST INCREASE:

The total cost increase for this project, over the current authorized amount, is $2,472,000. The reasons for this cost increase, of 26.9 percent, are discussed below.

REASON FOR INCREASE

Bids for this project were opened on June 7, 2017. The Department received six bids ranging from 7.1 percent to 79.8 percent above the Engineer's Estimate. The lowest bidder was disqualified due to a subcontractor list discrepancy, which reduced their 10.6 percent Disadvantaged Business Enterprise participation below the 8 percent goal for the project. A subsequent finding of no Good Faith Effort led to complete rejection of the low bid.

The second bidder was determined responsive, but the second bid award amount was 21 percent above the Engineer's Estimate, and exceeds the available project funding by $2,472,000. The Department is preparing to award to this bidder and believes it is unlikely that a substantially lower and qualified bid would be realized if the project were re-advertised.

The District compared the bid prices with the Engineer's Estimate prices and discussed reasons for the higher prices with both the low bidder and the second bidder. Both bidders cited the following reasons for the higher prices (noted in italics):

- *The difficult and remote construction site is 50 miles from the closest structural concrete plant and constrained by the Feather River to the south, Belden Powerhouse to the northeast and a PG&E rest area to the northwest. All of these factors limit access to the bridge and provide a project footprint with little room to maneuver equipment and/or store materials, particularly while allowing public traffic across the bridge and through the work site.*

  The Department increased unit prices on the Engineer's Estimate to account for the remote construction site. However, the adjustments are not enough to award to the second bidder. This accounts for an increase of approximately $650,000 over the Engineer's estimate.

- *Environmental constraints, permit conditions, and particular site details all increase construction difficulty and reduce productivity. A temporary retaining wall will have to be installed in order to gain access to the work areas to build the bridge foundations. The environmental restrictions on encroachment into the water will also limit equipment access to the work areas. The fluctuating water releases from the power plant mean that sometimes the contractor will need to stop work and prepare for high flows with short notice.*

  The Department increased unit prices on the Engineer's Estimate to account for this difficulty. However, the adjustments are not enough to award to the second bidder. This accounts for an increase of approximately $550,000 over the Engineer's Estimate.

- *The temporary creek diversion was bid much higher than anticipated, because the contractors expect it will require the installation of sheet piles and fish relocation for two different stages. The sheet piles for the water diversion would have to be installed during Stage 1 construction, completely removed for winter and then reinstalled the following season for Stage 2, so this temporary work must all be performed twice.*

  The Department expected a much simpler creek diversion, anticipating that a trestle would be used. The level of effort in construction was undervalued in the Engineer's Estimate. This accounts for an increase of approximately $200,000 over the Engineer's Estimate.

- *Structure excavation and concrete barrier installation were also bid much higher than expected because a lot of work will need to be done by hand for the modified concrete barrier and architectural treatment.*

  The architectural treatments are required because they were negotiated with the State Historic Preservation Officer during the environmental phase of the project. The Department's estimate increased the unit costs to account for the context sensitive elements, but the adjustments are not enough to award to the second bidder. This accounts for an increase of approximately $550,000 over the Engineer's Estimate.

This project had a Risk Management Plan that analyzed potential risks that could occur during Plans, Specifications, and Estimates. It specifically noted that the construction capital estimate would come in higher than the programmed cost, due to refinement of quantities needed and the most recent unit price trends. While the unit cost increases were included in the Engineer's Estimate prior to allocation by the Commission in March 2017, and although the funds request asked for additional construction capital at the first allocation, the bid opening revealed that the adjustments were insufficient to fully capture the recent cost increases.

The reasons listed above account for 21.9 percent, of the total 26.9 percent cost increase, for this project.

The Department was confident in the Engineer's Estimate in March 2017 when the construction allocation was requested. However, during the award process, after receiving a different perspective from the low and second bidder, the Department performed another risk analysis. Based on the conversations with the low and second bidder, and the outcome from the second risk analysis, it was determined that an increase to the project contingency would be prudent. The Department, through the internal review process, approved an increase to the project contingency from 5 percent to 10 percent.

There are several potential difficulties identified in the project's Risk Management Plan that together could lead to additional construction expenses that would exceed the standard contingency of 5 percent. The PG&E operations at the Belden electric plant immediately upstream from the project may cause flows in Yellow Creek which could fluctuate frequently and dramatically and cause damage around the falsework during typical winter storm months. The site is vulnerable to storm damage from flooding, slide debris, and slip-outs. Subsurface foundation installations carry the risk of unexpected additional costs due to possible unknown factors associated with working underground and underwater at the base of the foundation. The construction schedule requires timely external coordination between the Department, contractor, and PG&E, in accordance with the utility agreement, and there is potential for unforeseen utility coordination problems that could lead to a third season in construction. All of the above influenced the Department's decision to increase the contingency to 10 percent, which accounts for the remaining 5 percent, of the total 26.9 percent cost increase, for this project.

CONSEQUENCES

The Department has determined that re-advertising this project will not result in lower bids. If this request for an additional $2,472,000 is not approved, the Department will not be able to award this SHOPP Bridge Preservation project.

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-17-01**
$2,472,000 Department of Transportation PCTC Plumas 02-Plu-70 14.9	Near Belden, at Yellow Creek Bridge No. 09-0008. Outcome/Output: Replace bridge. Supplemental funds are needed to Award. Total revised amount $11,652,000	02-3208 SHOPP/2016-17 302-0042 SHA 302-0890 FTF 20.20.201.113 SHOPP/2016-17 302-0890 FTF 20.20.201.113 0200000080 4 1C750	$184,000 $8,996,000	 $2,472,000	$184,000 $8,996,000 $2,472,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 75

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No: 4.21
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **UPDATE ON ADOPTED RESOLUTIONS OF NECESSITY RELATED TO PARCELS ON STATE ROUTE 58 (KRAMER JUNCTION) IN SAN BERNARDINO COUNTY**

SUMMARY:

At its August 2017 meeting, the California Transportation Commission (Commission) adopted and approved three Resolutions of Necessity (Resolutions C-21556, C-21557, and C-21558), presented by the California Department of Transportation (Department), for three parcels related to a transportation project on State Route 58 (Kramer Junction) in District 8, in San Bernardino County.

Although the Commission approved the three Resolutions, the Department was asked to return to the October 2017 meeting to provide an update on the commitments made by both the Department and the property owners.

BACKGROUND:

As per the Commission's request, the Department has continued ongoing discussions in an attempt to address and resolve the property owners' concerns regarding project impacts. The following are the commitments made by the Department and the property owners, on which an update/status will be given at the Commission's October 2017 meeting:

- The Department, the property owners, and Southern California Edison (SCE) agreed to meet at the subject property to address the property owners' concerns regarding the location and placement of SCE power poles and towers on their property.

  Update:
  - The parties met on September 5, 2017 and the location and placement of the SCE poles/towers were finalized.

- The Department committed to re-examine the northern driveway and raised median issue, and consider the property owners' request for an 80-foot driveway at this location.

  Update:
  - The parties met on September 5, 2017 and the width of the northern driveway and the raised median issue were resolved.

- The parties agreed to exchange information regarding the airstrip, and the Department agreed to revisit the property owners' concerns regarding the airstrip.

  Update:
  - Information was exchanged regarding the airstrip, however the property owners still have concerns the proposed project will affect their ability to access and use the airstrip. This is a compensation issue.

- The property owners agreed to check with the County of San Bernardino regarding the set-back issue and requirements for the antique parcel.

  Update:
  - Although set-back requirements were confirmed by the property owners, they still have concerns regarding project impacts to this parcel. This is a compensation issue.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 76

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 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 TO CITY OF HAYWARD**

ISSUE:

Should the California Transportation Commission (Commission) approve execution of the following Director's Deeds?

BACKGROUND

The groups below represent direct sales to the City of Hayward pursuant to Purchase and Sale (P&S) Agreement dated January 20, 2016 between the City of Alameda and the California Department of Transportation (Department), approved by the Commission on January 21, 2016. All properties included in this proposed transaction are along Rescinded Route 238 in Alameda County. These groups represent the last of the properties to be conveyed per the P&S Agreement dated January 20, 2016.

RECOMMENDATION:

The Department recommends the 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 $54,749,200. The State will receive a return of $54,749,200 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

DIRECTOR'S DEEDS:

02-04-ALA-238-10.2x	Hayward
Disposal Unit: DD-032732-01-01	8.751 Acres
Convey to: City of Hayward	$4,575,000 (Appraisals $4,575,000)
03-04-ALA-238-10.5x	Hayward
Disposal Unit: DD-030989-01-01	28.48 Acres
Convey to: City of Hayward	$2,300,000 (Appraisal $2,300,000)

04-04-Ala-238 P.M. 10.8X-11.7X Disposal Unit: DD 031035-01-02 Convey to: City of Hayward	Hayward 79.46 Acres $1,533,200 (Appraisal $1,533,200)
05-04-Ala-238 P.M. 11.7-12.2X Disposal Units: DD-031029-01-01 (31.30 Acres) DD-031035-01-03 (6.08 Acres) Convey to: City of Hayward	Hayward 37.38 Total Acres $7,500,000 (Appraisal $7,500,000)
06-04-Ala-238 P.M. 8.2x Disposal Unit: DD 033529-01-01 Convey to: City of Hayward	Hayward 29.804 acres $18,180,000 (Appraisal $18,180,000)
07-04-Ala-238 P.M. 8.1x Disposal Unit: DD 033325-01-01 Convey to: City of Hayward	Hayward 9.799 acres $5,421,000 (Appraisal $5,421,000)
08-04-ALA-238-P.M. 14.2x-14.4x Disposal Unit: DD-031033-01-01 Convey to: City of Hayward	Hayward 19.8158 Acres (Including 0.089 Acre Easement) $11,170,000 (Appraisal $11,170,000)
09-04-ALA-580-P.M. 30.4-30.7 Disposal Unit: DD-023918-01-01 Convey to: City of Hayward	Hayward 4.53 Acres $4,070,000 (Appraisal $4,070,000)

Attachments:
Attachment A - Financial summary spreadsheet
Exhibits 2A – 9B - Parcel maps

SUMMARY OF PROPERTY CONVEYANCES CITY OF HAYWARD - 2.4d.(2)
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - OCTOBER 18-19, 2017

Table I - Volume by Districts

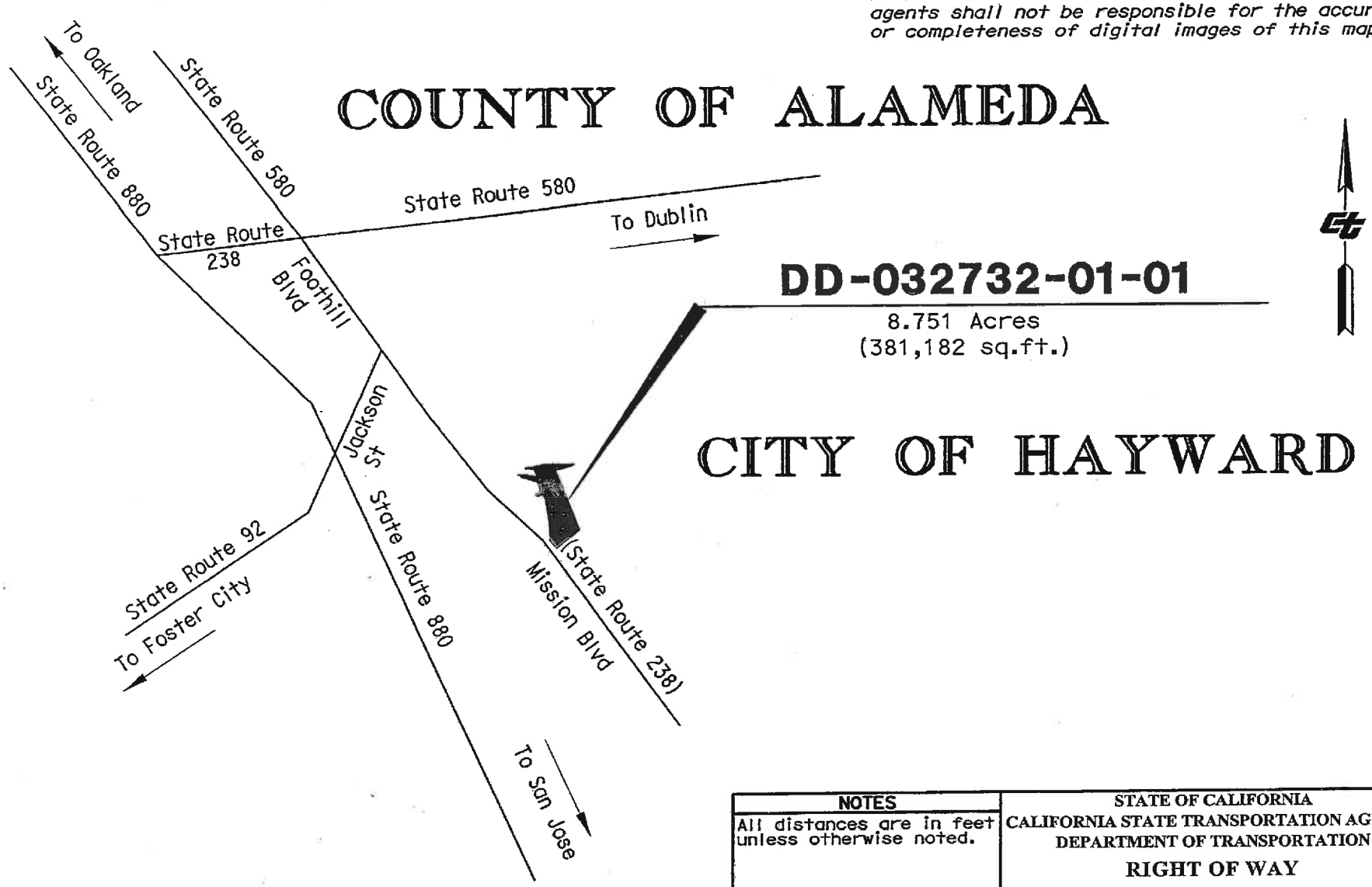
District	Direct Sales	Public Sales	Non-Inventory Conveyances	Other Funded Sales	Total Items	Current Estimated Value	Return From Sales	Recovery % % Return From Sales Current Value
01								
02								
03								
04	54,749,200					54,749,200	54,749,200	100.0%
05								
06								
07								
08								
09								
10								
11								
12								
Total	**54,749,200**					**54,749,200**	**54,749,200**	**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	8	$54,749,200	$54,749,200	100.0%
Public Sales				
Non-Inventory Conveyances				
Sub-Total	8	*54,749,200*	$54,749,200	100.0%
Other Funded Sales				
Total	8	$54,749,200	$54,749,200	100.0%

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

COUNTY OF ALAMEDA



NOTES	STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY DIRECTOR'S DEED DD-032732-01-01 NOT TO SCALE
All distances are in feet unless otherwise noted. LEGEND	

DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CWH	06/04/15	4	ALA	238	10.2X	1	4

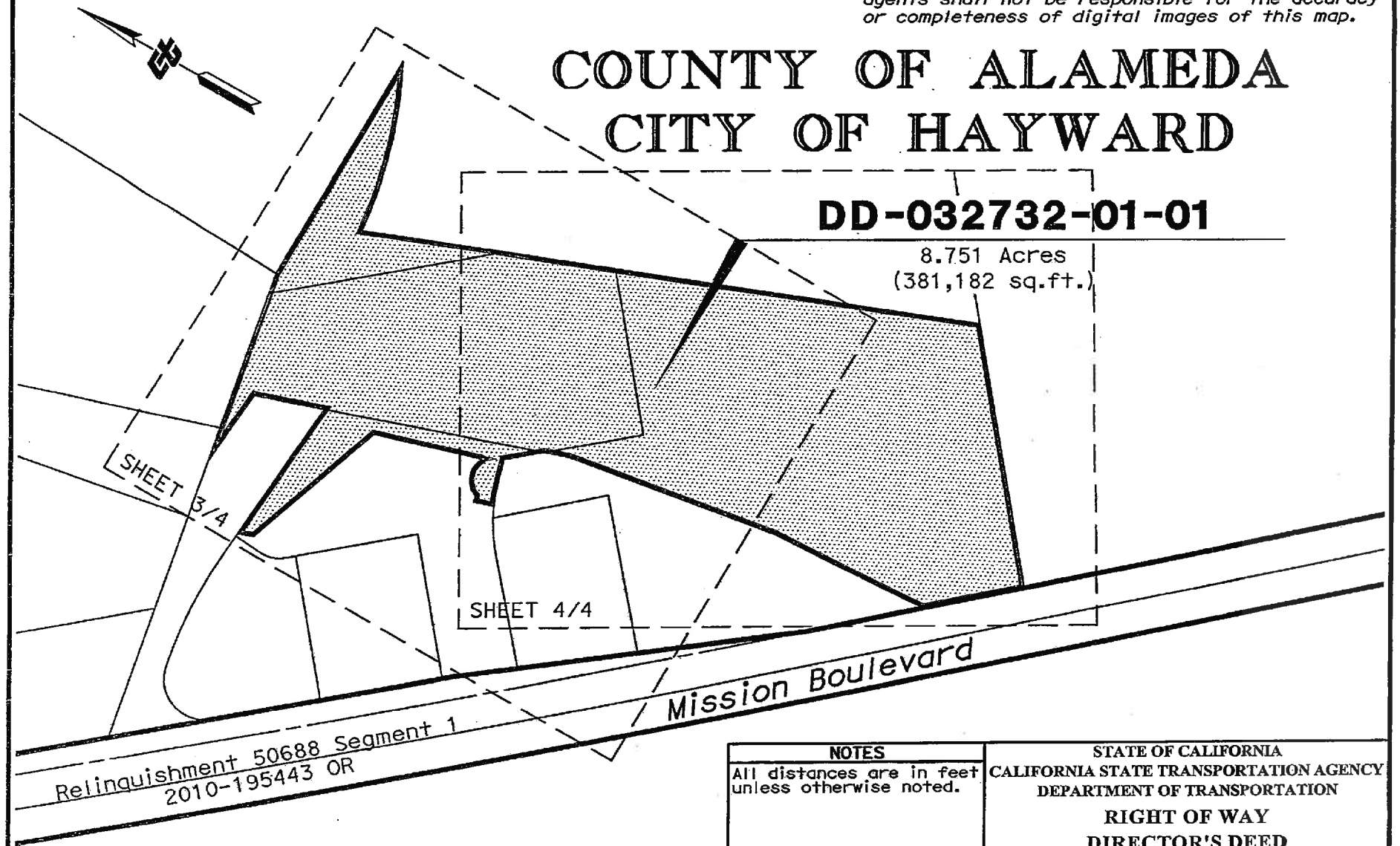
R-167.0

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

COUNTY OF ALAMEDA
CITY OF HAYWARD

DD-032732-01-01

8.751 Acres
(381,182 sq.ft.)



R-167.17
R-167.18

Bearings and distances are based on the California Coordinate System of 1927, Zone 3. Multiply distances by 1.0000823 to obtain ground level distances.

NOTES

All distances are in feet unless otherwise noted.

LEGEND

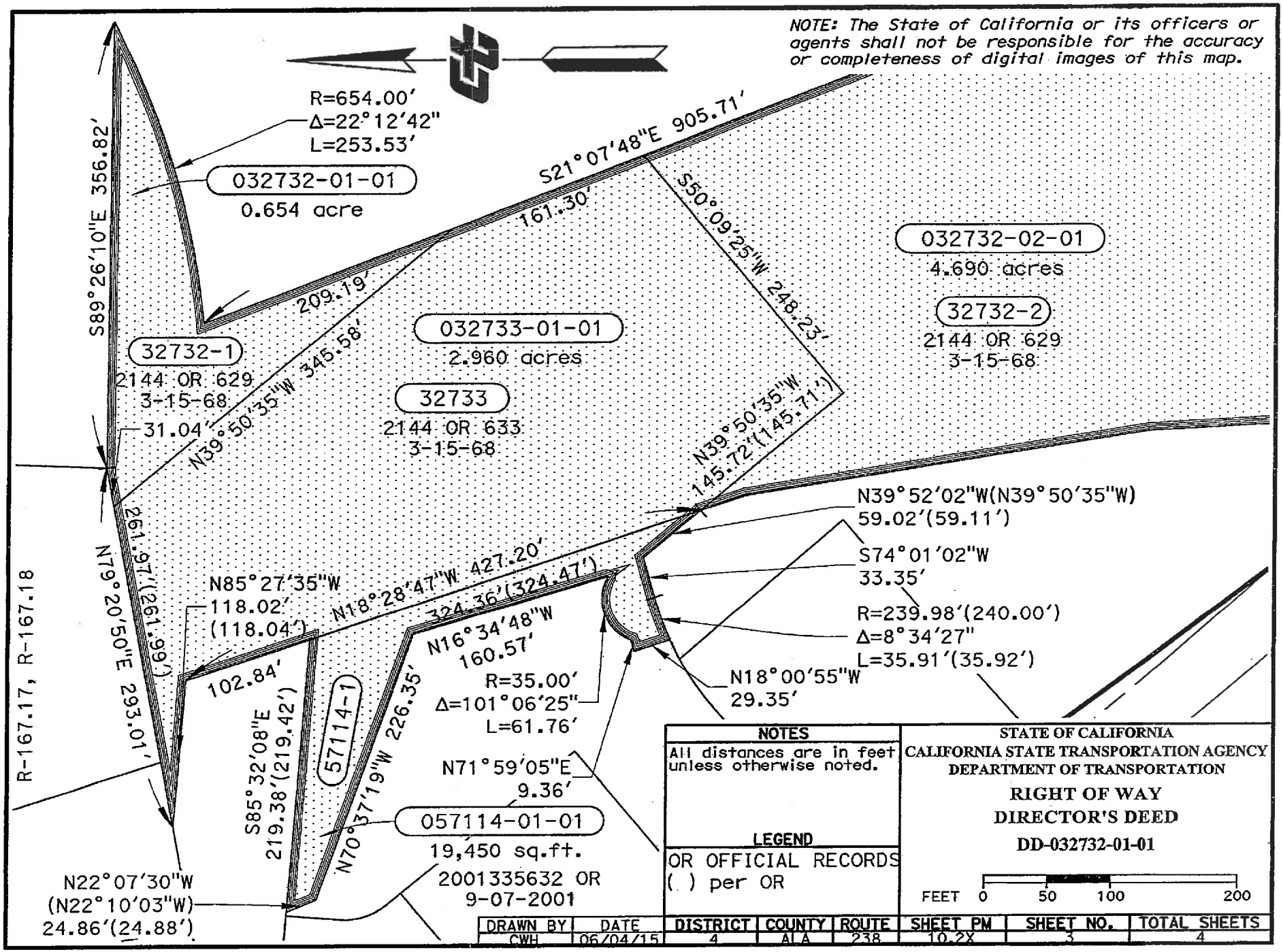
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

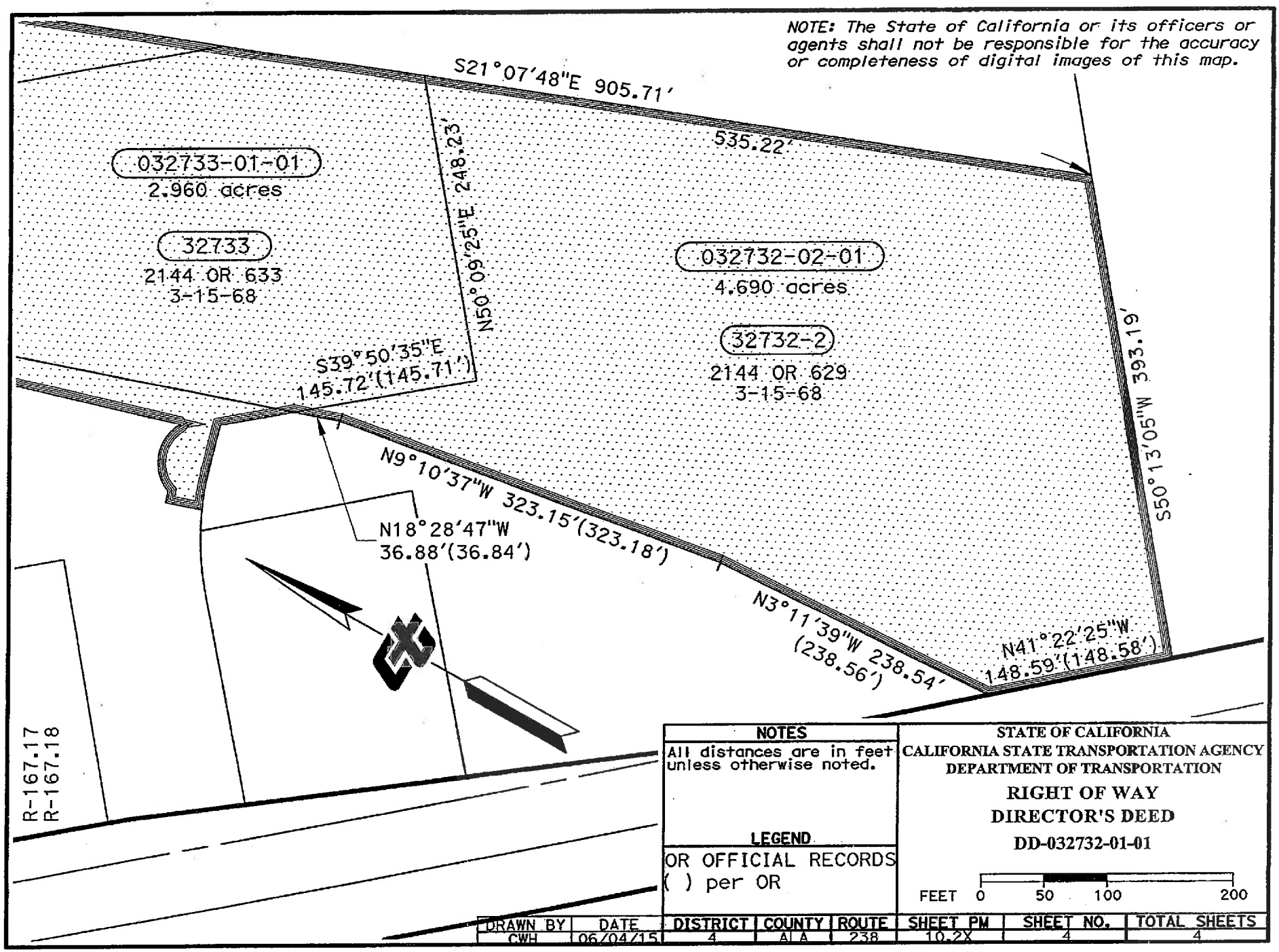
RIGHT OF WAY
DIRECTOR'S DEED
DD-032732-01-01

FEET 0 100 200 400

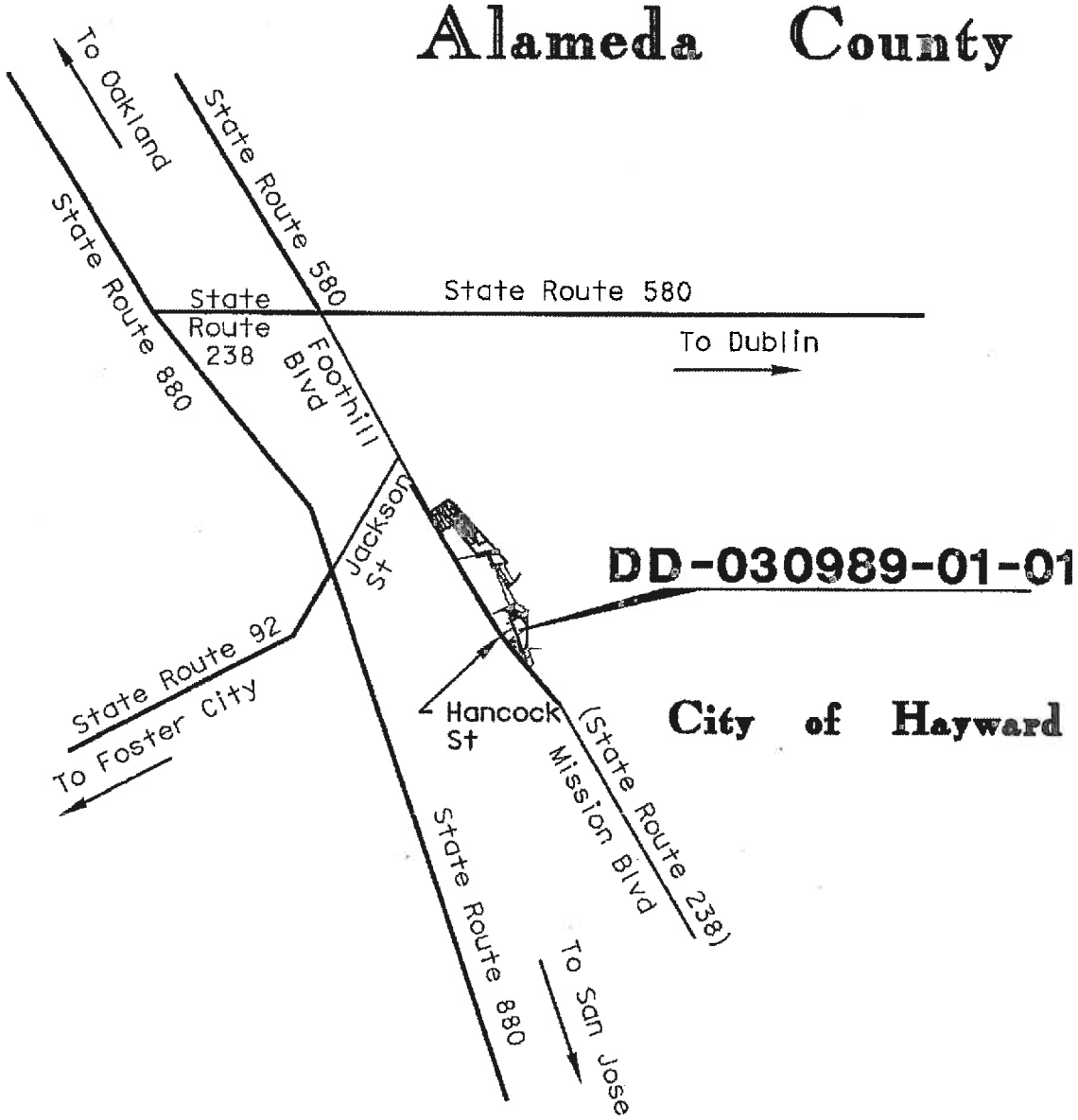
DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CWH	06/04/15	4	ALA	238	10.2X	2	4

2B


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.
R=654.00'
Δ=22°12'42"
L=253.53'
032732-01-01
0.654 acre
S21°07'48"E 905.71'
161.30'
S50°09'25"W 248.23'
032732-02-01
4.690 acres
32732-2
2144 OR 629
3-15-68
209.19'
032733-01-01
2.960 acres
32733
2144 OR 633
3-15-68
32732-1
2144 OR 629
3-15-68
S89°26'10"E 356.82'
N39°50'35"W 345.58'
31.04'
N39°50'35"W
145.72'(145.71')
N39°52'02"W(N39°50'35"W)
59.02'(59.11')
S74°01'02"W
33.35'
R=239.98'(240.00')
Δ=8°34'27"
L=35.91'(35.92')
N18°00'55"W
29.35'
261.97'(261.99')
N79°20'50"E 293.01'
R-167.17, R-167.18
N85°27'35"W
118.02'
(118.04')
N18°28'47"W 427.20'
324.36'(324.47')
N16°34'48"W
160.57'
R=35.00'
Δ=101°06'25"
L=61.76'
102.84'
S85°32'08"E
219.38'(219.42')
57114-1
N70°37'19"W 226.35'
N71°59'05"E
9.36'
057114-01-01
19,450 sq.ft.
2001335632 OR
9-07-2001
N22°07'30"W
(N22°10'03"W)
24.86'(24.88')
NOTES
All distances are in feet unless otherwise noted.
LEGEND
OR OFFICIAL RECORDS
( ) per OR
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD-032732-01-01
FEET 0 50 100 200
DRAWN BY CWH
DATE 06/04/15
DISTRICT 4
COUNTY ALA
ROUTE 238
SHEET PM 10.2X
SHEET NO. 3
TOTAL SHEETS 4


NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.
S21°07'48"E 905.71'
535.22'
032733-01-01
2.960 acres
32733
2144 OR 633
3-15-68
N50°09'25"E 248.23'
032732-02-01
4.690 acres
32732-2
2144 OR 629
3-15-68
S39°50'35"E
145.72'(145.71')
S50°13'05"W 393.19'
N9°10'37"W 323.15'(323.18')
N18°28'47"W
36.88'(36.84')
N3°11'39"W 238.54'
(238.56')
N41°22'25"W
148.59'(148.58')
R-167.17
R-167.18
NOTES
All distances are in feet unless otherwise noted.
LEGEND
OR OFFICIAL RECORDS
( ) per OR
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD-032732-01-01
FEET 0 50 100 200
DRAWN BY CWH
DATE 06/04/15
DISTRICT 4
COUNTY A A
ROUTE 238
SHEET PM 10.2X
SHEET NO. 4
TOTAL SHEETS 4

Alameda County



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STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD-030989-01-01

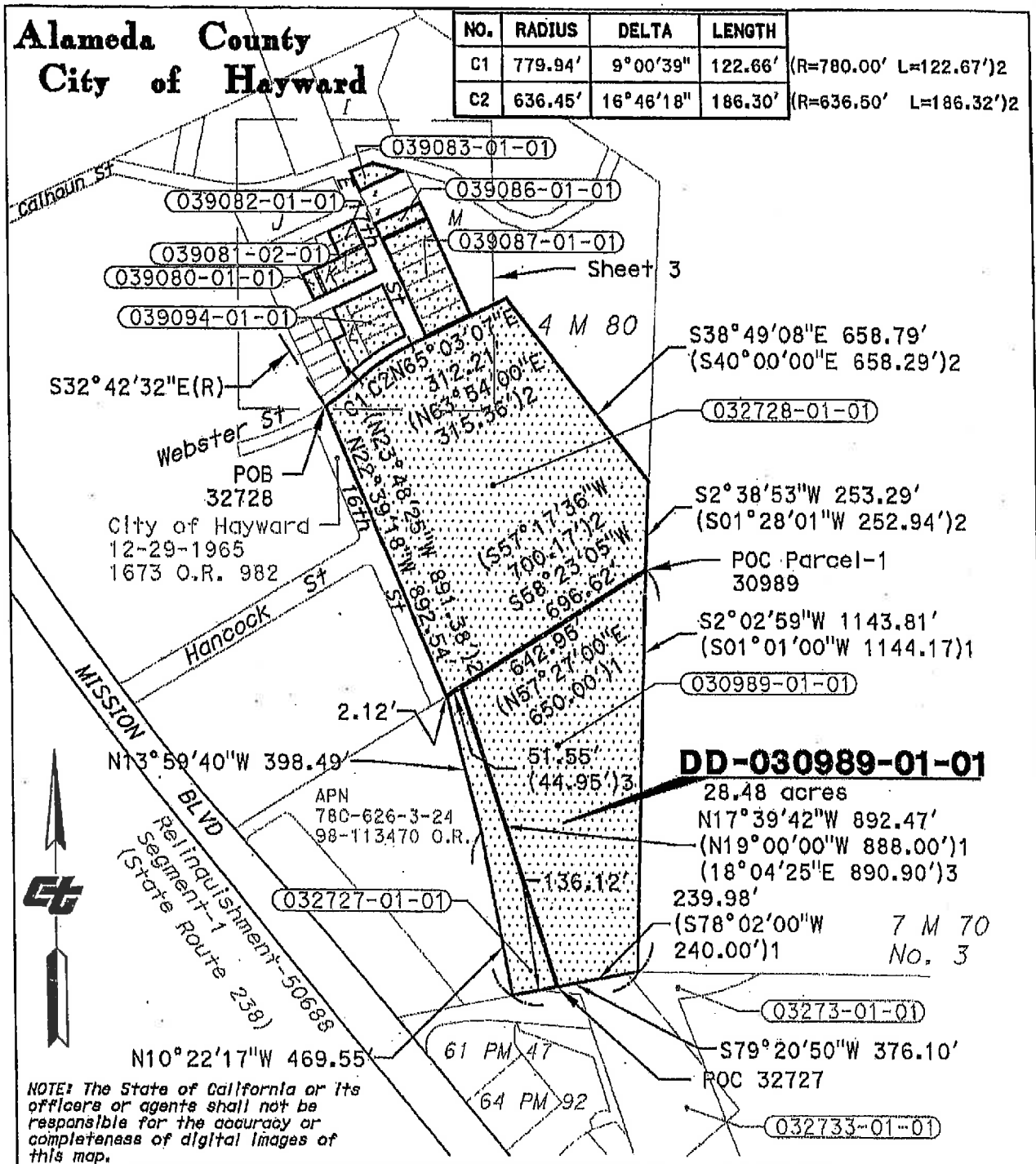
NO SCALE

R-00167
H-00167

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
AL	3-22-2016	4	ALA	238	10.5x	1	3

Alameda County
City of Hayward

NO.	RADIUS	DELTA	LENGTH	
C1	779.94'	9°00'39"	122.66'	(R=780.00' L=122.67')2
C2	636.45'	16°46'18"	186.30'	(R=636.50' L=186.32')2



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NOTES	LEGEND
Coordinates and bearings are on CCS 1927 Zone 3. Distances and stationing are grid distances. Multitply by 1.0000823 to obtain ground distances. All distances are in feet unless otherwise noted.	( )1 Per 30989 ( )2 Per 32728 ( )3 Per 32727 O.R. Official Records POB Point of Beginning POC Point of Commencement

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD-030989-01-01

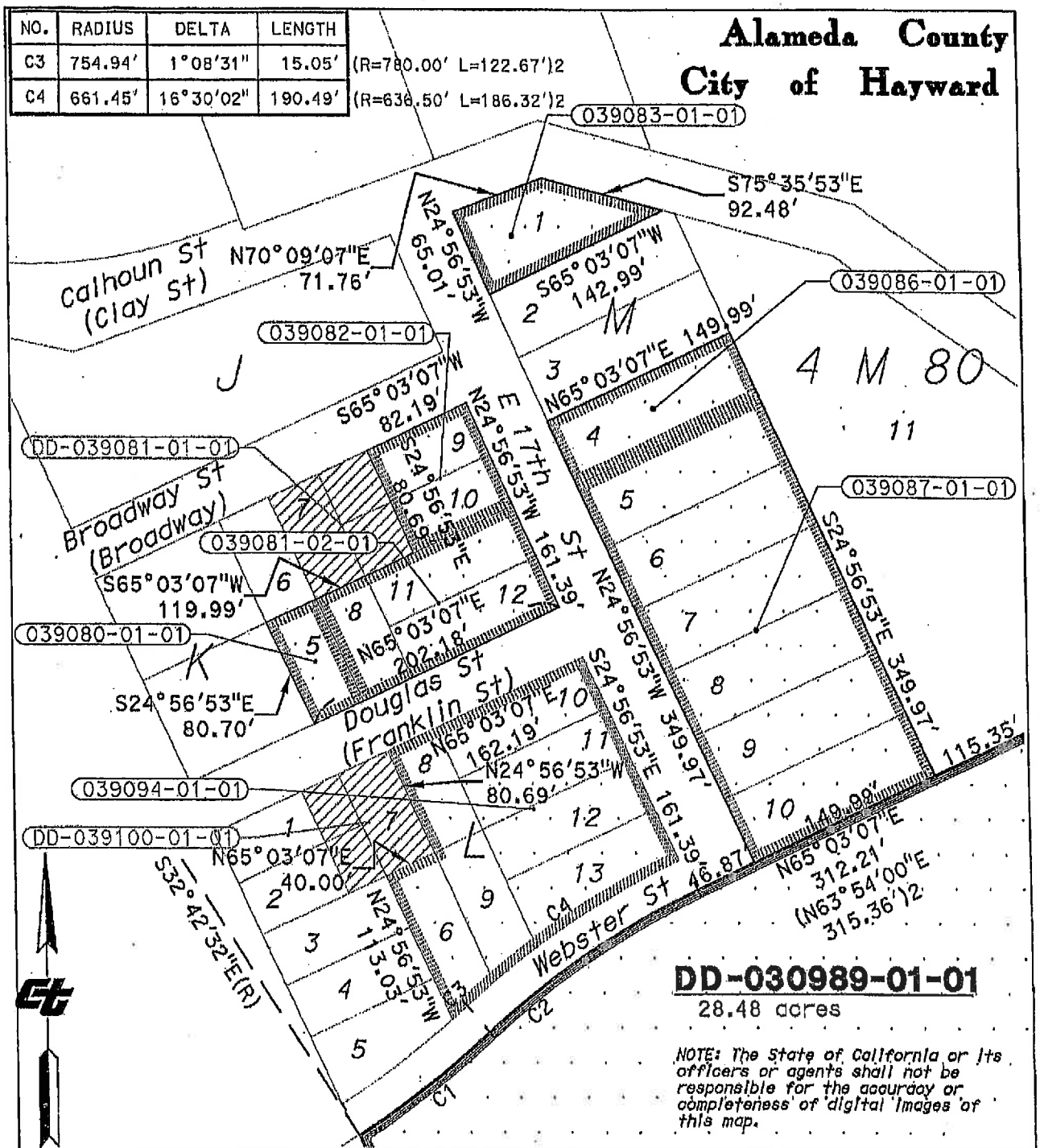
SCALE: 1" = 400'
FEET 0 200 400 800

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
AL	3-22-2016	4	ALA	238	10.5x	2	3

R-00167.15
H-00167.110

NO.	RADIUS	DELTA	LENGTH	
C3	754.94'	1°08'31"	15.05'	(R=780.00' L=122.67')2
C4	661.45'	16°30'02"	190.49'	(R=636.50' L=186.32')2

Alameda County
City of Hayward



DD-030989-01-01

28.48 acres

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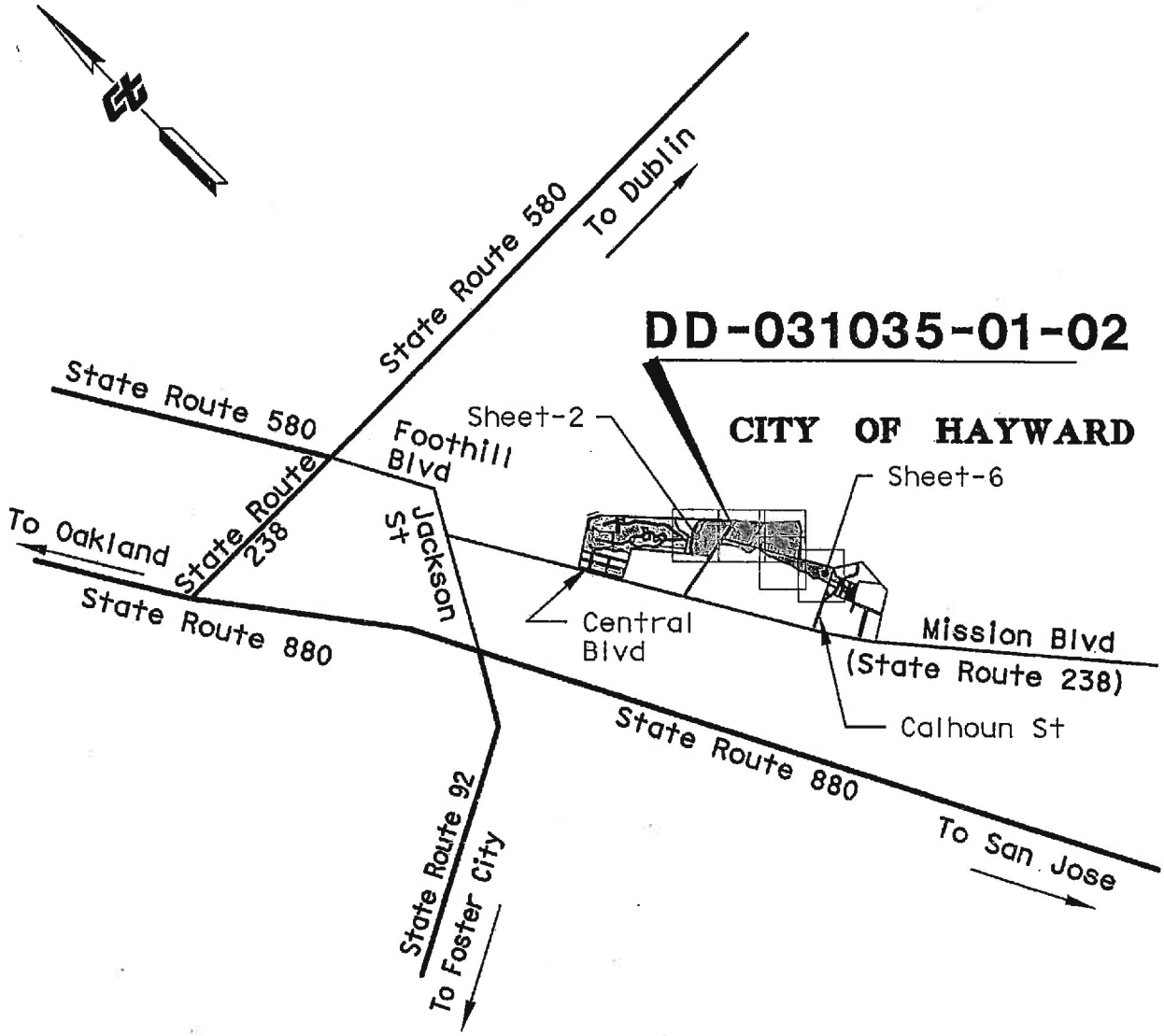
NOTES	LEGEND	STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY DIRECTOR'S DEED DD-030989-01-01
Coordinates and bearings are on CCS 1927 Zone 3. Distances and stationing are grid distances. Multiply by 1.0000823 to obtain ground distances. All distances are in feet unless otherwise noted.	( )1 Per 1218 O.R. 69 ( )2 Per 1933 O.R. 694 ( )3 Per 1980 O.R. 77 ( )4 Per 4 M 80 O.R. Official Records POB Point of Beginning POC Point of Commencement	SCALE: 1" = 50' FEET 0 25 50 100

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
AL	3-22-2016	4	ALA	238	10.5x	3	3

R-00167.15
H-00167.110

COUNTY OF ALAMEDA



DD-031035-01-02

CITY OF HAYWARD

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

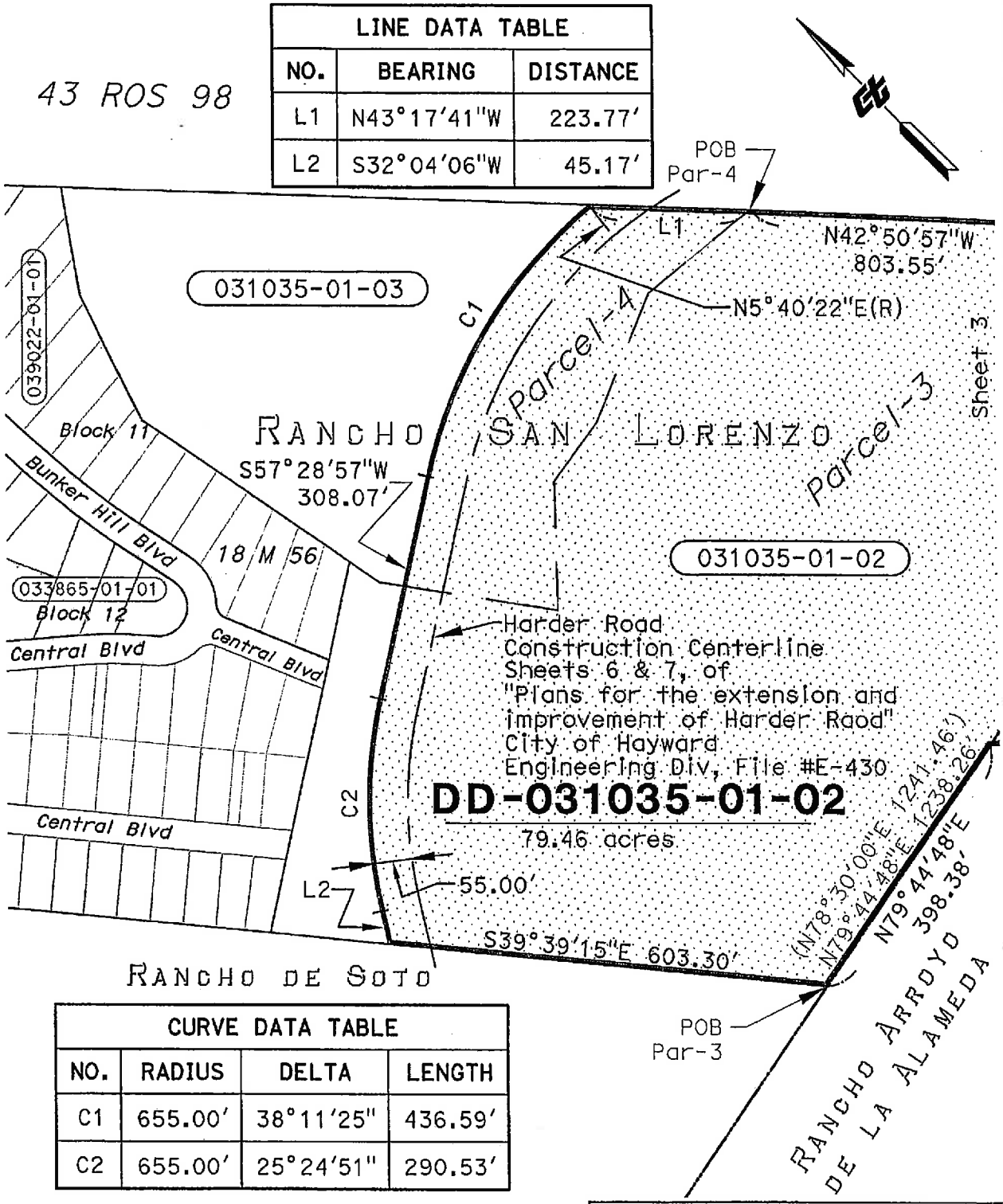
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD-031035-01-02

No Scale

R-167

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
AL	4-6-2017	4	ALA	238	10.8x-11.7x	1	6

LINE DATA TABLE		
NO.	BEARING	DISTANCE
L1	N43°17'41"W	223.77'
L2	S32°04'06"W	45.17'



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Bearings, Coordinates and Distances are based on CCS-27, Zone-3. Multiply Distances by 1.0000823 to obtain ground distancs.

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	655.00'	38°11'25"	436.59'
C2	655.00'	25°24'51"	290.53'

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-031035-01-02

1"=200'

FEET 0 100 200 400

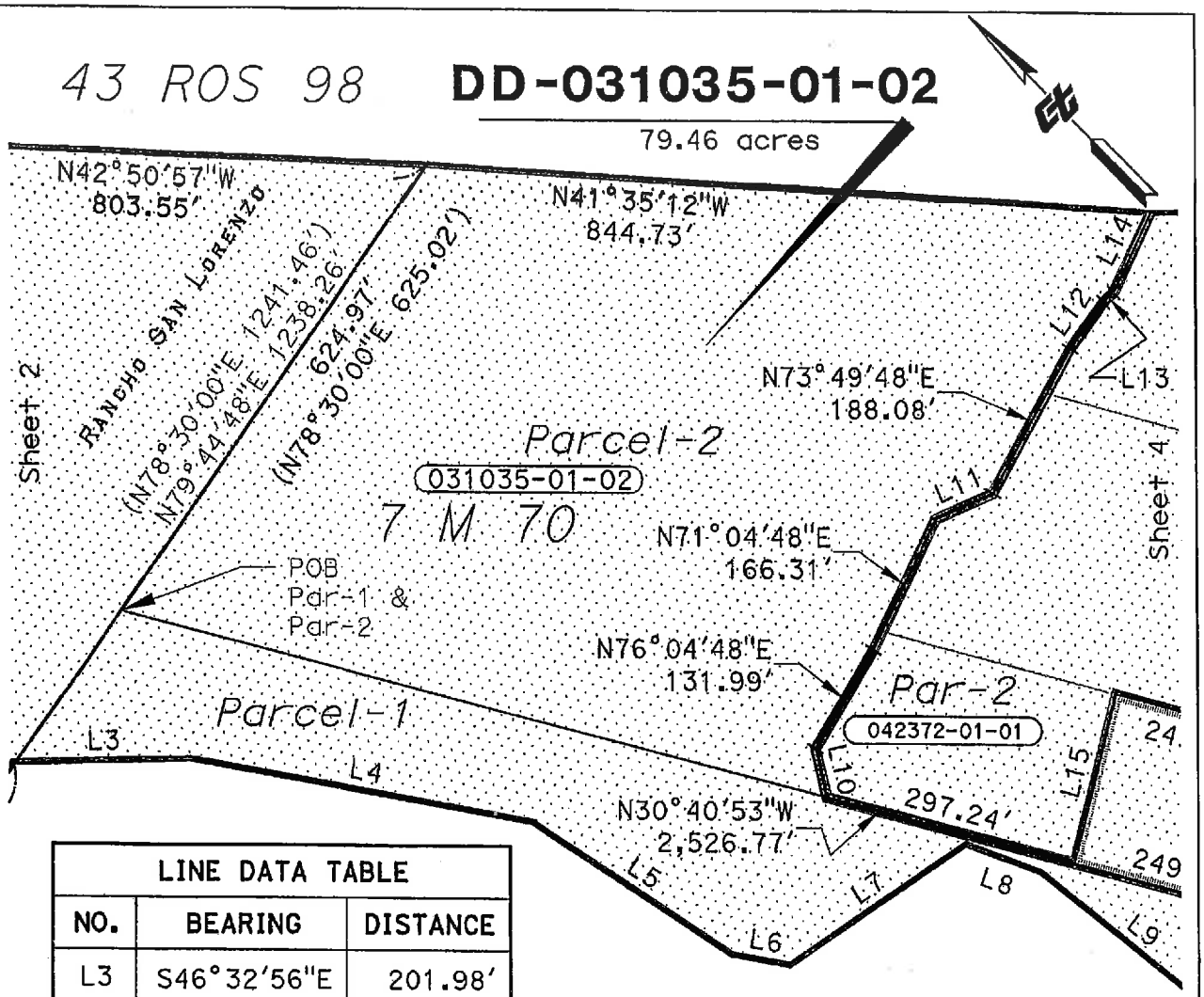
R-167.12

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
AL	4-6-2017	4	ALA	238	11.7X	2	6

43 ROS 98

DD-031035-01-02

79.46 acres



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Bearings, Coordinates and Distances are based on CCS-27, Zone-3. Multiply Distances by 1.0000823 to obtain ground distancs.

LINE DATA TABLE		
NO.	BEARING	DISTANCE
L3	S46°32'56"E	201.98'
L4	S34°59'23"E	401.36'
L5	S11°48'50"E	275.59'
L6	S34°59'07"E	70.47'
L7	S79°10'34"E	248.59'
L8	S25°13'32"E	89.15'
L9	S06°50'16"E	266.41'
L10	N31°59'48"E	57.27'
L11	S69°15'12"E	73.25'
L12	N80°44'48"E	65.99'
L13	S88°45'12"E	16.50'
L14	N70°44'48"E	104.27'
L15	S59°19'07"W	199.98'

RANCHO ARROYO DE LA ALAMEDA
7 ROS 26

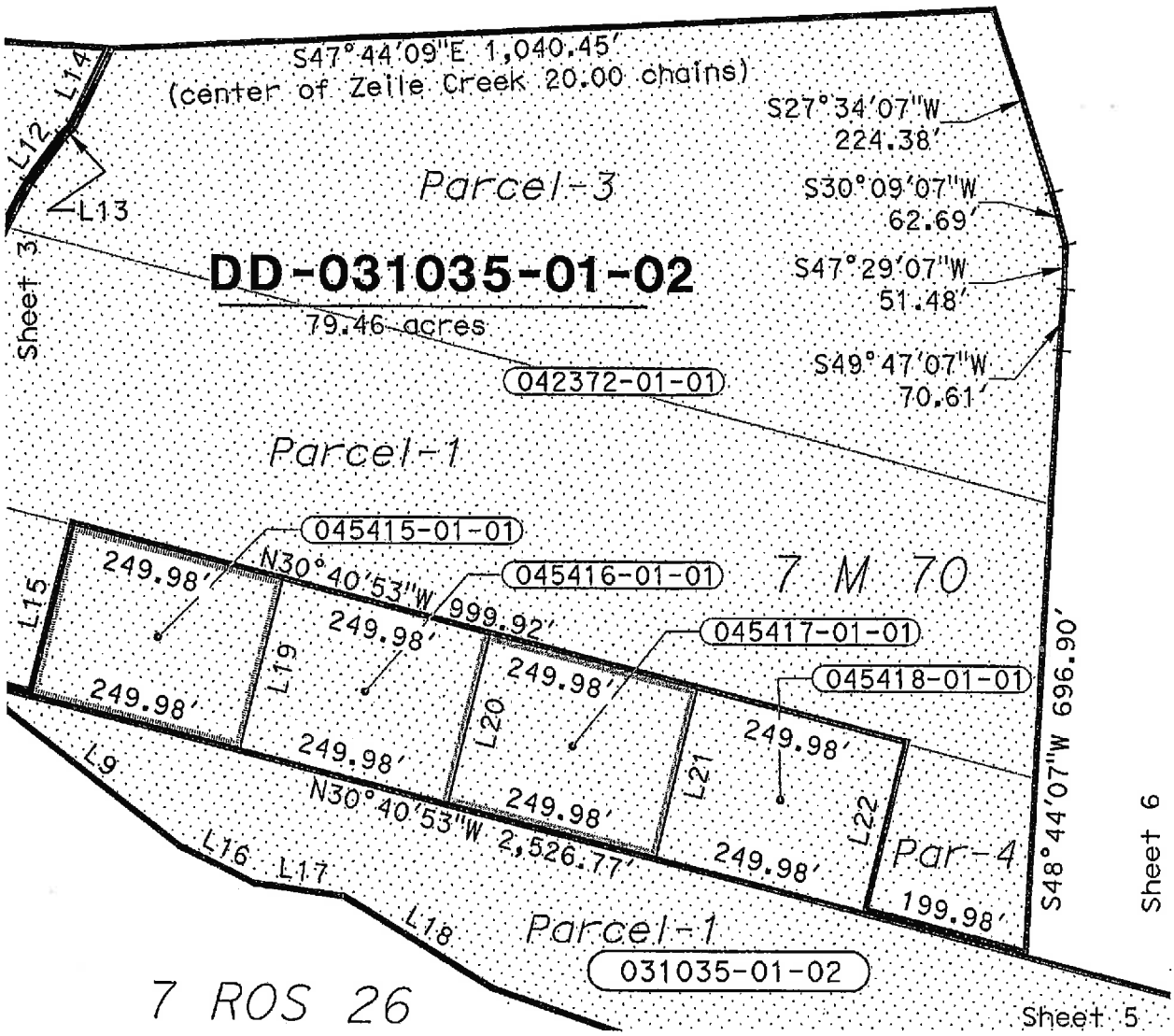
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD-031035-01-02

1"=200'

FEET 0 100 200 400

R-167.13

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
AL	4-6-2017	4	ALA	238	11.4x	3	6



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Bearings, Coordinates and Distances are based on CCS-27, Zone-3. Multiply Distances by 1.0000823 to obtain ground distancs.

LINE DATA TABLE		
NO.	BEARING	DISTANCE
L12	N80°44'48"E	65.99'
L13	S88°45'12"E	16.50'
L14	N70°44'48"E	104.27'
L15	S59°19'07"W	199.98'
L16	S19°16'32"E	100.00'
L17	S37°01'13"E	105.00'
L18	S13°33'53"E	201.00'

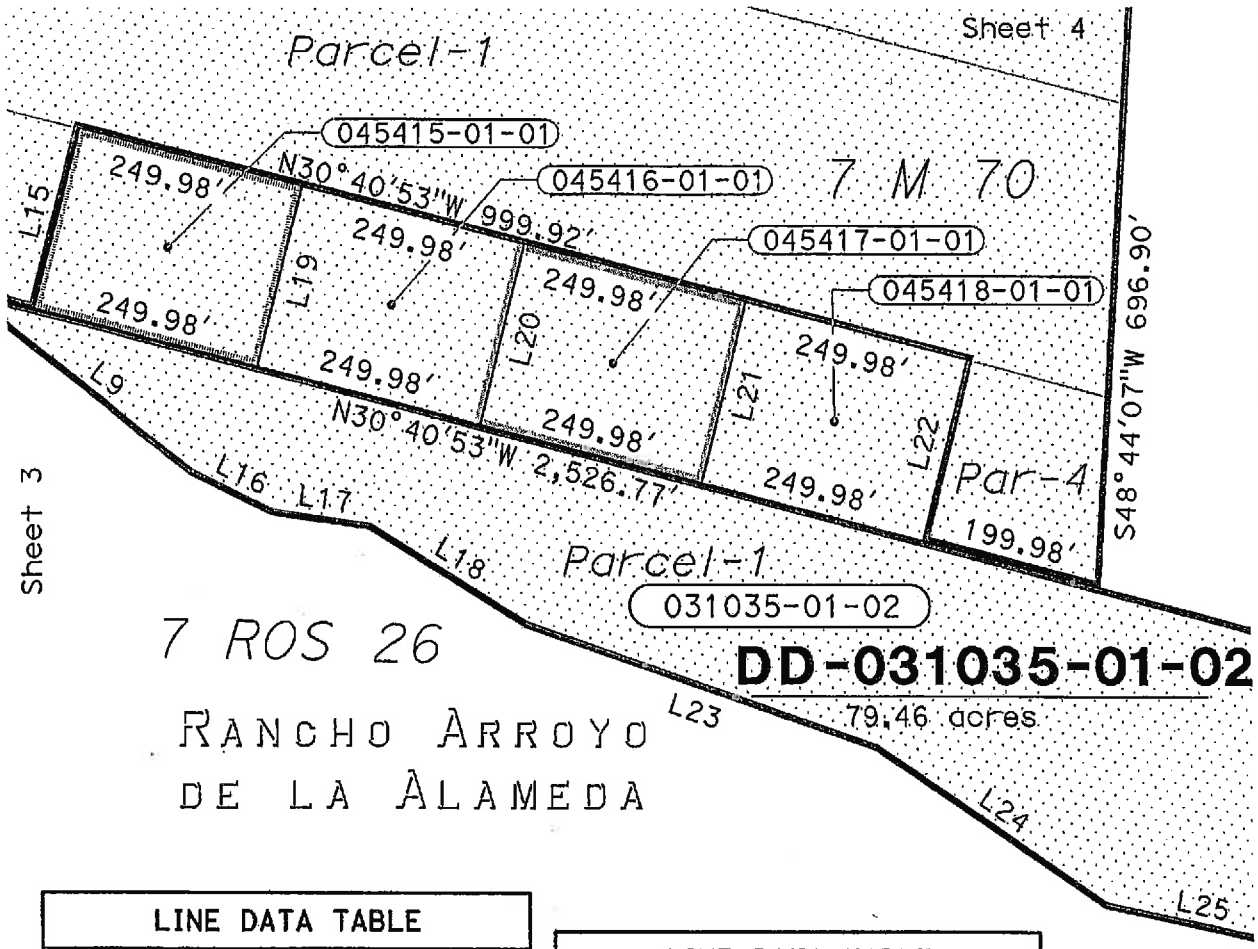
LINE DATA TABLE		
NO.	BEARING	DISTANCE
L19	S59°19'07"W	199.98'
L20	S59°19'07"W	199.98'
L21	S59°19'07"W	199.98'
L22	N59°19'07"E	199.98'

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD-031035-01-02

1"=200'
FEET 0 100 200 400

R-167.14

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
AL	4-6-2017	4	ALA	238	11.1X	4	6



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Bearings, Coordinates and Distances are based on CCS-27, Zone-3. Multiply Distances by 1.0000823 to obtain ground distancs.

LINE DATA TABLE		
NO.	BEARING	DISTANCE
L9	S06°50'16"E	266.41'
L15	S59°19'07"W	199.98'
L16	S19°16'32"E	100.00'
L17	S37°01'13"E	105.00'
L18	S13°33'53"E	201.00'
L23	S25°58'38"E	402.75'
L24	S10°55'55"E	303.21'
L25	S33°02'30"E	205.92'

LINE DATA TABLE		
NO.	BEARING	DISTANCE
L19	S59°19'07"W	199.98'
L20	S59°19'07"W	199.98'
L21	S59°19'07"W	199.98'
L22	N59°19'07"E	199.98'

Sheet 6

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD-031035-01-02

1"=200'

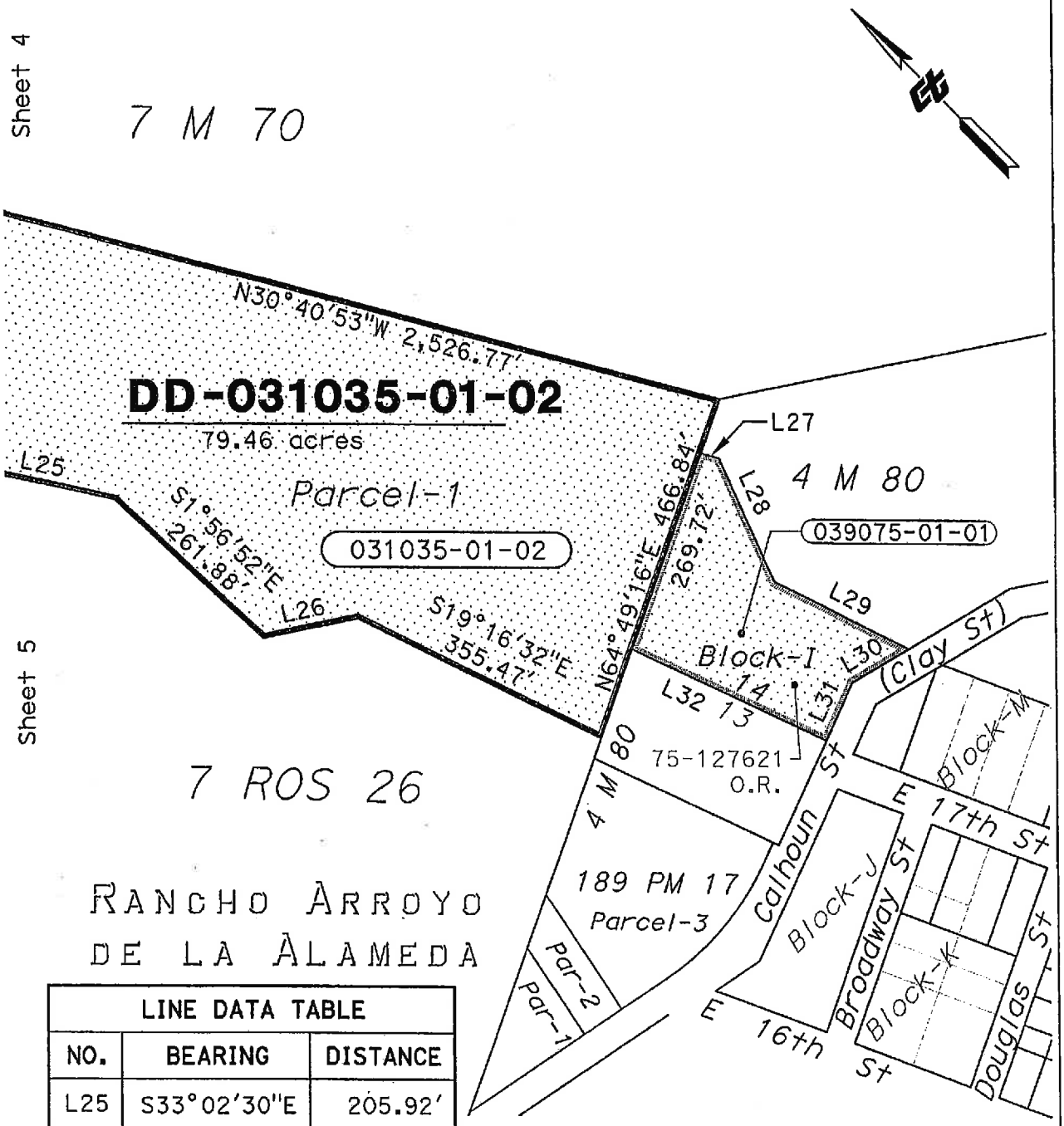
FEET 0 100 200 400

R-167.14

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
AL	4-6-2017	4	ALA	238	11.1X	5	6

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.

Bearings, Coordinates and Distances are based on CCS-27, Zone-3. Multiply Distances by 1.0000823 to obtain ground distances.



LINE DATA TABLE		
NO.	BEARING	DISTANCE
L25	S33°02'30"E	205.92'
L26	S56°52'17"E	126.21'
L27	N30°48'29"W	24.09'
L28	S20°37'18"W	175.41'
L29	S19°03'30"E	196.51'
L30	N75°35'53"W	86.35'
L31	S70°09'07"W	84.07'
L32	N20°04'44"W	279.93'

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD-031035-01-02

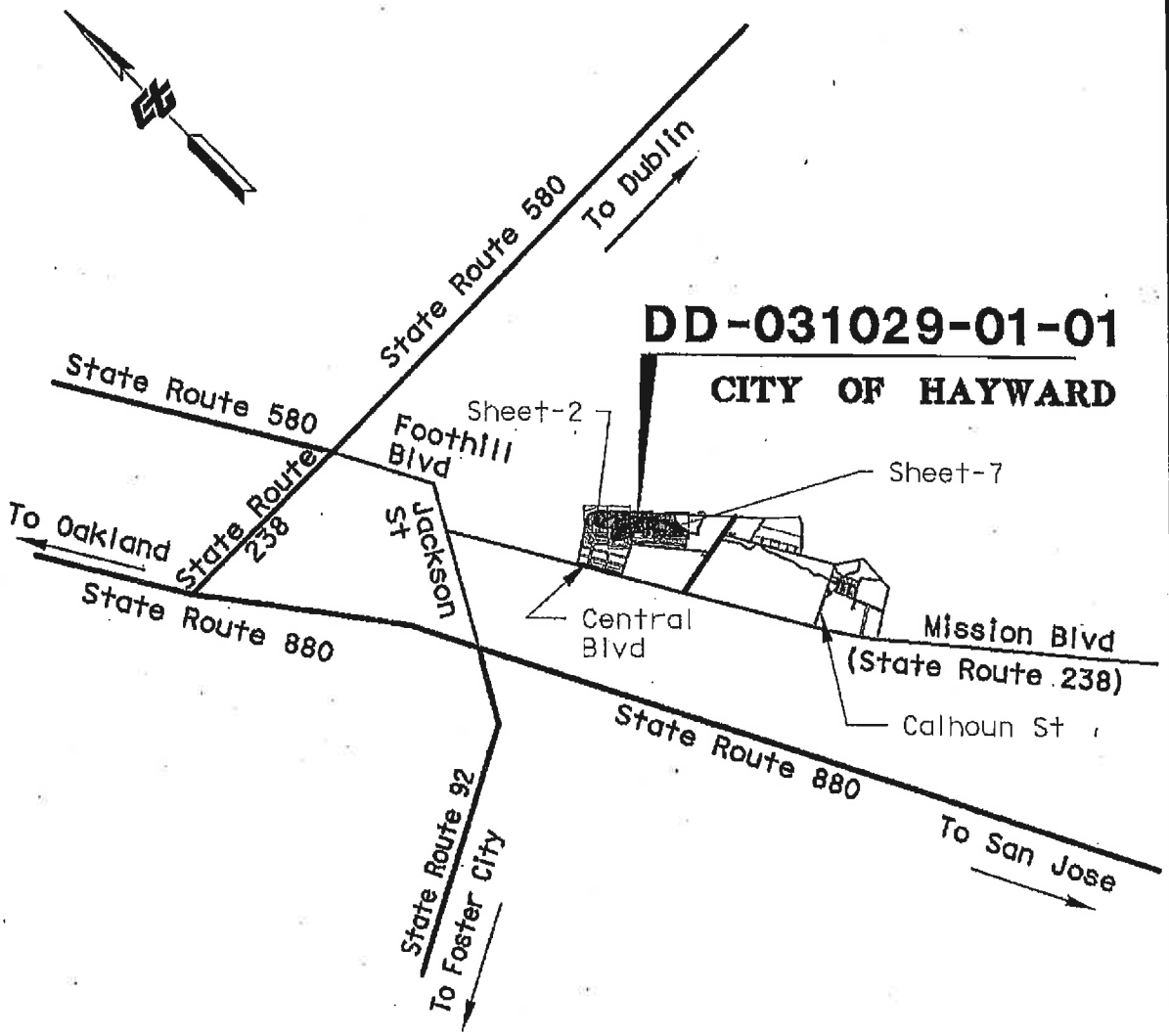
1"=200'

FEET 0 100 200 400

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
AL	4-6-2017	4	ALA	238	10.8X	6	6

R-167.15

COUNTY OF ALAMEDA



DD-031029-01-01

CITY OF HAYWARD

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STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED

DD-031029-01-01

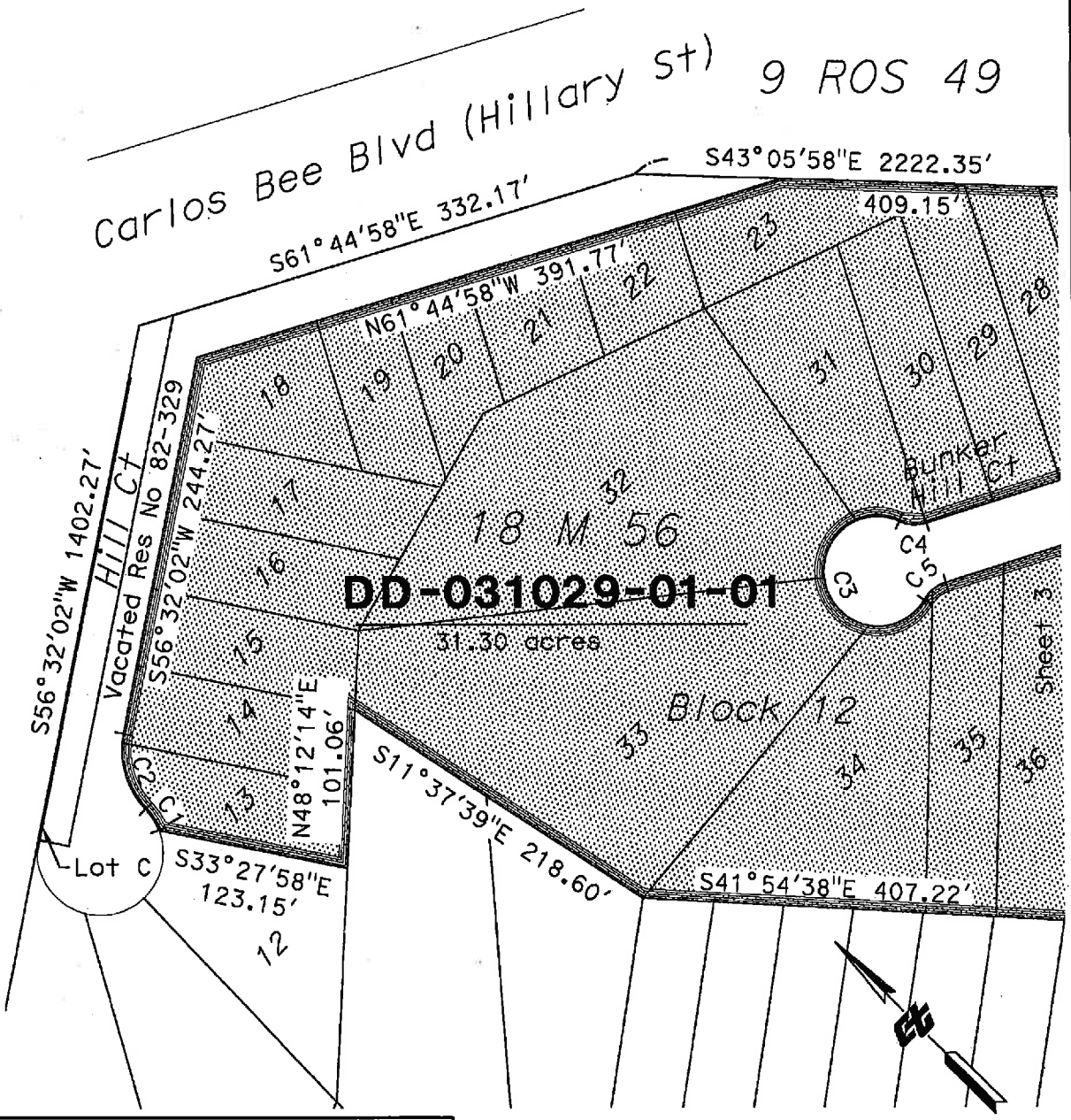
No Scale

R-167

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	238	11.8x-12.2x	1	7

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.

Bearings, Coordinates and Distances are based on CCS-27, Zone-3. Multiply Distances by 1.0000823 to obtain ground distancs.



CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	40.00'	22°32'47"	15.74'
C2	54.28'	54°50'57"	51.96'
C3	35.00'	262°49'09"	160.53'
C4	25.00'	41°24'35"	18.07'
C5	25.00'	41°24'35"	18.07'

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-031029-01-01

FEET 0 50 100 200

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	238	12.2x	2	7

R-167.9

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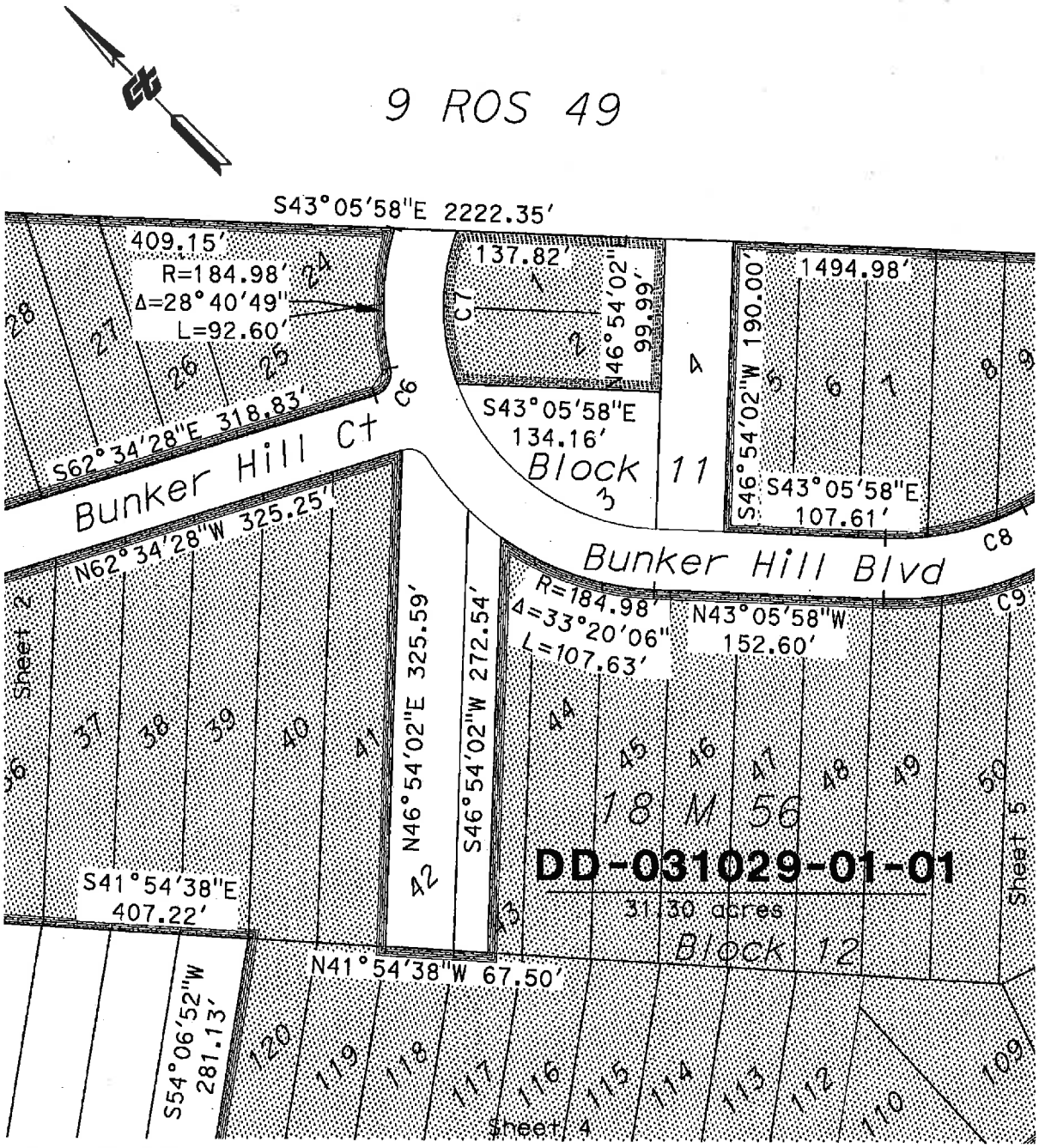
Bearings, Coordinates and Distances are based on CCS-27, Zone-3. Multiply Distances by 1.0000823 to obtain ground distances.



CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C6	15.00'	85°07'15"	22.28'
C7	144.99'	40°22'15"	102.16'
C8	179.99'	29°55'30"	94.00'
C9	219.98'	29°55'30"	114.89'

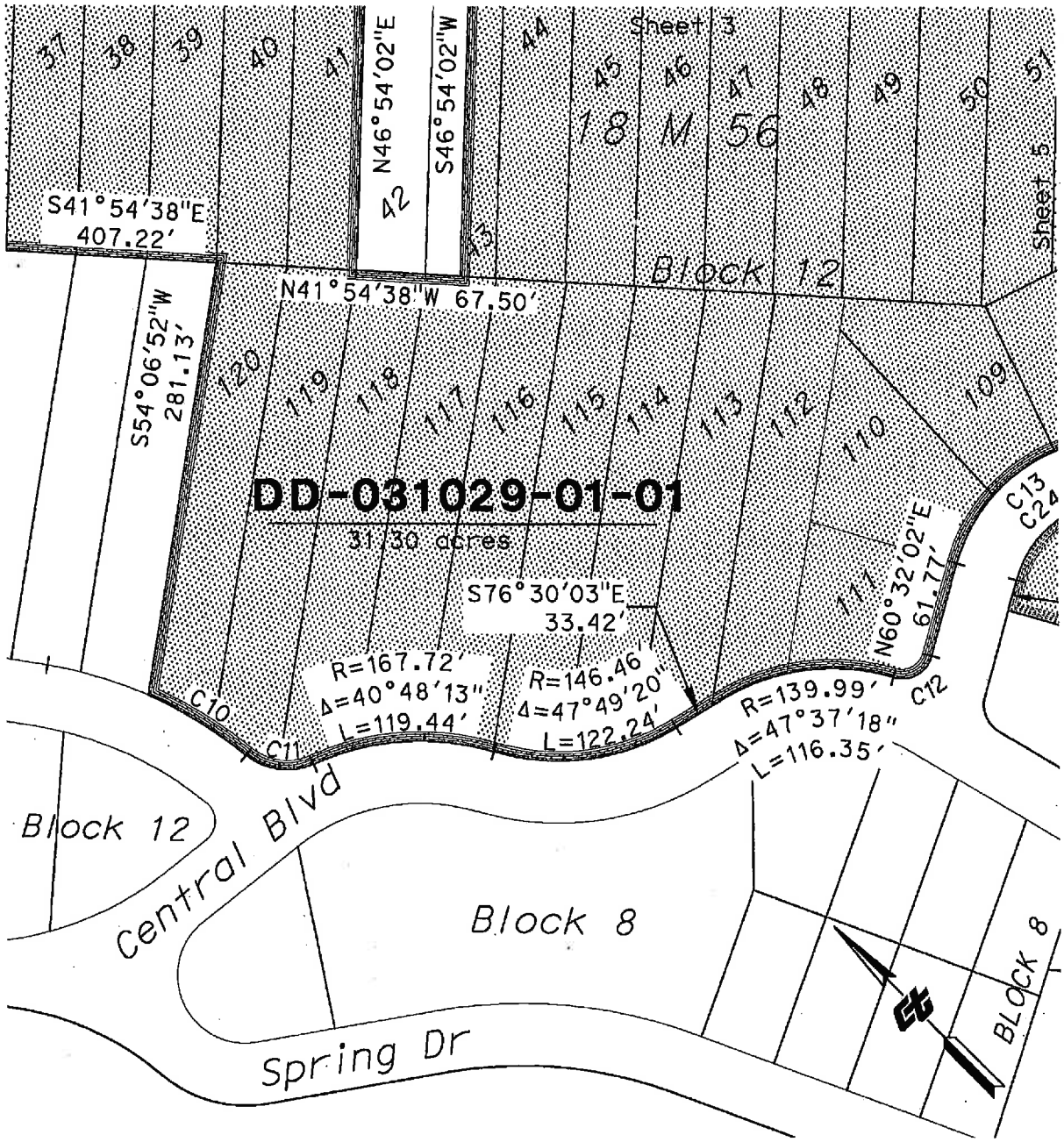
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-031029-01-01

FEET 0 50 100 200

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	238	12.2x	3	7

R-167.9



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Bearings, Coordinates and Distances are based on CCS-27, Zone-3. Multiply Distances by 1.0000823 to obtain ground distances.

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C10	266.80'	15°53'00"	73.96'
C11	41.30'	63°54'08"	46.06'
C12	20.00'	90°35'13"	31.62'
C13	109.99'	70°06'30"	134.59'

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-031029-01-01

FEET 0 50 100 200

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	238	12.2x	4	7

R-167.9

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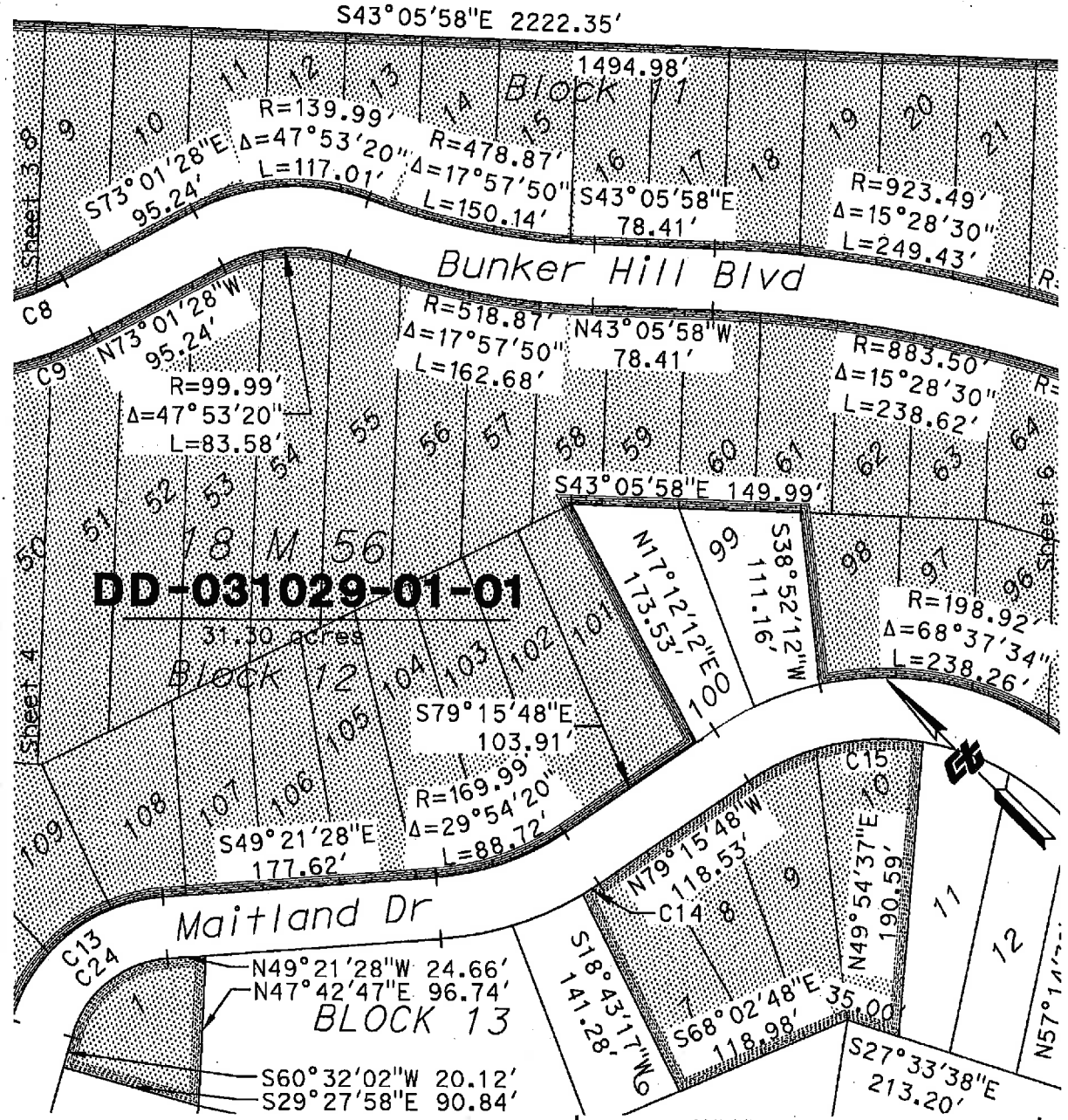
Bearings, Coordinates and Distances are based on CCS-27, Zone-3. Multiply Distances by 1.0000823 to obtain ground distancs.



CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C8	179.99'	29°55'30"	94.00'
C9	219.98'	29°55'30"	114.89'
C13	109.99'	70°06'30"	134.59'
C14	209.98'	3°25'52"	12.57'
C15	158.93'	42°50'27"	118.83'

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C24	69.99'	70°06'30"	85.65'

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-031029-01-01

FEET 0 50 100 200

R-167.10

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	238	11.8x	5	7

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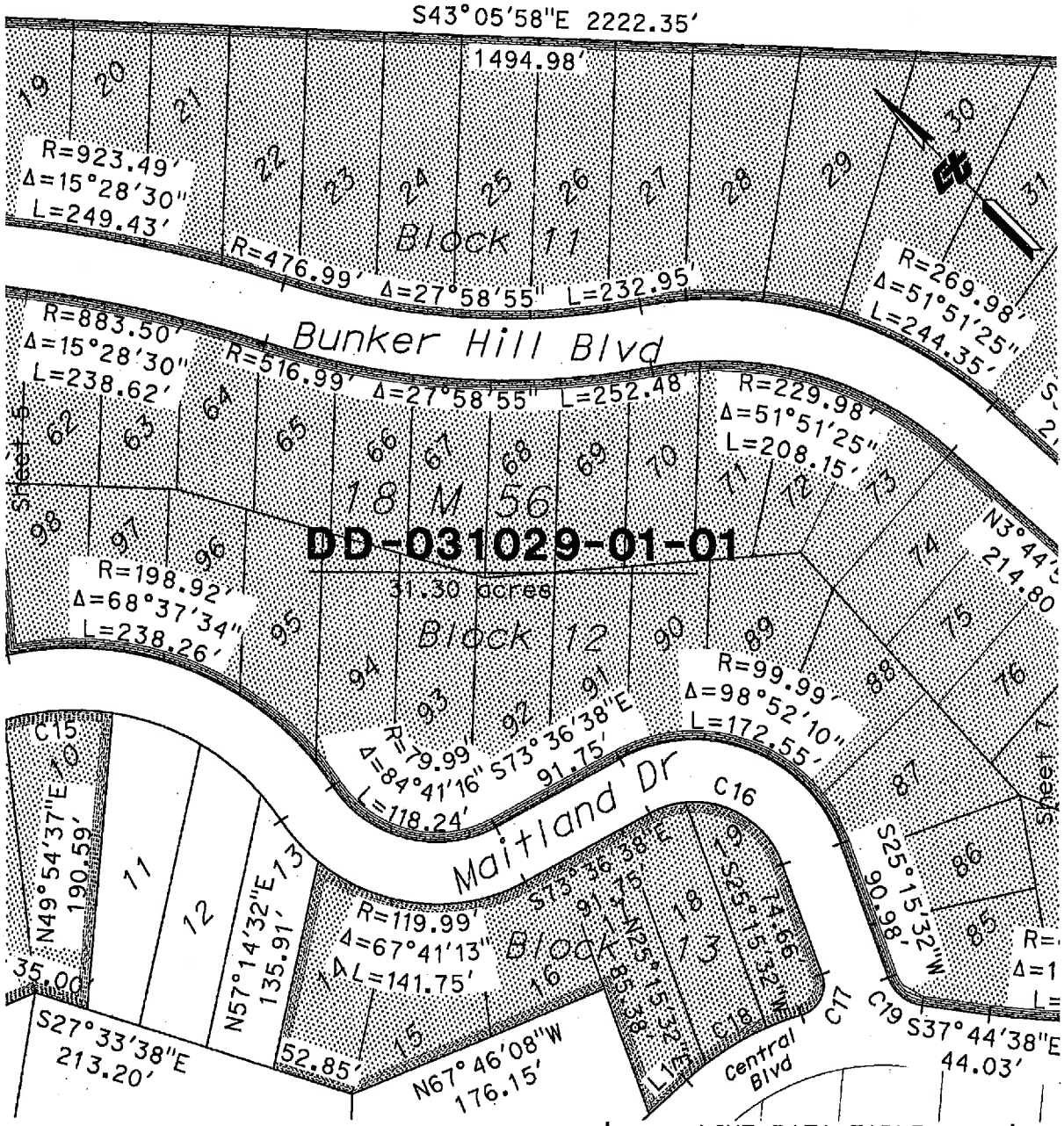
Bearings, Coordinates and Distances are based on CCS-27, Zone-3. Multiply Distances by 1.0000823 to obtain ground distances.



CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C15	158.93'	42°50'27"	118.83'
C16	60.00'	98°52'10"	103.53'
C17	20.00'	93°08'22"	32.51'
C18	189.99'	25°53'02"	85.83'
C19	27.01'	63°00'10"	29.70'

LINE DATA TABLE		
NO.	BEARING	DISTANCE
L1	N87°29'08"W	32.62'

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-031029-01-01

FEET 0 50 100 200

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	A A	238	11.8x	6	7

R-167.10

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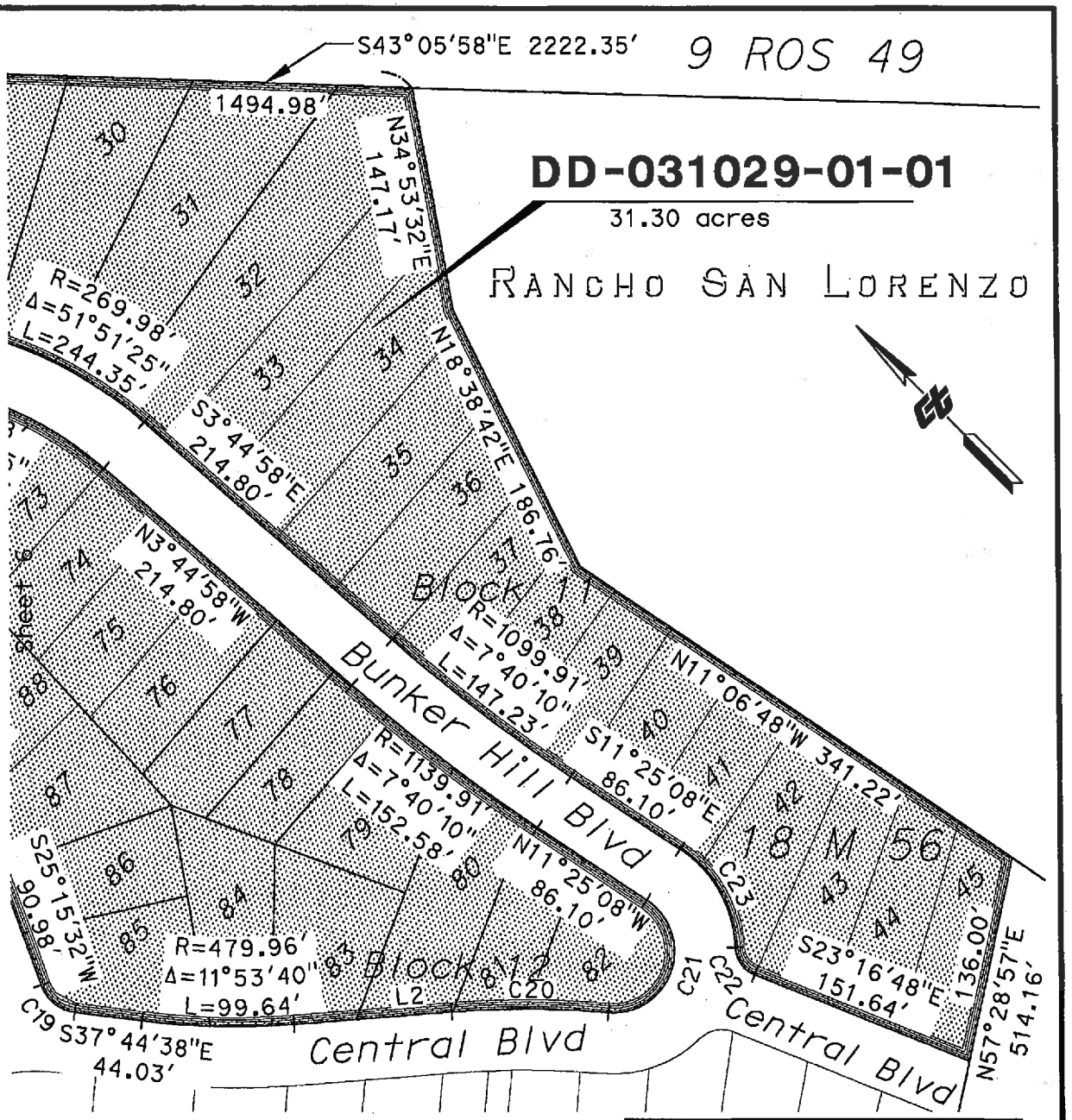
Bearings, Coordinates and Distances are based on CCS-27, Zone-3. Multiply Distances by 1.0000823 to obtain ground distances.



CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C19	27.01'	63°00'10"	29.70'
C20	598.05'	9°53'10"	103.19'
C21	40.00'	151°40'00"	105.87'
C22	20.00'	66°25'19"	23.18'
C23	79.99'	54°33'39"	76.17'

LINE DATA TABLE		
NO.	BEARING	DISTANCE
L2	S49°38'18"E	103.23'

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-031029-01-01

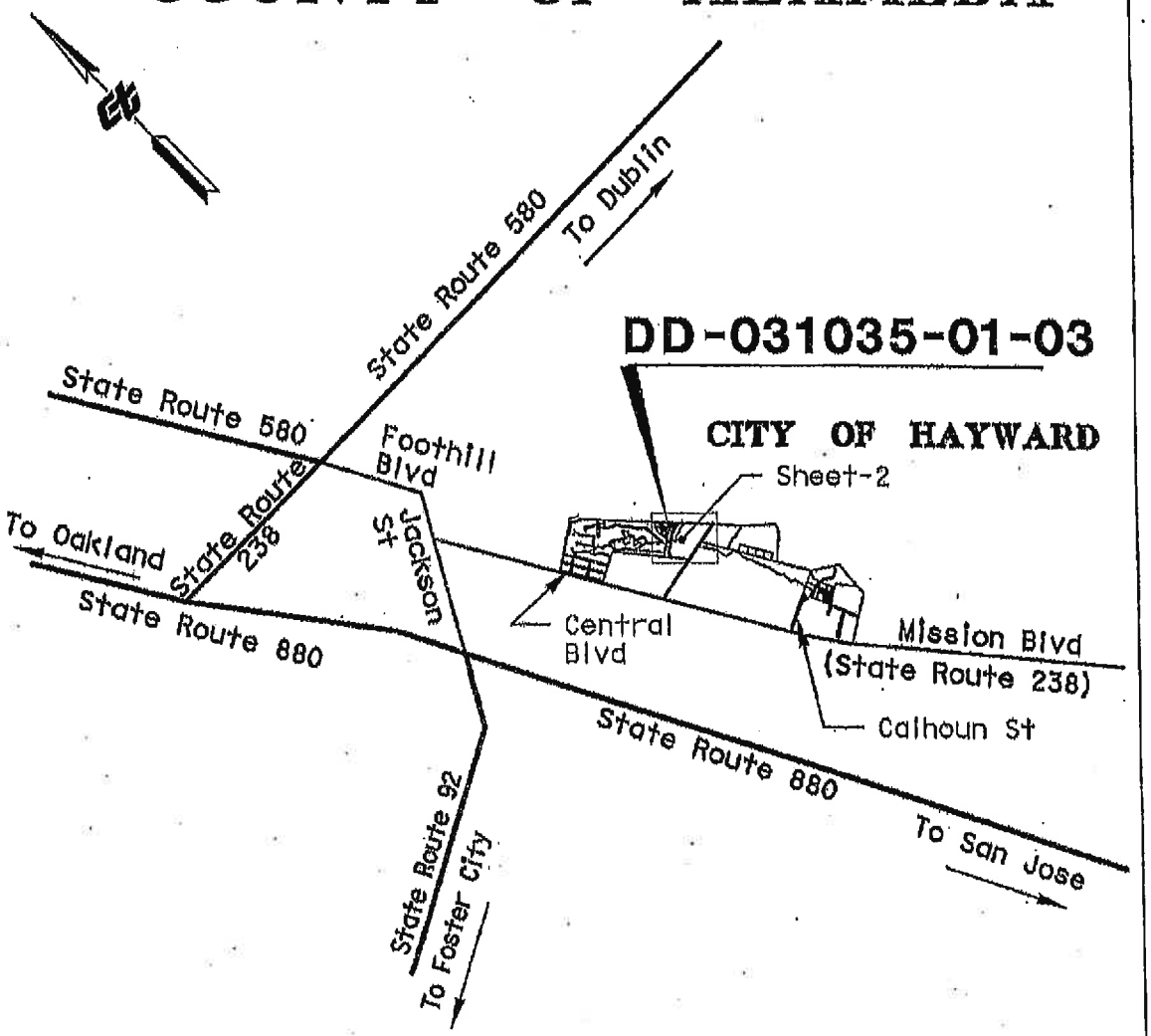
FEET 0 50 100 200

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	238	11.8x	7	7

R-167.11

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.



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD-031035-01-03

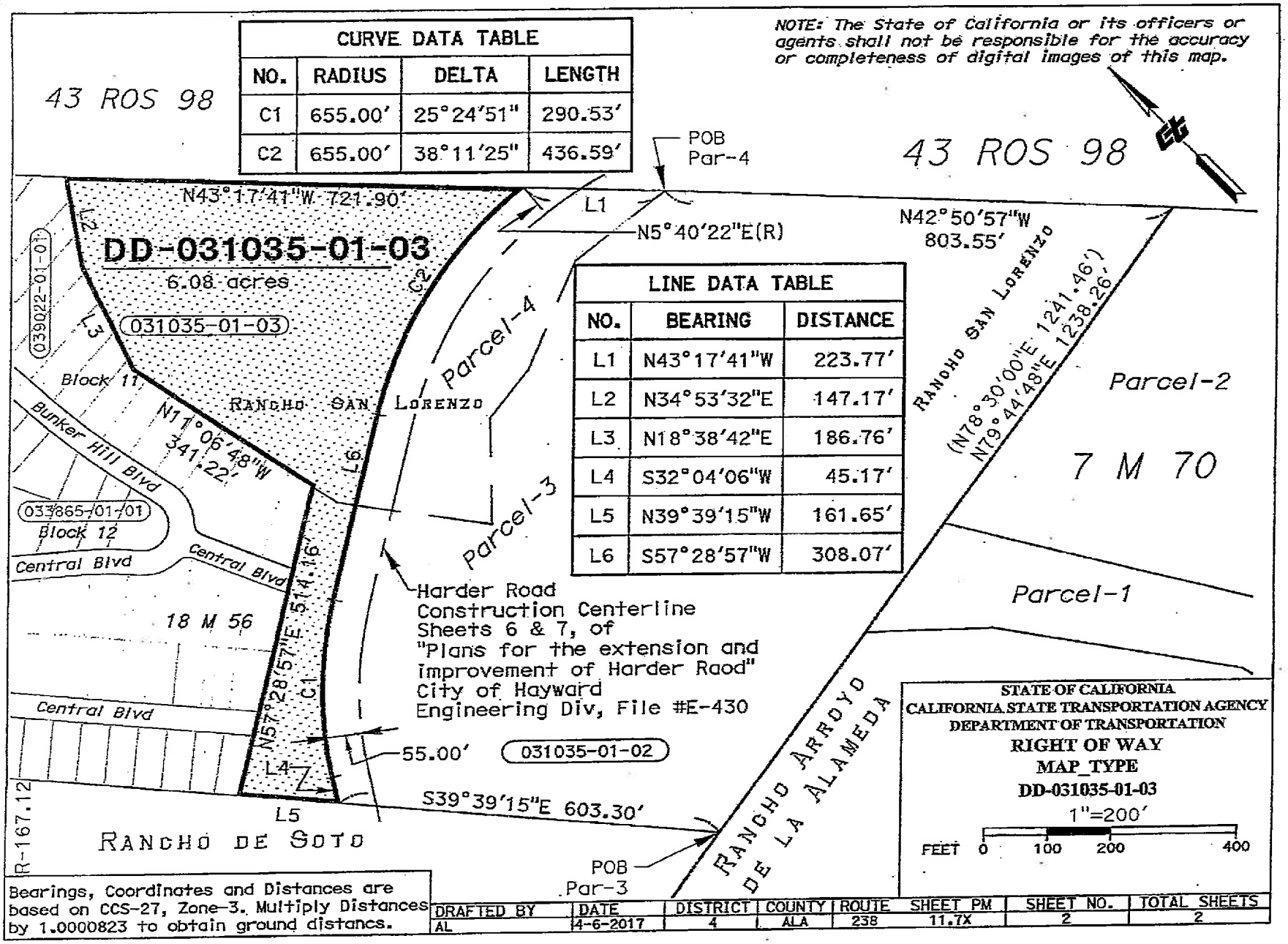
No Scale

R-167

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
AL	4-6-2017	4	ALA	238	11.7X	1	2

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	655.00′	25°24′51"	290.53′
C2	655.00′	38°11′25"	436.59′

LINE DATA TABLE		
NO.	BEARING	DISTANCE
L1	N43°17′41"W	223.77′
L2	N34°53′32"E	147.17′
L3	N18°38′42"E	186.76′
L4	S32°04′06"W	45.17′
L5	N39°39′15"W	161.65′
L6	S57°28′57"W	308.07′



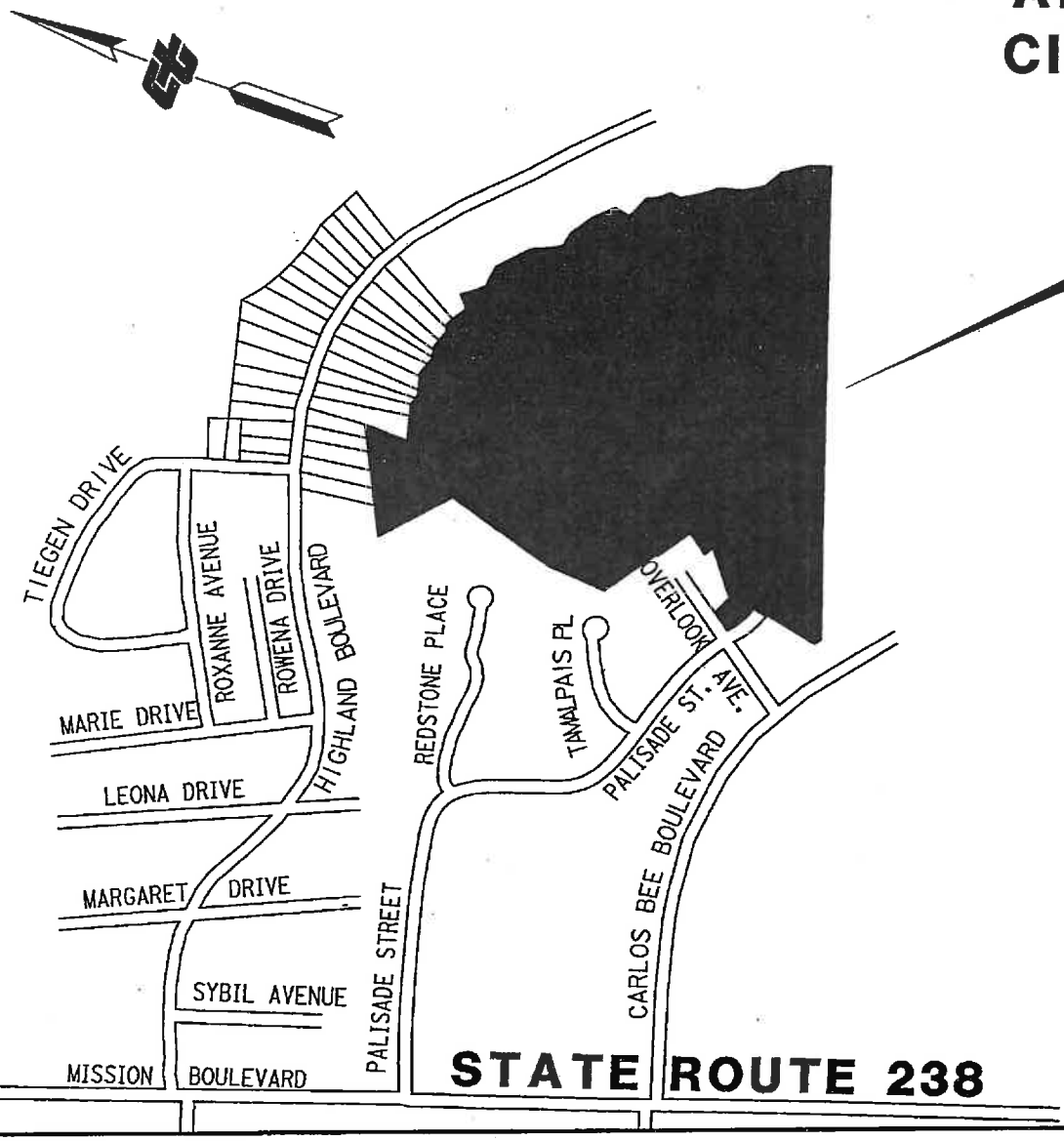
Bearings, Coordinates and Distances are based on CCS-27, Zone-3. Multiply Distances by 1.0000823 to obtain ground distancs.

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
AL	4-6-2017	4	ALA	238	11.7X	2	2

ALAMEDA COUNTY
CITY OF HAYWARD

DD-033529-01-01

29.804 AC.



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-033529-01-01

DRAWN BY: CH		DATE:1/20/16	
CHECK BY: WDN		SCALE: NTS	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	92	8.2x	1 OF 3

R-97A.00

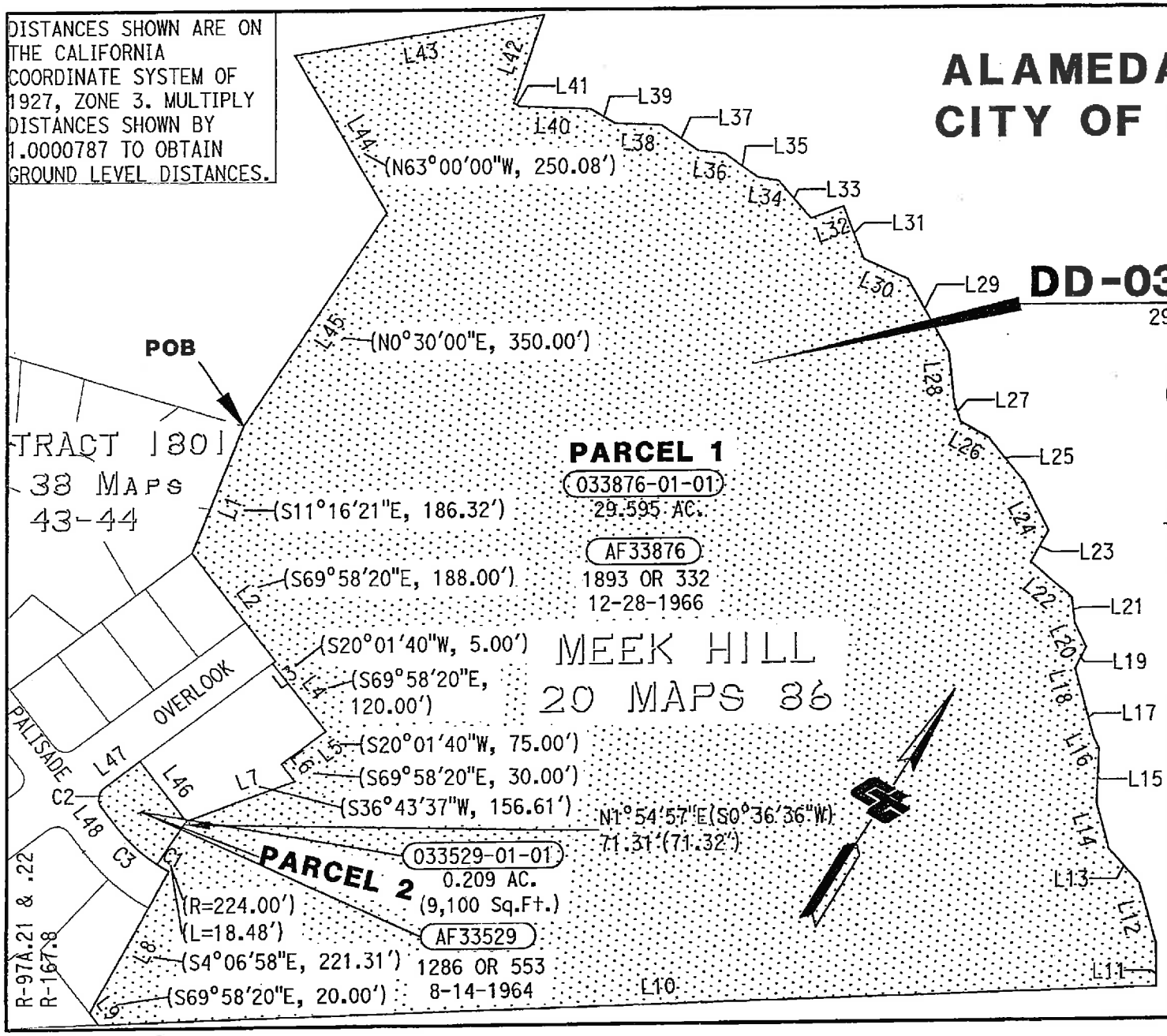
6A

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD

DD-033529-01-01

29.804_AC



LEGEND

( ) PER AF33876, 1893 OR 332, 12-28-1966

POB Point of Beginning

NOTES:

FOR LINE AND CURVE TABLE, SEE SHEET 3

SCALE IN FEET

0 200

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-033529-01-01

DRAWN BY: CH		DATE:1/20/16	
CHECK BY: WDN		SCALE:1"=200'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	92	8.2X	2 OF 3

Line Table		
Line #	Direction	Length
L1	S9°58'01"E	186.30'
L2	S68°39'59"E	187.99'
L3	S21°20'08"W	5.00'
L4	S68°39'59"E	119.99'
L5	S21°20'00"W	74.99'
L6	S68°39'59"E	30.00'
L7	S38°01'58"W	156.59'
L8	S2°48'37"E	221.29'
L9	S68°39'59"E	20.22'
L10	N56°43'44"E	1437.45'
L11	N32°30'52"W	60.01'
L12	N47°20'52"W	85.64'
L13	N73°15'52"W	62.58'
L14	N46°15'52"W	65.88'
L15	N29°15'52"W	76.41'
L16	N57°40'52"W	17.79'
L17	N46°10'52"W	55.99'
L18	N46°30'52"W	43.47'
L19	N4°39'08"W	32.94'
L20	N56°00'52"W	38.21'

Line Table		
Line #	Direction	Length
L21	N37°05'52"W	36.23'
L22	N80°15'52"W	74.43'
L23	N2°15'52"W	48.75'
L24	N57°45'52"W	75.75'
L25	N70°15'52"W	77.07'
L26	S88°44'08"W	44.79'
L27	N49°15'52"W	28.33'
L28	N37°45'52"W	69.82'
L29	N60°45'52"W	115.30'
L30	S82°44'08"W	65.88'
L31	N52°30'52"W	77.73'
L32	S38°14'08"W	47.43'
L33	N71°45'52"W	68.52'
L34	S67°24'08"W	28.33'
L35	N85°55'52"W	54.68'
L36	S65°44'08"W	37.55'
L37	N87°05'52"W	61.26'
L38	S60°44'08"W	63.24'
L39	S88°59'08"W	38.87'
L40	S60°44'08"W	96.17'

Line Table		
Line #	Direction	Length
L41	N88°45'52"W	9.22'
L42	N13°06'42"W	129.09'
L43	S49°05'12"W	342.07'
L44	S61°35'13"E	250.06'
L45	S1°54'47"W	349.97'
L46	N68°39'59"W	104.99'
L47	S21°20'01"W	60.00'
L48	S68°39'59"E	34.24'

Curve Table			
Curve #	Radius	Delta	Length
C1	223.71'	4°43'55"	18.48'
C2	20.00'	90°00'00"	31.41'
C3	223.98'	19°25'04"	75.91'

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

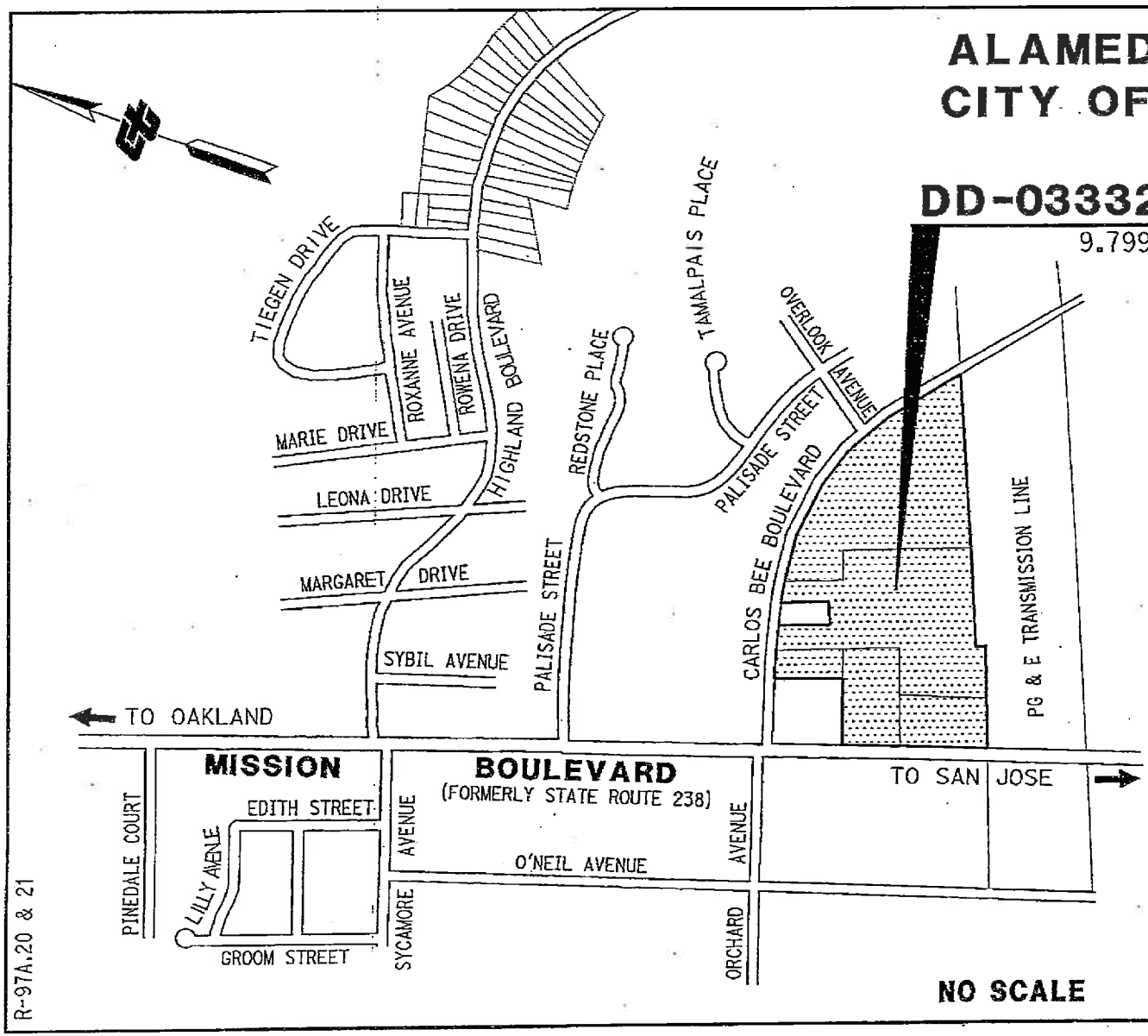
DIRECTOR'S DEED
DD-033529-01-01

DRAWN BY: CH		DATE:1/20/16	
CHECK BY: WDN		SCALE:1"=200'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	92	8.2X	3 OF 3

ALAMEDA COUNTY
CITY OF HAYWARD

DD-033325-01-01

9.799 Acres



STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

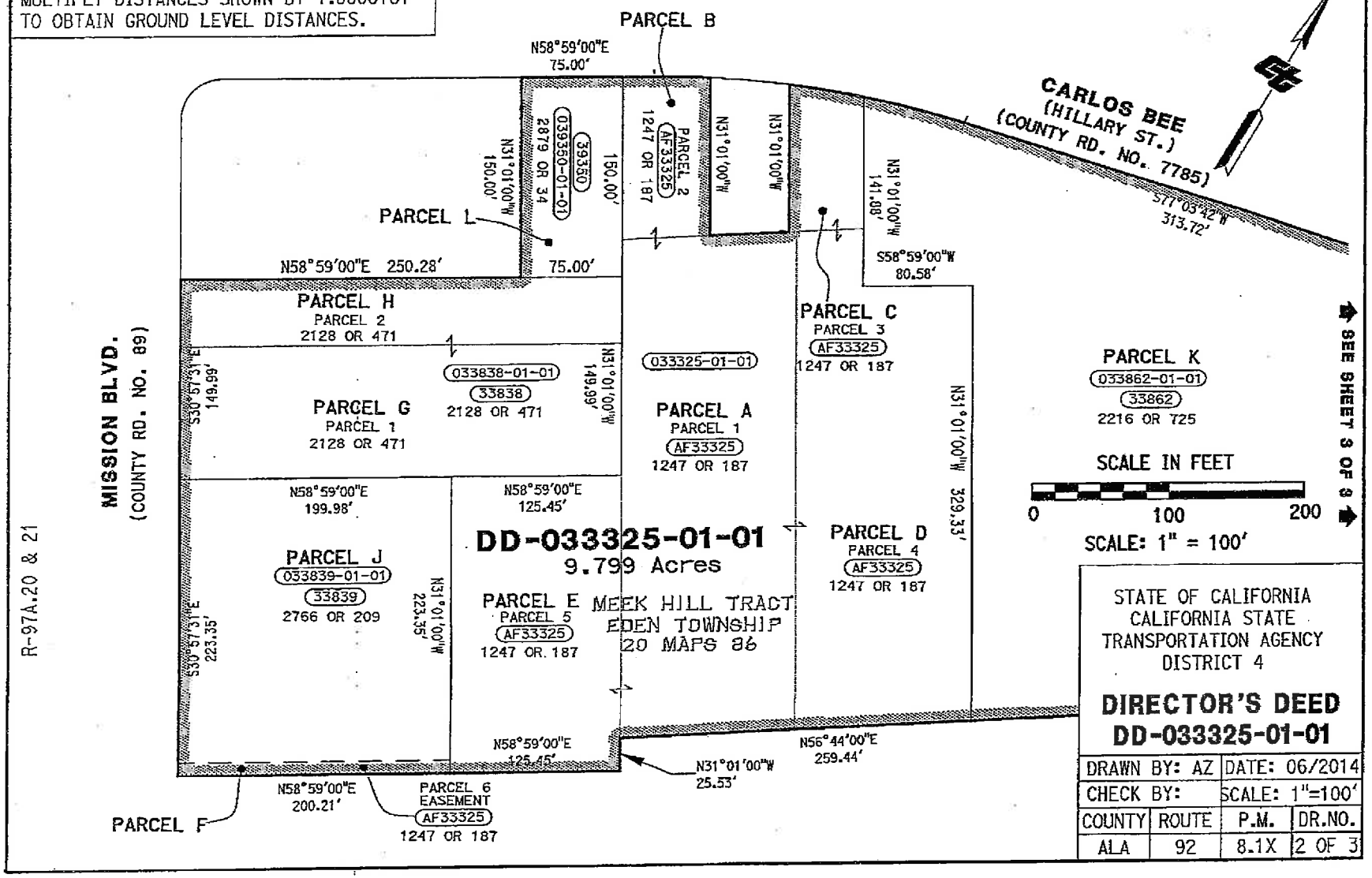
DIRECTOR'S DEED
DD-033325-01-01

DRAWN BY: AZ		DATE:06/2014	
CHECK BY:		SCALE: NTS	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	92	8.1X	1 OF 3

R-97A.20 & 21

DISTANCES 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



R-97A.20 & 21

STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DD-033325-01-01

DRAWN BY: AZ		DATE: 06/2014	
CHECK BY:		SCALE: 1"=100'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	92	8.1X	2 OF 3

DISTANCES 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

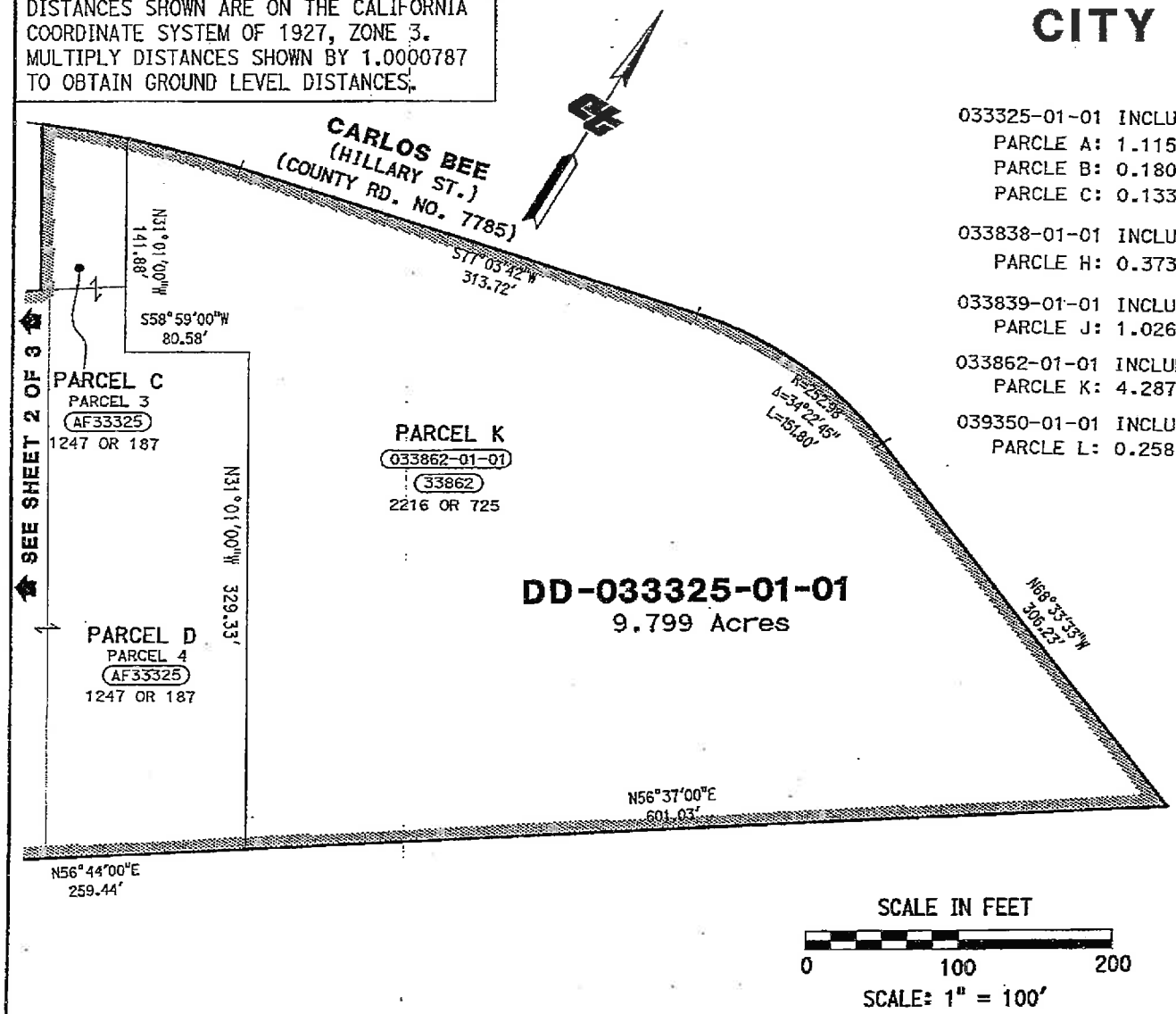
033325-01-01 INCLUDING:
PARCLE A: 1.115 Ac. PARCLE D: 1.037 Ac.
PARCLE B: 0.180 Ac. PARCLE E: 0.643 Ac.
PARCLE C: 0.133 Ac. PARCLE F: 2002 Sq. Ft.

033838-01-01 INCLUDING:
PARCLE H: 0.373 Ac. PARCLE G: 0.747 Ac.

033839-01-01 INCLUDING:
PARCLE J: 1.026 Ac.

033862-01-01 INCLUDING:
PARCLE K: 4.287 Ac.

039350-01-01 INCLUDING:
PARCLE L: 0.258 Ac.



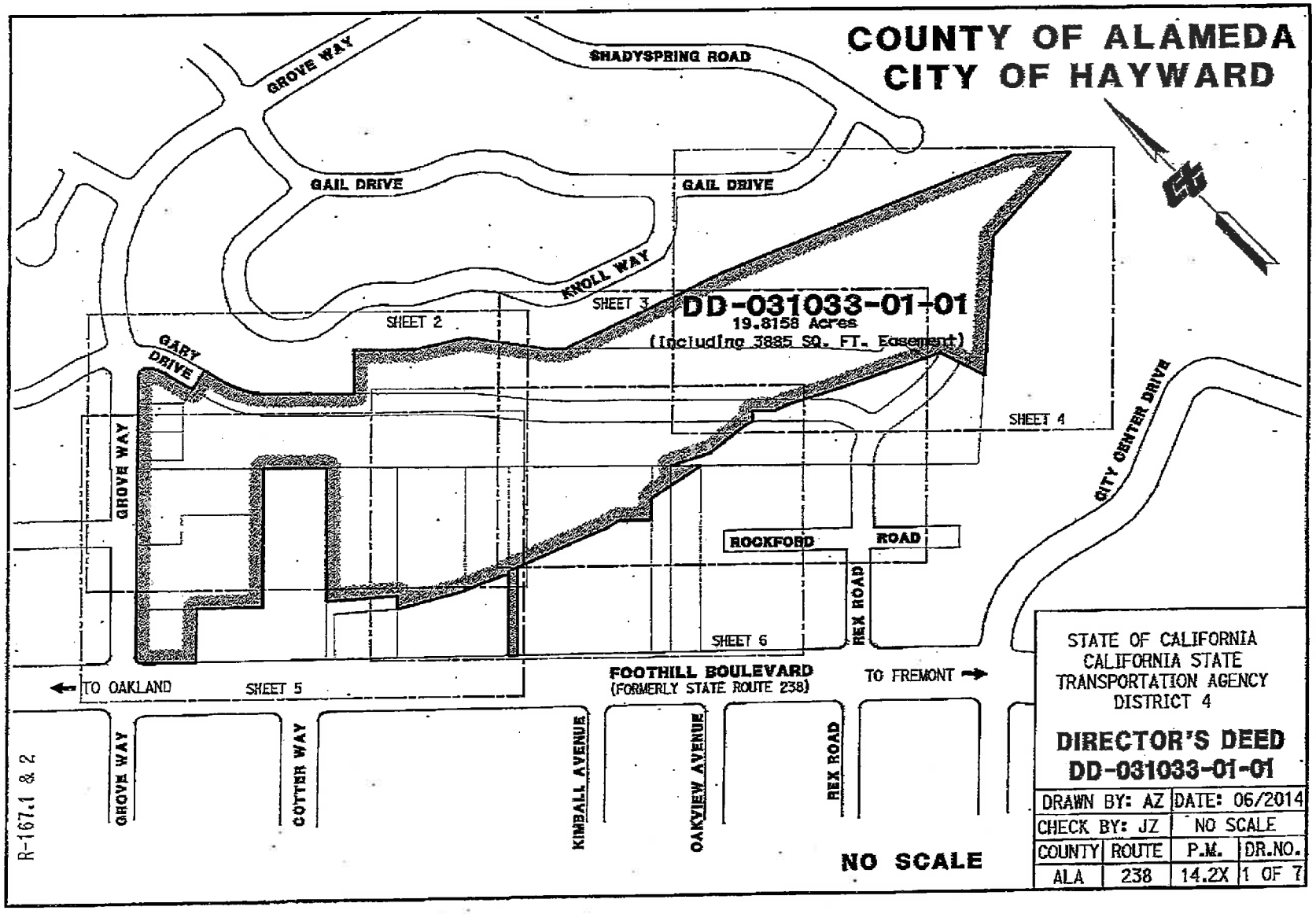
SCALE IN FEET
0 100 200
SCALE: 1" = 100'

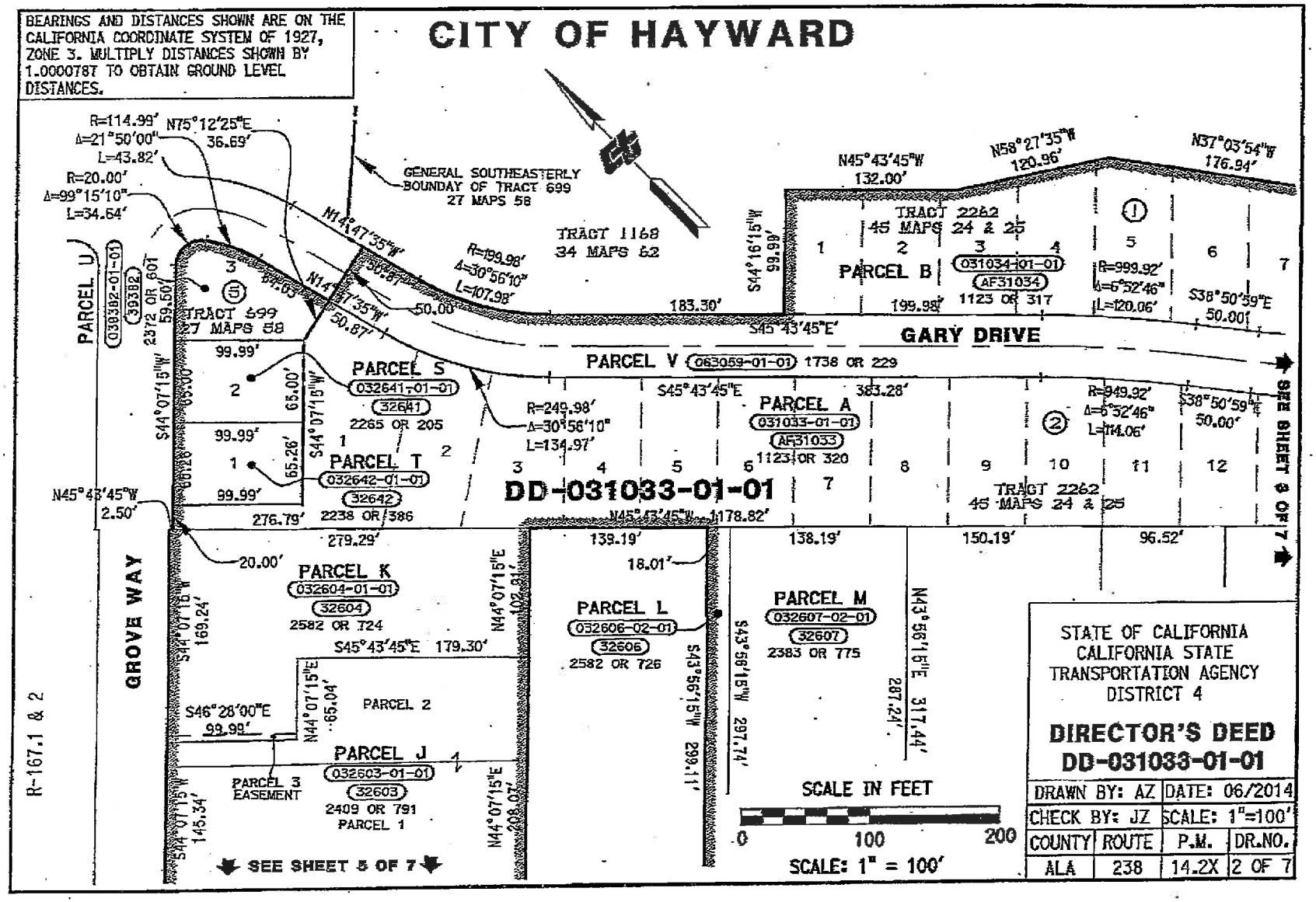
R-97A.20 & 21

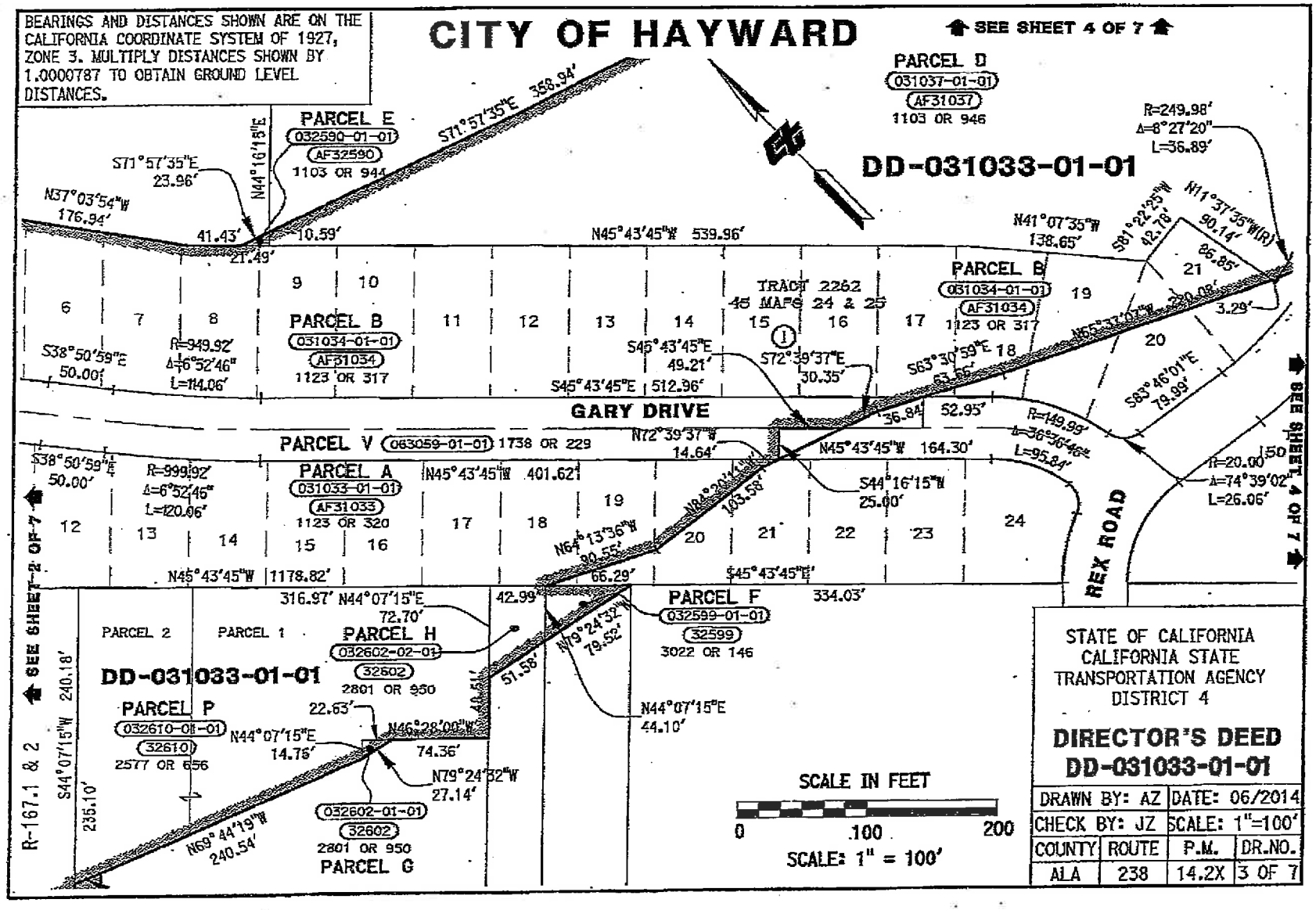
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

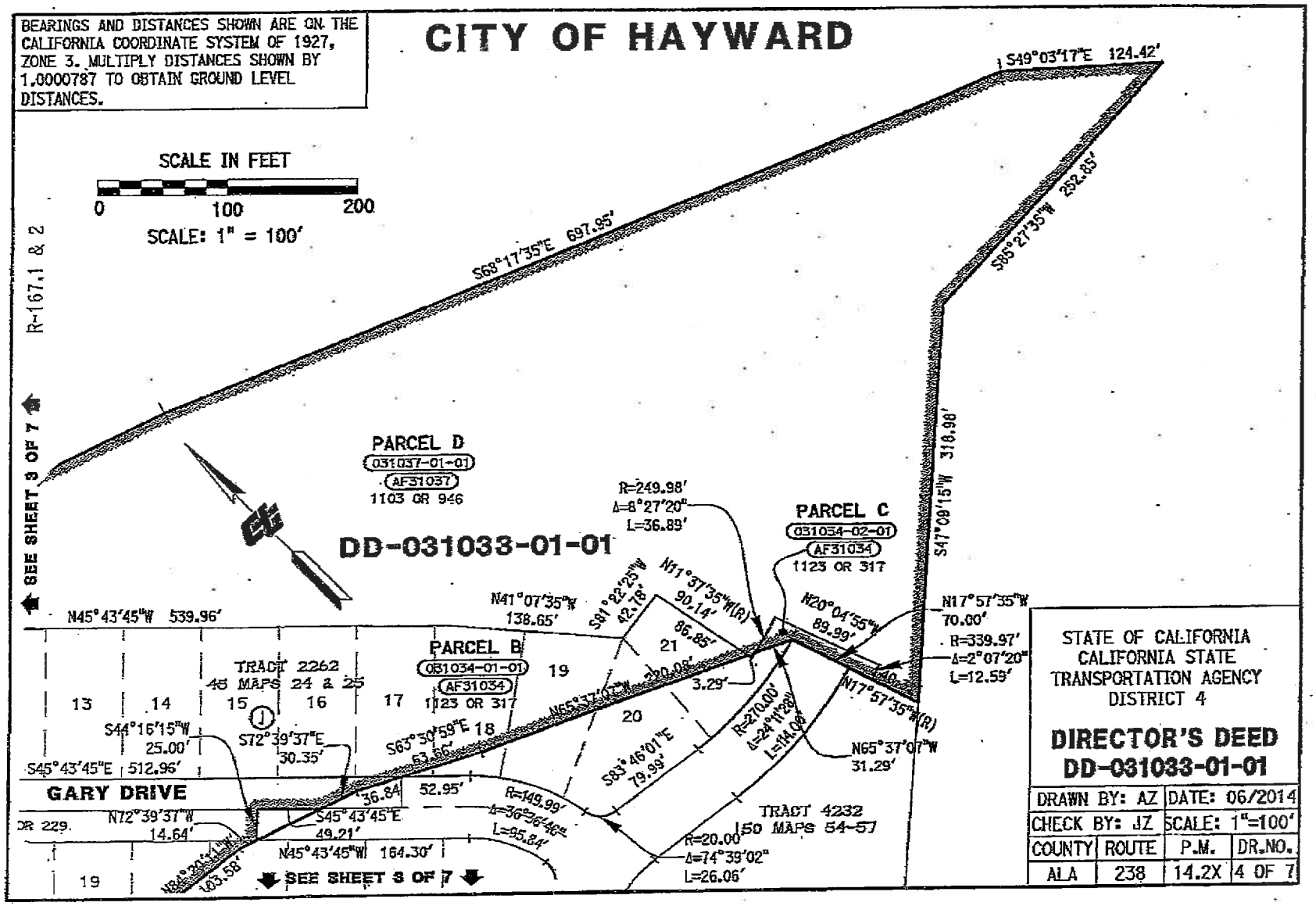
DIRECTOR'S DEED
DD-033325-01-01

DRAWN BY: AZ		DATE: 06/2014	
CHECK BY:		SCALE: 1"=100'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	92	8.1X	3 OF 3


COUNTY OF ALAMEDA
CITY OF HAYWARD
GROVE WAY
SHADYSPRING ROAD
GAIL DRIVE
GAIL DRIVE
KNOLL WAY
SHEET 3
DD-031033-01-01
19.8158 Acres
(Including 3885 SQ. FT. Easement)
SHEET 2
GARY DRIVE
GROVE WAY
SHEET 4
CITY CENTER DRIVE
ROCKFORD
ROAD
REX ROAD
SHEET 6
FOOTHILL BOULEVARD
(FORMERLY STATE ROUTE 238)
TO OAKLAND
SHEET 5
TO FREMONT
R-167.1 & 2
GROVE WAY
COTTER WAY
KIMBALL AVENUE
OAKVIEW AVENUE
REX ROAD
NO SCALE
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4
DIRECTOR'S DEED
DD-031033-01-01
DRAWN BY: AZ
DATE: 06/2014
CHECK BY: JZ
NO SCALE
COUNTY
ROUTE
P.M.
DR.NO.
ALA
238
14.2X
1 OF 7


CITY OF HAYWARD
BEARINGS AND DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.
GENERAL SOUTHEASTERLY BOUNDAY OF TRACT 699 27 MAPS 58
TRACT 1168 34 MAPS 62
TRACT 2262 45 MAPS 24 & 25
PARCEL B
031034-01-01
AF31034
1123 OR 317
GARY DRIVE
PARCEL V 063059-01-01 1738 OR 229
PARCEL A
031033-01-01
AF31033
1123 OR 320
DD-031033-01-01
PARCEL S
032641-01-01
32641
2265 OR 205
PARCEL T
032642-01-01
32642
2238 OR 386
PARCEL K
032604-01-01
32604
2582 OR 724
PARCEL L
032606-02-01
32606
2582 OR 726
PARCEL M
032607-02-01
32607
2383 OR 775
PARCEL 2
PARCEL J
032603-01-01
32603
2409 OR 791
PARCEL 1
PARCEL 3 EASEMENT
PARCEL U
030302-01-01
39382
2372 OR 601
TRACT 699 27 MAPS 58
GROVE WAY
R-167.1 & 2
SEE SHEET 5 OF 7
SEE SHEET 6 OF 7
SCALE IN FEET
0 100 200
SCALE: 1" = 100'
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DISTRICT 4
DIRECTOR'S DEED
DD-031033-01-01
DRAWN BY: AZ
DATE: 06/2014
CHECK BY: JZ
SCALE: 1"=100'
COUNTY ROUTE P.M. DR.NO.
ALA 238 14.2X 2 OF 7


BEARINGS AND DISTANCES 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
SEE SHEET 4 OF 7
PARCEL D
031037-01-01
AF31037
1103 OR 946
DD-031033-01-01
PARCEL E
032590-01-01
AF32590
1103 OR 944
S71°57'35"E 358.94'
S71°57'35"E 23.96'
N44°16'18"E
N37°03'54"W 176.94'
41.43'
10.59'
21.49'
N45°43'45"W 539.96'
R=249.98'
Δ=8°27'20"
L=36.89'
N11°31'35"W(R)
90.14'
86.85'
N41°07'35"W 138.65'
S81°22'25"W 42.78'
3.29'
PARCEL B
031034-01-01
AF31034
1123 OR 317
TRACT 2282
45 MAPS 24 & 25
S38°50'59"E 50.00'
R=949.92'
Δ=6°52'46"
L=114.06'
S45°43'45"E 49.21'
S45°43'45"E 512.96'
S72°39'37"E 30.35'
S63°30'59"E 63.56'
N65°37'07"W 320.08'
S63°46'01"E 79.99'
GARY DRIVE
36.84'
52.95'
R=149.99'
Δ=36°36'46"
L=95.84'
PARCEL V 063059-01-01 1738 OR 229
N72°39'37"W 14.64'
N45°43'45"W 164.30'
S44°16'15"W 25.00'
R=20.00'
Δ=74°39'02"
L=26.06'
PARCEL A
031033-01-01
AF31033
1123 OR 320
N45°43'45"W 401.62'
R=999.92'
Δ=6°52'46"
L=120.06'
N64°20'14"W 103.58'
N64°13'36"W 90.55'
66.29'
S45°43'45"E
N45°43'45"W 1178.82'
REX ROAD
SEE SHEET 2 OF 7
SEE SHEET 4 OF 7
316.97' N44°07'15"E 72.70'
42.99'
PARCEL F
032599-01-01
32599
3022 OR 146
334.03'
N79°24'32"W 79.52'
51.58'
N44°07'15"E 44.10'
PARCEL 2
PARCEL 1
PARCEL H
032602-02-01
32602
2801 OR 950
DD-031033-01-01
PARCEL P
032610-01-01
32610
2577 OR 656
22.63'
N44°07'15"E 14.75'
N46°28'00"W 74.36'
N79°24'32"W 27.14'
032602-01-01
32602
2801 OR 950
PARCEL G
N69°44'19"W 240.54'
S44°07'15"W 240.18'
235.10'
R-167.1 & 2
SCALE IN FEET
0 100 200
SCALE: 1" = 100'
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4
DIRECTOR'S DEED
DD-031033-01-01
DRAWN BY: AZ
DATE: 06/2014
CHECK BY: JZ
SCALE: 1"=100'
COUNTY ROUTE P.M. DR.NO.
ALA 238 14.2X 3 OF 7


BEARINGS AND DISTANCES 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
SCALE IN FEET
0
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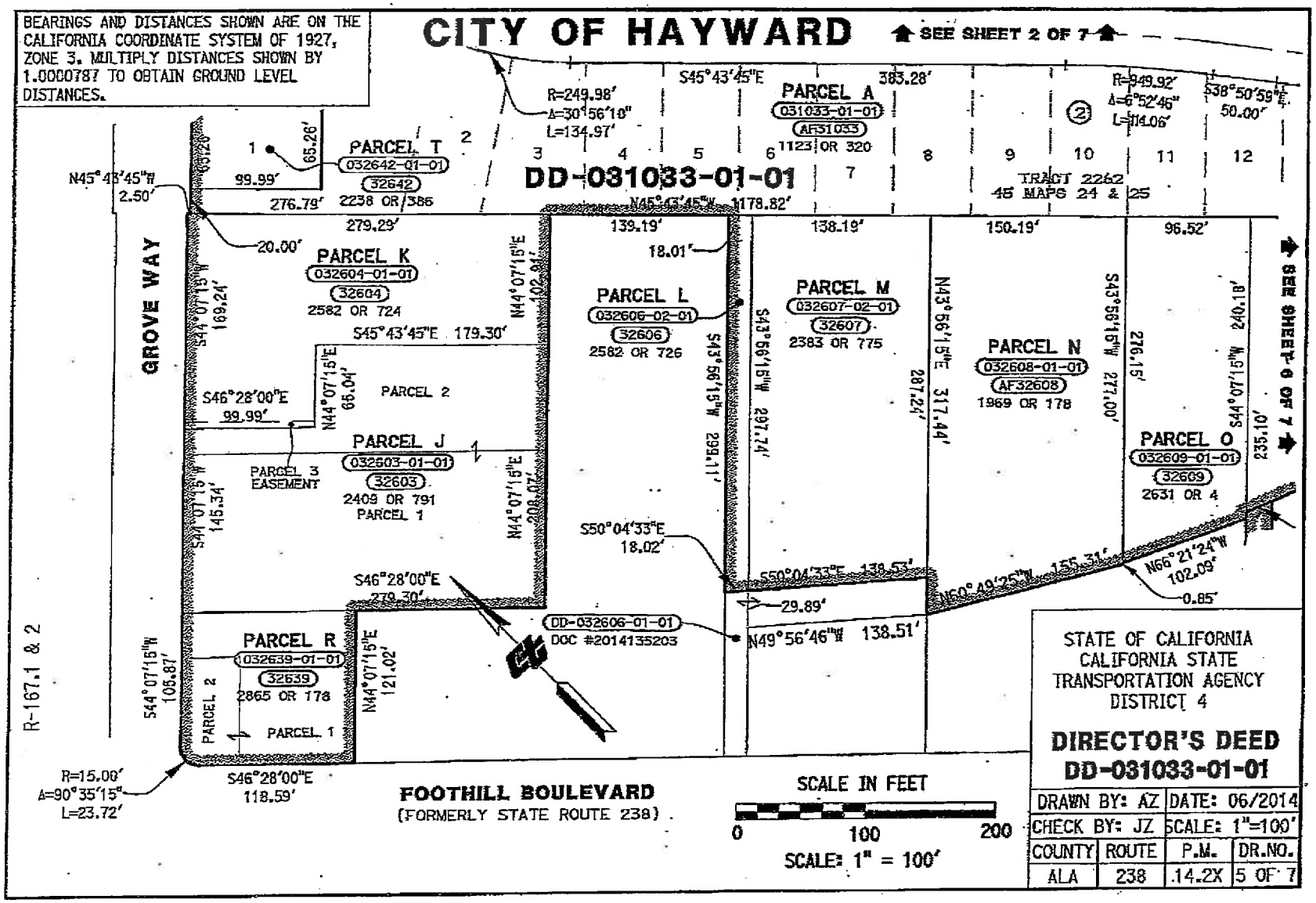
200
SCALE: 1" = 100'
S49°03'17"E 124.42'
S68°17'35"E 697.95'
S85°27'35"W 252.85'
S47°08'15"W 318.98'
R=167.1 & 2
SEE SHEET 3 OF 7
PARCEL D
031037-01-01
AF31037
1103 OR 946
DD-031033-01-01
PARCEL C
031034-02-01
AF31034
1123 OR 317
R=249.98'
Δ=8°27'20"
L=36.89'
N11°37'35"W(R)
S81°22'25"W
42.18'
90.14'
86.85'
N20°04'55"W
89.99'
N17°57'35"W
70.00'
R=339.97'
Δ=2°07'20"
L=12.59'
N17°57'35"W(R)
N65°37'07"W
31.29'
N45°43'45"W 539.96'
N41°07'35"W
138.65'
PARCEL B
031034-01-01
AF31034
1123 OR 317
TRACT 2262
45 MAPS 24 & 25
13
14
15
16
17
18
19
20
21
S44°15'15"W
25.00'
S72°39'37"E
30.35'
S65°30'59"E
63.66'
N65°37'07"W
290.08'
3.29'
S83°46'01"E
79.99'
R=270.00'
Δ=24°11'28"
L=114.09'
S45°43'45"E 512.96'
GARY DRIVE
36.84
52.95'
R=149.99'
Δ=36°56'46"
L=95.84'
N72°39'37"W
14.64'
S45°43'45"E
49.21'
N45°43'45"W 164.30'
N84°20'41"W
103.58'
TRACT 4232
150 MAPS 54-57
R=20.00
Δ=74°39'02"
L=26.06'
SEE SHEET 3 OF 7
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4
DIRECTOR'S DEED
DD-031033-01-01
DRAWN BY: AZ
DATE: 06/2014
CHECK BY: JZ
SCALE: 1"=100'
COUNTY
ROUTE
P.M.
DR.NO.
ALA
238
14.2X
4 OF 7


BEARINGS AND DISTANCES 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
SEE SHEET 2 OF 7
SEE SHEET 6 OF 7
DD-031033-01-01
PARCEL A
031033-01-01
AF31033
1123 OR 320
PARCEL T
032642-01-01
32642
2238 OR 386
PARCEL K
032604-01-01
32604
2582 OR 724
PARCEL L
032606-02-01
32606
2582 OR 726
PARCEL M
032607-02-01
32607
2383 OR 775
PARCEL N
032608-01-01
AF32608
1969 OR 178
PARCEL O
032609-01-01
32609
2631 OR 4
PARCEL J
032603-01-01
32603
2409 OR 791
PARCEL 1
PARCEL 2
PARCEL 3 EASEMENT
PARCEL R
032639-01-01
32639
2865 OR 178
DD-032606-01-01
DOC #2014135203
TRACT 2262
45 MAPS 24 & 25
GROVE WAY
R-167.1 & 2
FOOTHILL BOULEVARD
(FORMERLY STATE ROUTE 238)
SCALE IN FEET
0 100 200
SCALE: 1" = 100'
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4
DIRECTOR'S DEED
DD-031033-01-01
DRAWN BY: AZ
DATE: 06/2014
CHECK BY: JZ
SCALE: 1"=100'
COUNTY
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P.M.
DR.NO.
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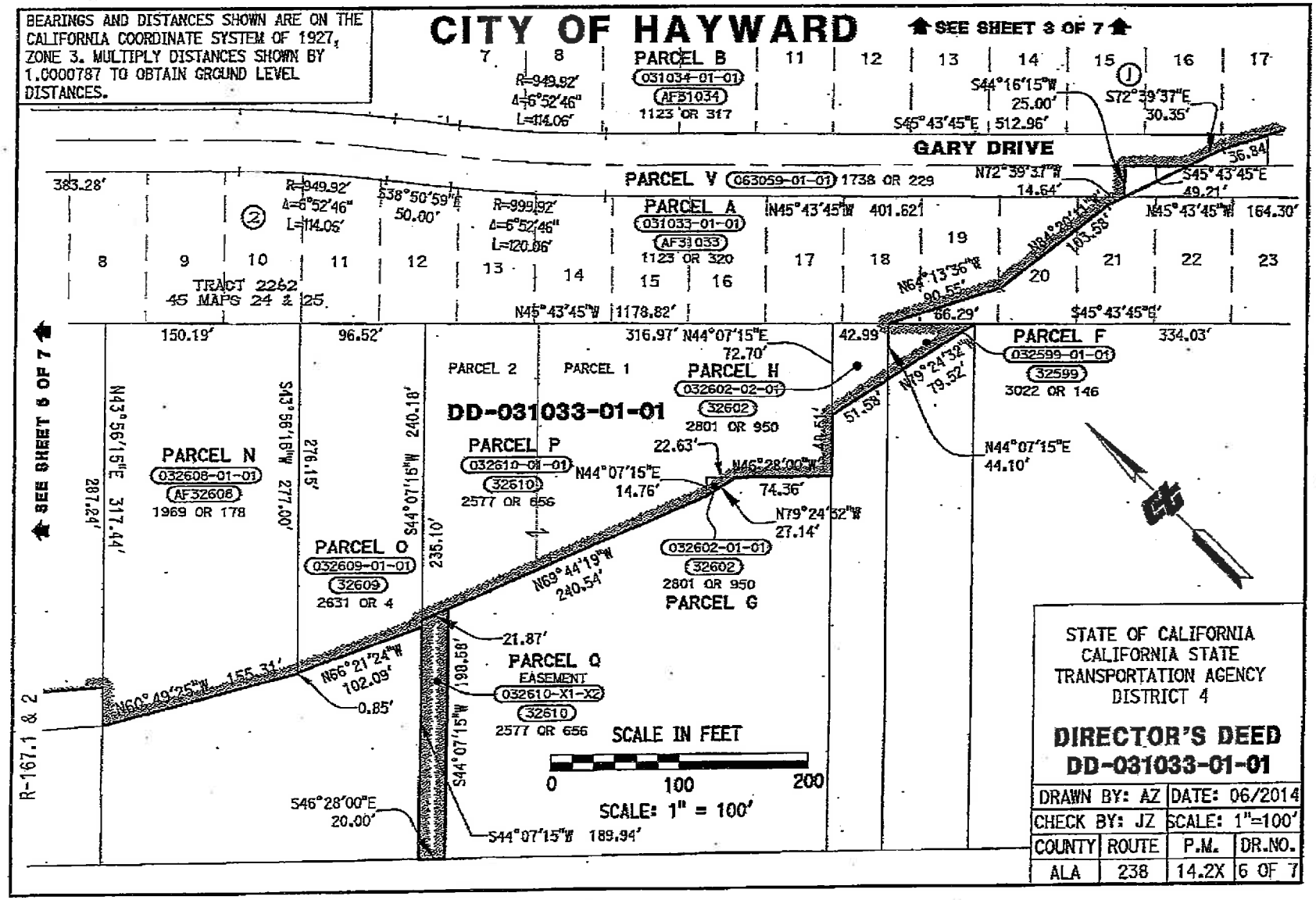
238
14.2X
5 OF 7

8E


BEARINGS AND DISTANCES 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
SEE SHEET 3 OF 7
SEE SHEET 5 OF 7
GARY DRIVE
PARCEL B
031034-01-01
AF31034
1123 OR 317
PARCEL V 063059-01-01 1738 OR 229
PARCEL A
031033-01-01
AF31033
1123 OR 320
TRACT 2262
45 MAPS 24 & 25
PARCEL N
032608-01-01
AF32608
1969 OR 178
PARCEL O
032609-01-01
32609
2631 OR 4
PARCEL 2
PARCEL 1
DD-031033-01-01
PARCEL H
032602-02-01
32602
2801 OR 950
PARCEL P
032610-01-01
32610
2577 OR 656
PARCEL G
032602-01-01
32602
2801 OR 950
PARCEL Q
EASEMENT
032610-X1-X2
32610
2577 OR 656
PARCEL F
032599-01-01
32599
3022 OR 146
R-167.1 & 2
SCALE IN FEET
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100
200
SCALE: 1" = 100'
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4
DIRECTOR'S DEED
DD-031033-01-01
DRAWN BY: AZ
DATE: 06/2014
CHECK BY: JZ
SCALE: 1"=100'
COUNTY
ROUTE
P.M.
DR.NO.
ALA
238
14.2X
6 OF 7

DD-031033-01-01

19.8158 Acres

(Including 3885 SQ. FT. Easement)

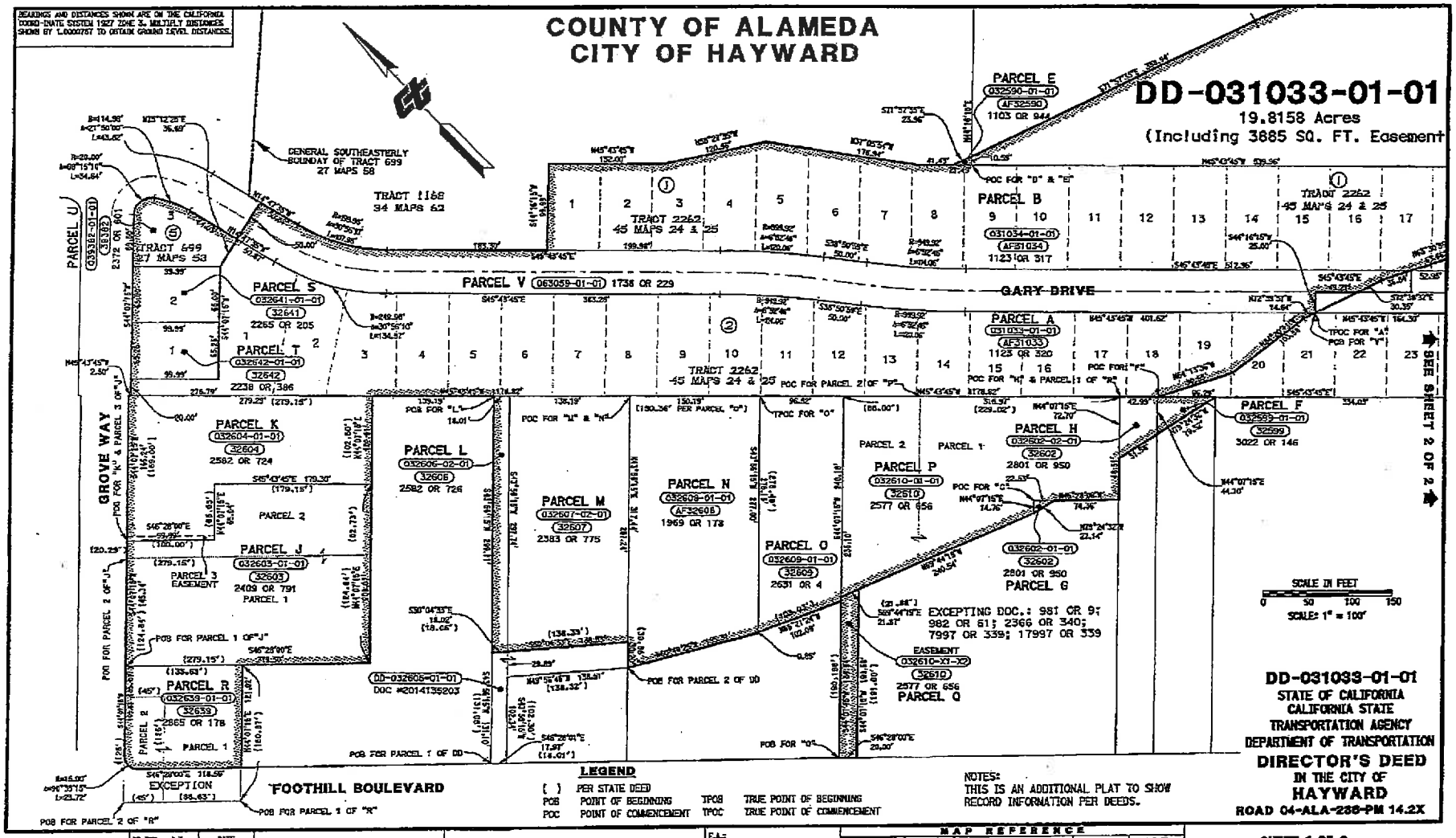
031033-01-01: PARCEL A-139202 SQ. FT.(3.1956 Ac.)
031034-01-01: PARCEL B-135633 SQ. FT.(3.1137 Ac.)
031034-02-01: PARCEL C-1210 SQ. FT.
031037-01-01: PARCEL D-223392 SQ. FT.(5.1284 Ac.)
032590-01-01: PARCEL E-114 SQ. FT.
032599-01-01: PARCEL F-1462 SQ. FT.
032602-01-01: PARCEL G-167 SQ. FT.
032602-02-01: PARCEL H-2511 SQ. FT.
032603-01-01: PARCEL J-52046 SQ. FT.(1.1948 Ac.)
032604-01-01: PARCEL K-35309 SQ. FT.
032606-02-01: PARCEL L-5364 SQ. FT.
032607-02-01: PARCEL M-40421 SQ. FT.
032608-01-01: PARCEL N-44639 SQ. FT.(1.0248 Ac.)
032609-01-01: PARCEL O-24811 SQ. FT.
032610-01-01: PARCEL P-52769 SQ. FT.(1.2114 Ac.)
032610-X1-X2: PARCEL Q-3885 SQ. FT.
032639-01-01: PARCEL R-16136 SQ. FT.
032641-01-01: PARCEL S-6499 SQ. FT.
032642-01-01: PARCEL T-6525 SQ. FT.
039382-01-01: PARCEL U-7101 SQ. FT.
063059-01-01: PARCEL V-63982 SQ. FT.(1.4688 Ac.)

R-167.1 & 2

STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DD-031033-01-01

DRAWN BY: AZ		DATE: 06/2014	
CHECK BY: JZ		SCALE: 1"=100'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	.14.2X	7 OF 7


COUNTY OF ALAMEDA
CITY OF HAYWARD
DD-031033-01-01
19.8158 Acres
(Including 3885 SQ. FT. Easement
BEARINGS AND DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM 1927 ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000757 TO OBTAIN GROUND LEVEL DISTANCES.
GENERAL SOUTHEASTERLY BOUNDARY OF TRACT 699 27 MAPS 58
TRACT 1188 34 MAPS 62
TRACT 2262 45 MAPS 24 & 25
TRACT 699 27 MAPS 53
PARCEL U
PARCEL V 063059-01-01 1736 OR 229
GARY DRIVE
PARCEL E 032590-01-01 AF32590 1103 OR 944
PARCEL B 031034-01-01 AF31034 1123 OR 317
PARCEL A 031033-01-01 AF31033 1123 OR 320
PARCEL S 032641-01-01 32641 2265 OR 205
PARCEL T 032642-01-01 32642 2238 OR 386
PARCEL K 032604-01-01 32604 2582 OR 724
PARCEL L 032606-02-01 32606 2582 OR 726
PARCEL M 032607-02-01 32607 2383 OR 775
PARCEL N 032609-01-01 AF32609 1969 OR 178
PARCEL O 032609-01-01 32609 2631 OR 4
PARCEL P 032610-01-01 32610 2577 OR 656
PARCEL H 032602-02-01 32602 2801 OR 950
PARCEL G 032602-01-01 32602 2801 OR 950
PARCEL F 032599-01-01 32599 3022 OR 146
PARCEL J 032603-01-01 32603 2409 OR 791
PARCEL R 032639-01-01 32639 2865 OR 178
GROVE WAY
FOOTHILL BOULEVARD
EXCEPTION
EXCEPTING DOC.: 981 OR 9; 982 OR 61; 2366 OR 340; 7997 OR 339; 17997 OR 339
EASEMENT 032610-X1-X2 32610 2577 OR 656
DD-032606-01-01 DOC #2014135203
SCALE IN FEET
0 50 100 150
SCALE: 1" = 100'
SEE SHEET 2 OF 2
LEGEND
( ) PER STATE DEED
POB POINT OF BEGINNING
POC POINT OF COMMENCEMENT
TPOB TRUE POINT OF BEGINNING
TPOC TRUE POINT OF COMMENCEMENT
NOTES:
THIS IS AN ADDITIONAL PLAT TO SHOW RECORD INFORMATION PER DEEDS.
DD-031033-01-01
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DIRECTOR'S DEED
IN THE CITY OF
HAYWARD
ROAD 04-ALA-238-PM 14.2X
DR BY: A.Z.
DATE
CK BY:
08/2014
E.A.:
PROJECT
SURVEYOR:
MAP REFERENCE
H.C.
APPRAISAL
RECORD
R-METJ & 2
MONUM.
OTHER
SHEET 1 OF 2

8H

COUNTY OF ALAMEDA
CITY OF HAYWARD

BEARINGS AND DISTANCES SHOWN ARE ON THE CALIFORNIA COORD-INATE SYSTEM 1927 ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

031033-01-01: PARCEL A-139202 SQ. FT.(3.1956 Ac.)
031034-01-01: PARCEL B-135633 SQ. FT.(3.1137 Ac.)
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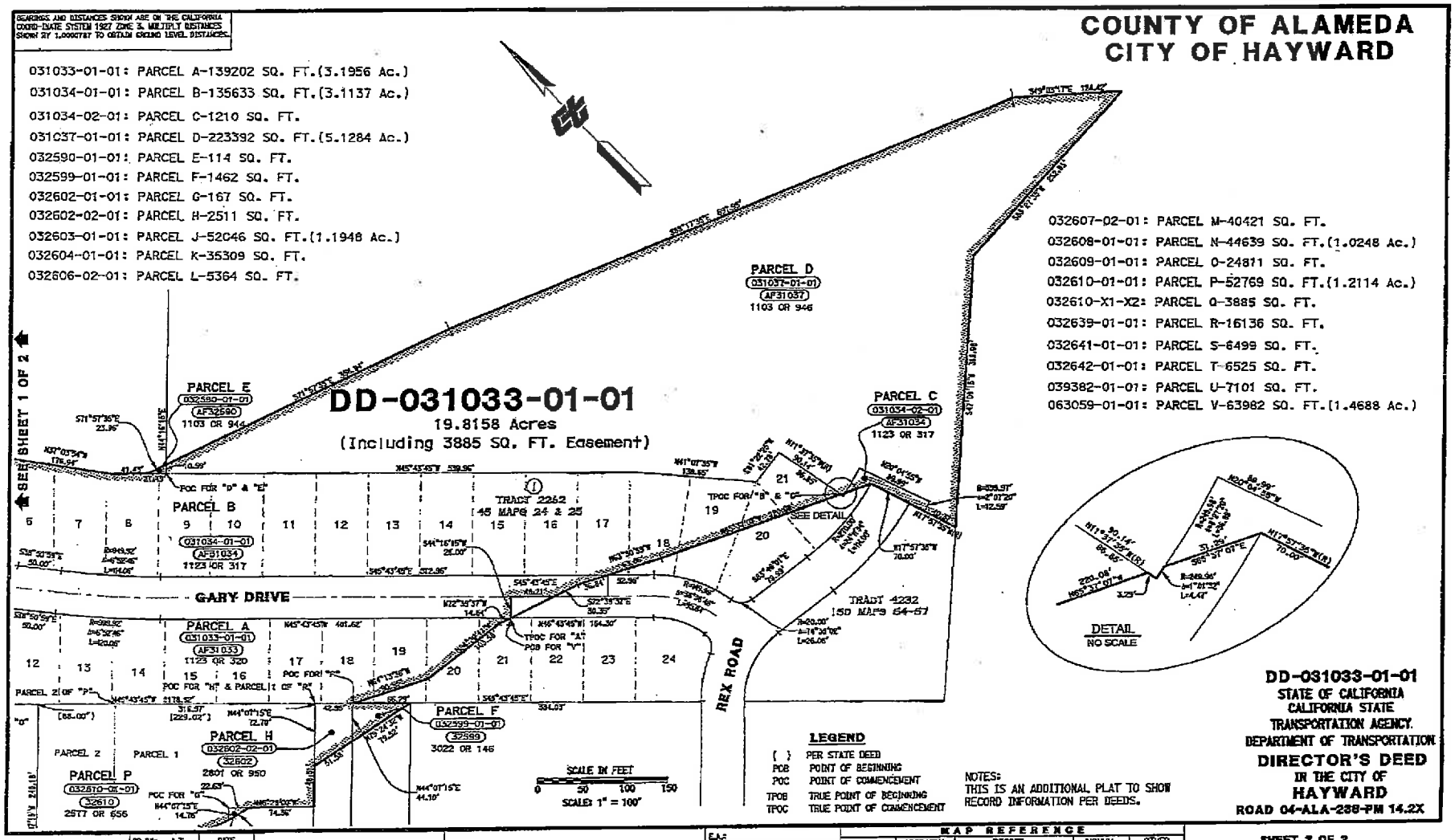
032590-01-01: PARCEL E-114 SQ. FT.
032599-01-01: PARCEL F-1462 SQ. FT.
032602-01-01: PARCEL G-167 SQ. FT.
032602-02-01: PARCEL H-2511 SQ. FT.
032603-01-01: PARCEL J-52046 SQ. FT.(1.1948 Ac.)
032604-01-01: PARCEL K-35309 SQ. FT.
032606-02-01: PARCEL L-5364 SQ. FT.
032607-02-01: PARCEL M-40421 SQ. FT.
032608-01-01: PARCEL N-44639 SQ. FT.(1.0248 Ac.)
032609-01-01: PARCEL O-24811 SQ. FT.
032610-01-01: PARCEL P-52769 SQ. FT.(1.2114 Ac.)
032610-X1-X2: PARCEL Q-3885 SQ. FT.
032639-01-01: PARCEL R-16136 SQ. FT.
032641-01-01: PARCEL S-6499 SQ. FT.
032642-01-01: PARCEL T-6525 SQ. FT.
039382-01-01: PARCEL U-7101 SQ. FT.
063059-01-01: PARCEL V-63982 SQ. FT.(1.4688 Ac.)



LEGEND

( )	PER STATE DEED
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
TPOB	TRUE POINT OF BEGINNING
TPOC	TRUE POINT OF COMMENCEMENT

NOTES:
THIS IS AN ADDITIONAL PLAT TO SHOW RECORD INFORMATION PER DEEDS.

DD-031033-01-01
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY.
DEPARTMENT OF TRANSPORTATION
DIRECTOR'S DEED
IN THE CITY OF
HAYWARD
ROAD 04-ALA-238-PM 14.2X

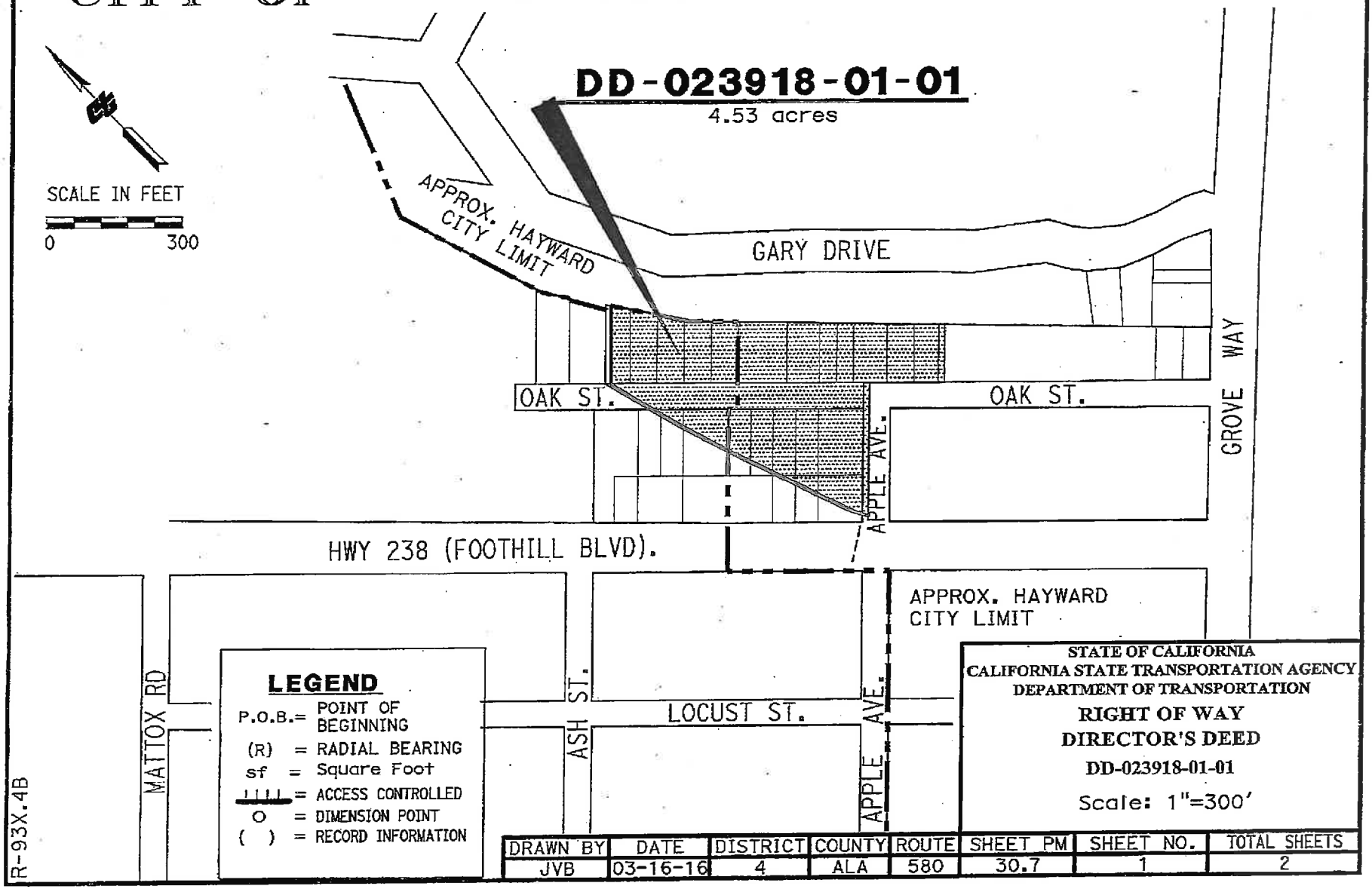
DR BY: A.Z.	DATE	
CK BY:	08/2014	

E.A.:	MAP REFERENCE				
PROJECT	R.C.	APPRAISAL	RECORD	MONUM.	OTHER
SURVEYOR:			R-IGTJ & 2		

SHEET 2 OF 2

COUNTY OF ALAMEDA
CITY OF HAYWARD

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

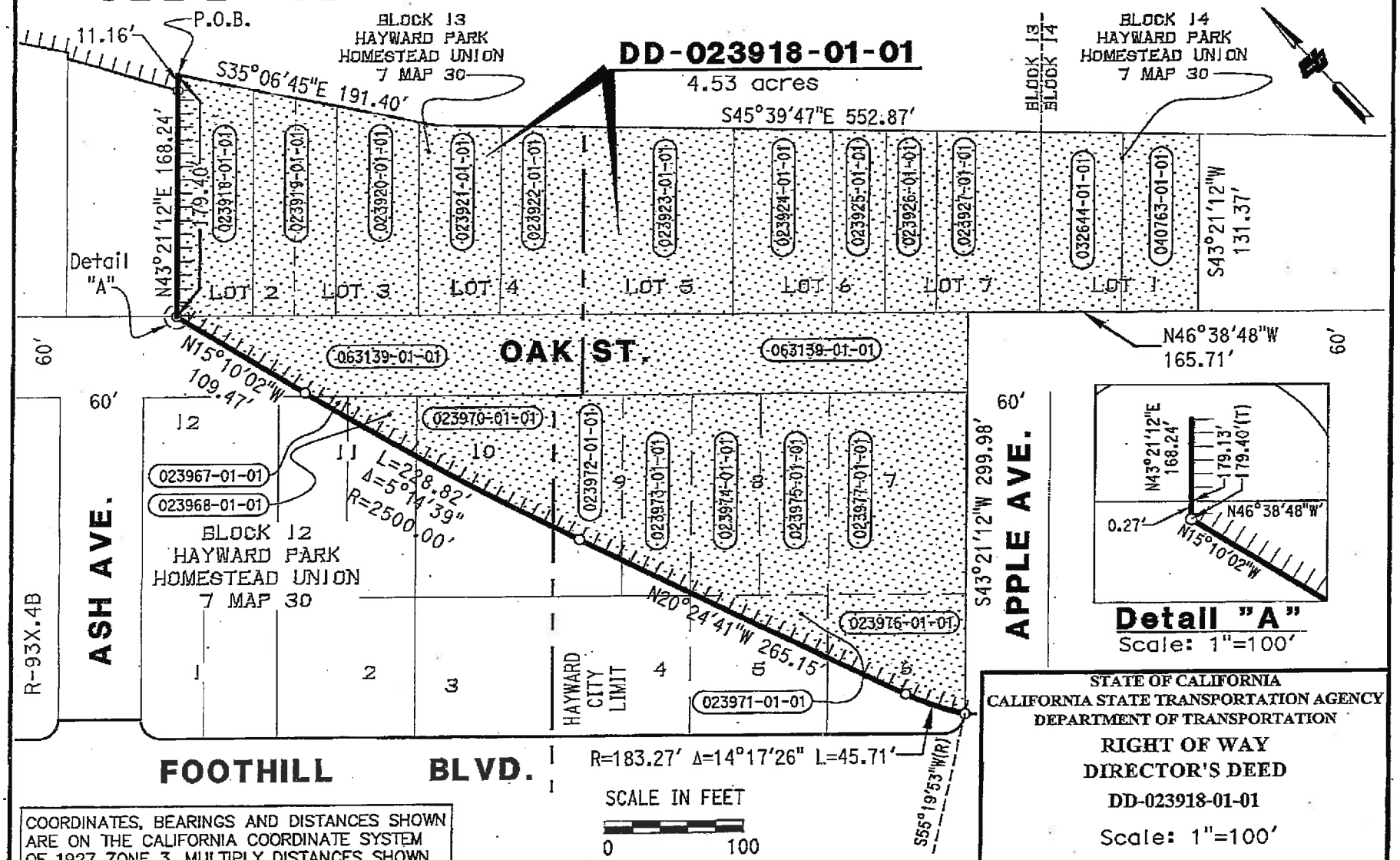
RIGHT OF WAY
DIRECTOR'S DEED
DD-023918-01-01

Scale: 1"=300'

DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
JVB	03-16-16	4	ALA	580	30.7	1	2

COUNTY OF ALAMEDA
CITY OF HAYWARD

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.



COORDINATES, BEARINGS AND DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927 ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000759 TO OBTAIN GROUND-LEVEL DISTANCES.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-023918-01-01

Scale: 1"=100'

DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
JVB	03-16-16	4	ALA	580	30.7	2	2

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: October 18-19, 2017

Reference No: 2.4c.(1)
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 - REQUEST TO APPROVE TERMS, CONDITIONS, AND EXECUTION OF A LONG TERM LEASE RENEWAL WITH SUTTER VALLEY HOSPITALS**

ISSUE:

Should the California Transportation Commission (Commission) approve a request by the California Department of Transportation (Department) to approve terms, conditions, and execution of a long term lease renewal with Sutter Valley Hospitals (formerly known as "Sutter Health Sacramento Sierra Region" and "Sutter Community Hospitals of Sacramento")?

RECOMMENDATION:

The Department recommends that the Commission approve terms, conditions, and execution of a long term lease renewal with Sutter Valley Hospitals.

SUBJECT PROPERTY 03-FLA-80-2, 80-3:

The proposed Freeway Lease Areas (FLAs) 03-FLA-80-2 and 03-FLA-80-3 consist of two improved parcels covering approximately 248,945 square feet in the City of Sacramento (City). Sutter Valley Hospitals is the current lessee.

BACKGROUND:

Sutter Valley Hospitals has been providing medical services at their current location in Sacramento since 1925. In 1983, the Department and Sutter Valley Hospitals entered into an airspace lease for parcels 03-FLA-80-2 and 80-3, located between K, Capitol, 20th, and 30th Streets in the City. Sutter Valley Hospitals built a parking garage and has maintained it in excellent condition. At the January 2013 Commission meeting, the Commission approved direct negotiations with Sutter Valley Hospitals for a 50 year extension of their current lease with the Department. An in house appraisal was completed after a Master Appraisal Institute appraisal by an outside vendor was rejected by headquarters. Sutter Valley Hospitals disputed the findings of that appraisal and completed its own appraisal, per the terms of the lease agreement. At the October 2015 Commission meeting, the Commission once again approved direct negotiations with Sutter Valley Hospitals.

The Department subsequently rejected the findings of the Sutter appraisal and a fourth appraisal was completed by a third party. That appraisal was subsequently agreed upon by both the Department and Sutter Valley Hospitals. The Department therefore seeks to enter into a lease extension with Sutter Valley Hospitals at the most recently appraised rate and receive an exception to the general twelve month guideline to lease negotiations.

BENEFITS TO STATE:

- The former Airspace Advisory Council and the Commission approved an extension of the current lease for 50 years in July 1994, but when the amendment was completed in 2003 with the new rental rate, the long term extension of the lease was inadvertently excluded from the amendment. The Commission approved direct negotiations in January 2013 and October 2015 for a 50 year term with Sutter Valley Hospitals. The Department wishes to honor the spirit of those negotiations by executing the lease as described.

- Sutter Valley Hospitals has already improved the property with a parking garage and pedestrian walkway, which increases the value of the State's asset, at the sole expense of Sutter Valley Hospitals.

- Sutter Valley Hospitals has already integrated a pedestrian walkway plan that provides a safer way for pedestrians to access the hospital from the parking structure.

- Sutter Valley Hospitals is a non-profit organization providing a vital public service to residents of the City and County of Sacramento and surrounding areas.

- The needed complex parking cannot be fulfilled with only on-street parking.
    - The south lot (between L and Capital) is reserved for staff only.
    - The north garage (between L and K) is reserved for visitor parking.

LEASE TERMS:

Term:	50 years
Rent:	$39,012 monthly
Annual Increase:	Based on Consumer Price Index
Re-evaluation:	Every ten years

SUMMARY:

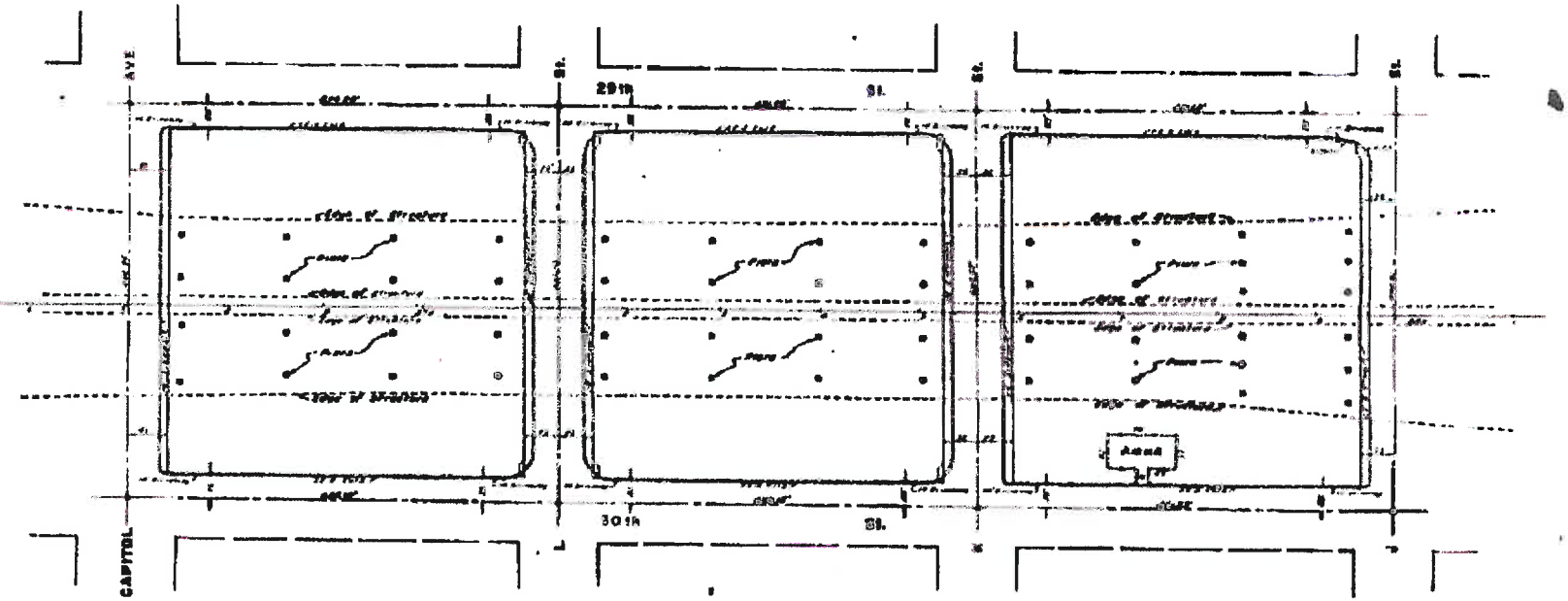
It is in the Department's best interest to authorize execution of the 50 year lease term with Sutter Valley Hospitals for the reasons above. Furthermore, Sutter Valley Hospitals has been an excellent tenant for many years and has improved the Department's asset at no cost to the Department which therefore requests approval of the terms, conditions, and execution of the proposed lease extension to Sutter Valley Hospitals.

Attachments
Exhibit A - Parcel map
Exhibit B - Area map

Exhibit A

Exhibit "A"

CITY OF SACRAMENTO



FLA 80-2

Gross Area:	126,140 Sq. Ft.
Less Pier Area:	675 Sq. Ft.
Net Area:	125,465 Sq. Ft.

FLA 80-3

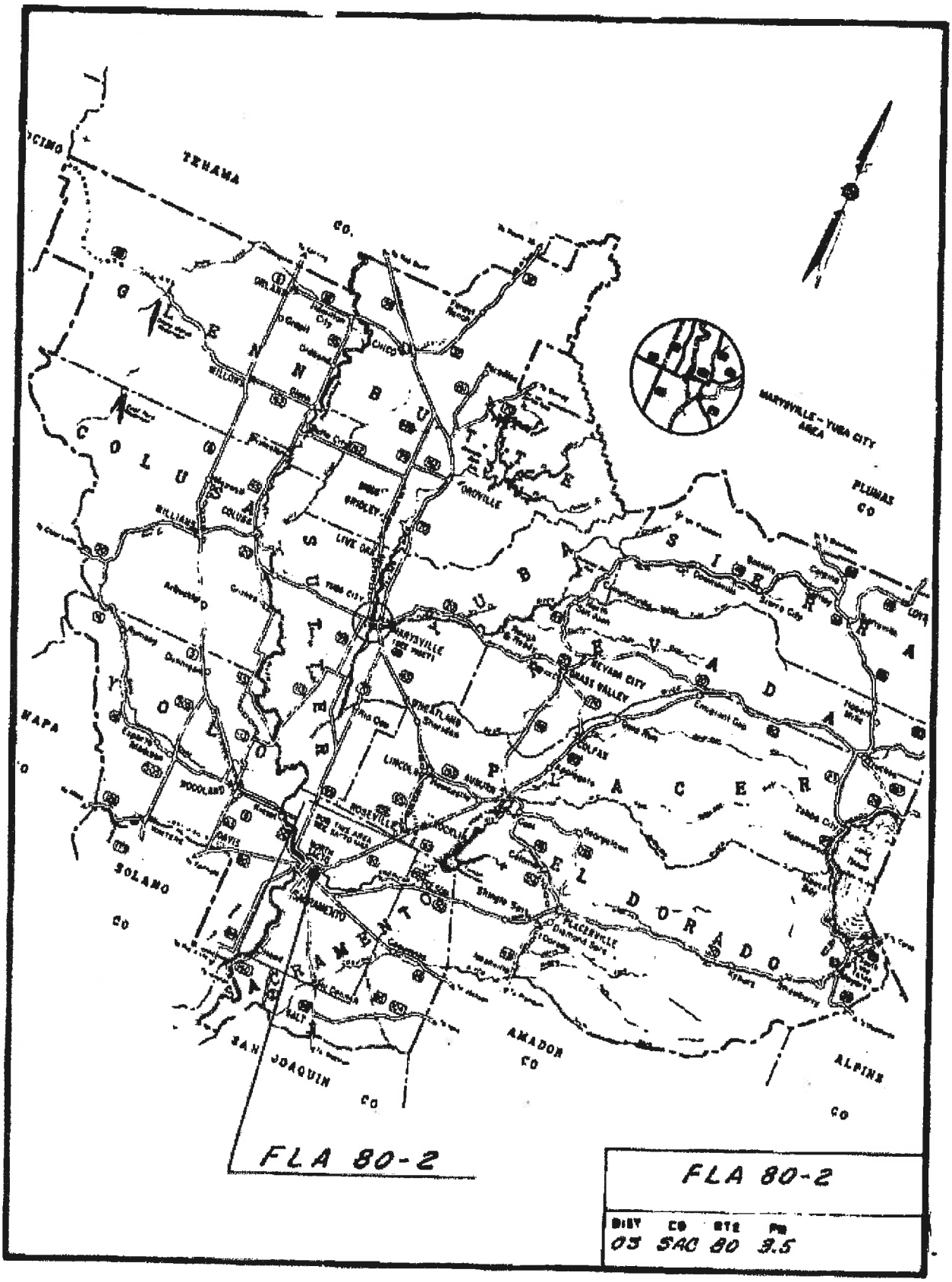
Gross Area:	124,090 Sq. Ft.
Less Pier Area:	600 Sq. Ft.
Net Area:	123,490 Sq. Ft.

FLA 80-4

Gross Area:	121,779 Sq. Ft.
Less Pier Area:	750 Sq. Ft.
Net Area:	121,029 Sq. Ft.

• • Pier Designations
—— Edge of Structure

EXHIBIT A
FLA 80-2, FLA 80-3 & FLA 80-4
Scale: 1" = 20'



DIST	CO	RTE	PM
03	SAC	80	9.5

Exhibit B

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No: 2.4c.(2)
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 - SAN FRANCISCO-MARIN FOOD BANK REQUEST TO DIRECTLY NEGOTIATE**

ISSUE:

Should the California Transportation Commission (Commission) approve a request by the California Department of Transportation (Department) to directly negotiate a long-term airspace lease with San Francisco-Marin Food Bank (SF-MFB)?

RECOMMENDATION:

The Department recommends that the Commission approve a request to directly negotiate a 15 year airspace lease with SF-MFB. The lease terms to be negotiated would include an annual escalation as well as lease rate re-evaluation every five years. The initial lease rate will be at fair market value as determined by a Department airspace appraisal.

SUBJECT PROPERTY SF-280-12:

The proposed Freeway Lease Area SF-280-12 (FLA) consists of an approximately 24,000 square foot unimproved parcel partially located under the elevated portion of U.S. Route 280 within the city of San Francisco. SF-MFB is the current lessee.

BACKGROUND:

SF-Marin Food Bank Proposal

SF-MFB operates a food bank located at 900 Pennsylvania Avenue, one city block from the lease site. This facility distributes food for various local programs, and accounts for over 100,000 meals served every day. Over 50 million pounds of food are moved through their current warehouse each year. SF-MFB requires additional space for vehicle parking due to a planned expansion of their warehouse facilities; the bulk of their existing facility parking will be lost to the proposed expansion. This would then require employees to seek on-street parking. SF-MFB relies on volunteer labor for daily operations. Lack of parking would pose a hardship to the volunteer labor.

The Department property along Iowa Street is an undeveloped lot. In November 2014, SF-MFB entered into a lease for this FLA with the intent of making parking improvements. SF-MFB has estimated improvement costs to run $250,000. Upon approval of the long-term lease SF-MFB is prepared to proceed with their proposal to pave, stripe, and light the lot (Exhibit B).

BENEFITS TO THE STATE:

- Allowing SF-MFB to negotiate a long-term lease will result in an improved lot that will add value to the State's assets and improve the local neighborhood and San Francisco and Marin communities as a whole. In addition, the Department will receive increased long-term rent based on the property's fair market value.

- The State will save maintenance costs necessary to keep this site free of trash and homeless occupation. Entering into a directly negotiated long-term lease with SF-MFB is the most beneficial method for the State to obtain a reliable tenant who has a stake in improving and properly maintaining the airspace parcel.

- Neighborhood safety will improve by enabling the installation of lighting within the State's airspace property that is currently dark after sunset.

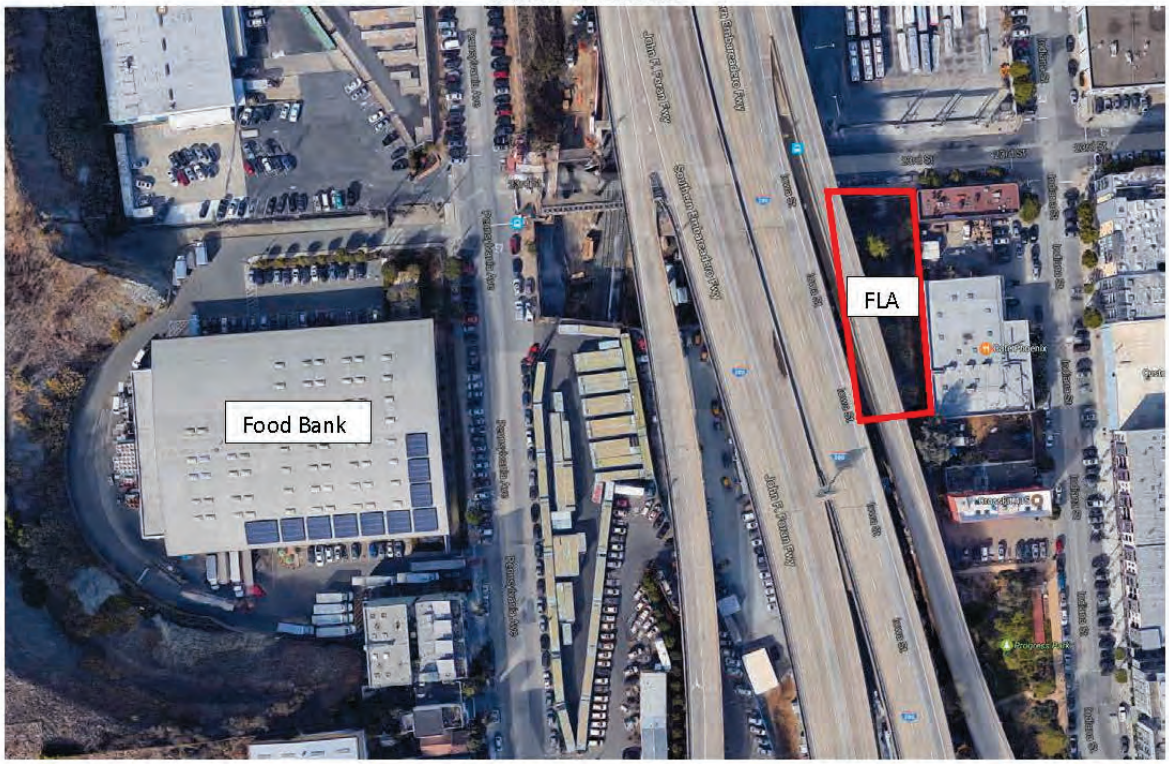
- Overall, the community benefits because the lease proposed helps provide a solution to facilitate the food bank's ability to expand their existing facilities to meet the demands of growing services needed for the underprivileged community.

SUMMARY:

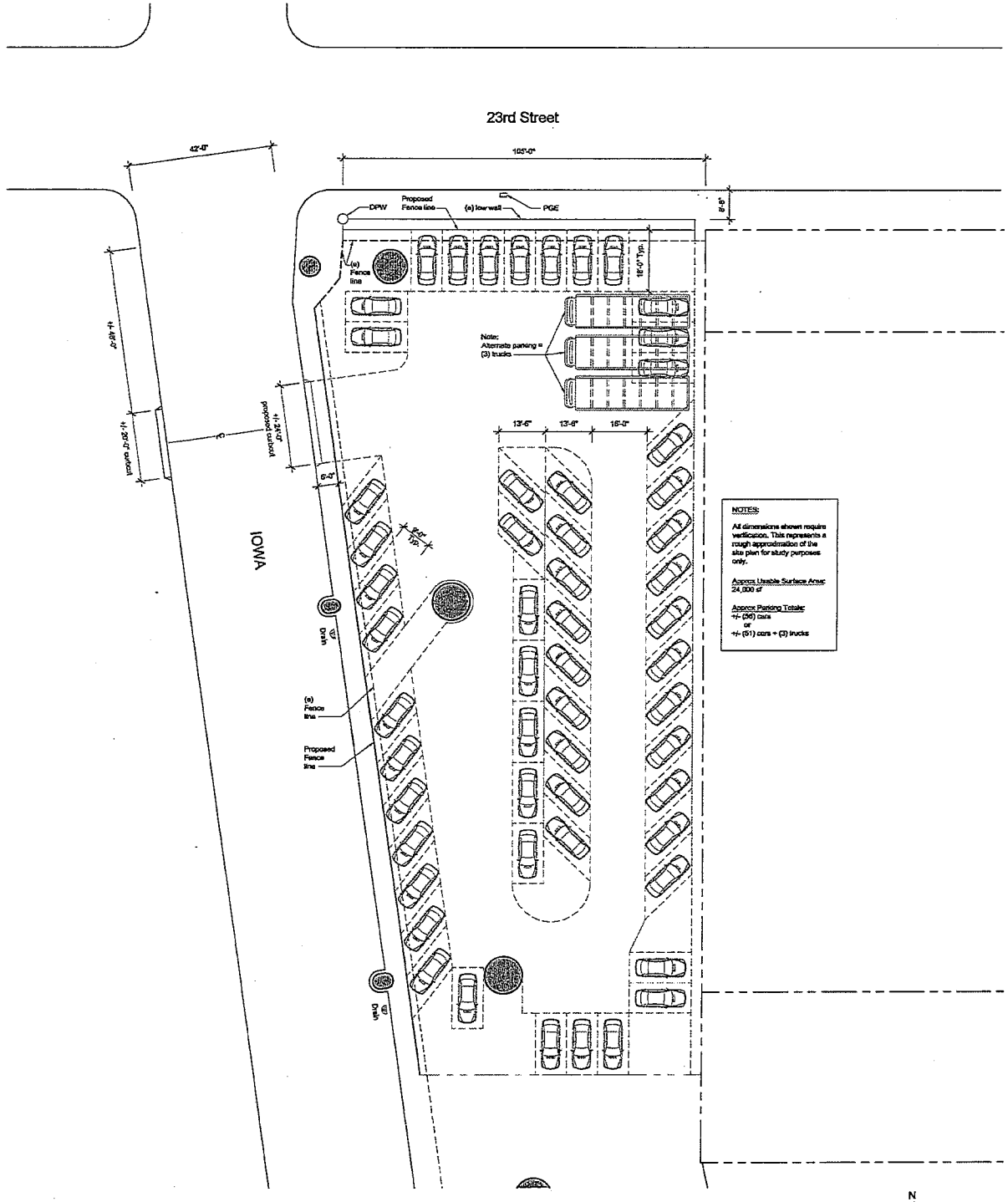
The subject airspace parcel has been directly leased to SF-MFB since November 2014. SF-MFB is prepared to construct improvements that will benefit both the Department and SF-MFB. A long-term lease will assist SF-MFB to amortize construction costs. Finally, the long-term lease will allow the Department to receive fair market rent for an extended period with the ability to increase rent as the market changes and allow for the required improvements to the property. The Department therefore recommends that the Commission approve SF-MFB's request to directly negotiate.

Attachments
Exhibit A - Parcel photos
Exhibit B - Diagram of proposed improvements

Caltrans Freeway Lease Area
FLA 04-SF-280-12



Looking Southeast at Iowa and 23rd St Intersection



01 Site Plan: Parking Study
1/16"=1'-0"

Exhibit B

October 10, 2017

Commissioner Alvarado
Northern California Carpenters Regional Council
265 Hegenberger Road, Suite 200
Oakland, CA 94621-1480

RE: Reference No.: 2.4c. (2) October 18-19, 2017

Dear Commissioner Alvarado,

I am writing to ask for your support for the item referenced above on the October agenda of the California Transportation Commission. While the staff memo recommends a 15-year term at market rate, **we would respectfully ask the Commission to consider continuing the terms of our current contract which requires a rent payment of $1,000 per month for a term no less than 25 years.** Given the amount of capital investment needed in the site, and the Food Bank's important partnerships with the State of California and the City and County of San Francisco, we believe this agreement is appropriate. Our Food Distribution Facility is located a block away and access to additional truck and vehicle parking is essential as we enter a phase of building expansion designed to increase our food distribution to the community.

One in four people in San Francisco and Marin are food insecure. Our programs are a bulwark against uncertain times, as our participants face the high cost of living, coupled with potential cuts to safety net programs that could drive even more people into poverty. The SF-Marin Food Bank serves more people in our service area than any other food bank in the country and acts as a critical first responder during natural disasters. This year, we will distribute 48 million pounds of fresh, nutritious food to 225,000 of our neighbors in need – that's enough for over 110,000 meals each day to feed families, seniors, and individuals struggling with hunger. In addition to the 150 people we have on staff, we couldn't fulfill our mission without a dedicated cadre of 40,000 volunteers each year (the equivalent of 70 full time staff) who help us pack and sort the food that goes out to our community.

Extending the term of this lease is essential to the Food Bank in order to justify the cost of improving the Caltrans property with pavement, lighting, curb cut, fencing and drainage. A list of proposed improvements is attached – we expect the cost to be upward of $250,000.

SAN FRANCISCO 900 Pennsylvania Avenue | San Francisco, CA 94107 | T: 415-282-1900
MARIN 75 Digital Drive | Novato, CA 94949 | T: 415-883-1302
www.sfmfoodbank.org

A member of Feeding America™

Furthermore, the property is important to maintaining the level of work we do under contracts with the California Department of Education ($7,863,092 annually) and the California Department of Social Services ($4,776,345 annually). This is in addition to other government based work conducted with funding by the government agencies detailed in the attached document and of course our privately funded feeding programs.

One in four children and one in five adults live at or near the poverty line in California. It is crucial that the nonprofit sector work closely with government agencies like the CTC to provide a robust response to the issue of hunger. In this case there is no other space available near our facility that will enable our current work to proceed.

Thank you for your consideration.

Sincerely,

Paul Ash
Executive Director

Sincerely,

Michael Terris
SF-MFB Board Chair

CC: Ms. Susan Bransen, Executive Director, California Transportation Commission
Ms. Fran Inman, Vice Chair, California Transportation Commission
Ms. Yvonne B. Burke, California Transportation Commissioner
Mr. James Earp, California Transportation Commissioner
Mr. Carl Guardino, California Transportation Commissioner
Mr. Paul Van Konynenburg, California Transportation Commissioner
Mr. Joseph Tavaglione, California Transportation Commissioner
Senator Jim Beall, California Transportation Commissioner
Ms. Lucetta Dunn, California Transportation Commissioner
Mr. James C. Ghielmetti, California Transportation Commissioner
Ms. Christine Kehoe, California Transportation Commissioner
Mr. James Madaffer, California Transportation Commissioner
Assembly Member Jim Frazier, California Transportation Commissioner
Mr. Stephen Maller, Chief Deputy Director, California Transportation Commission
Eric Thronson, Deputy Director, California Transportation Commission
Assembly Member David Chiu, California State Assembly District 17
Senator Scott Wiener, California State Senate District 11
Supervisor Malia Cohen, San Francisco Board of Supervisors, District 10
Mayor Ed Lee, Mayor of San Francisco

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 79

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 2.4c.(3)
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 - SKS PARTNERS REQUEST TO DIRECTLY NEGOTIATE**

ISSUE:

Should the California Transportation Commission (Commission) approve a request by the California Department of Transportation (Department) to directly negotiate a long term airspace lease with SKS Partners (SKS)?

RECOMMENDATION:

The Department recommends that the Commission approve a request to directly negotiate an 18 year airspace lease with SKS. The lease terms to be negotiated would include an annual escalation as well as lease rate re-evaluations every five years. The initial lease rate will be at fair market value as determined by a Department staff airspace appraisal.

SUBJECT PROPERTY SF-101-29:

Freeway Lease Area (FLA) SF-101-29 is an approximately 14,000 square foot paved parcel located under U.S. Route 101 within San Francisco. SKS is the current short term lessee.

BACKGROUND:

FLA Existing Lease

SKS currently possesses FLA SF-101-28, a narrow strip of the Department's right of way on the north side of their 1201 Bryant Street (Bryant) property which is combined with the SKS parking area. The Department offered this FLA at its annual airspace public auction in March, 2017 with advertised terms requiring lighting, fencing, and paving improvements in exchange for a 15 year term. SKS seeks to lease FLA SF-101-29 located on the south side of the Bryant property.

SKS Proposal

SKS recently purchased an adjoining property and an adjacent small outdoor parking area west of the building. SKS recently leased the entire property to GM Cruise Automation (GM Cruise), the autonomous driving division of General Motors, to be the new headquarters for GM Cruise for a 19 year term.

The Bryant location will be a research and development facility for the design, engineering, and deployment of General Motors' autonomous test vehicles, which use proprietary technology to build custom maps for vehicle operating systems. GM Cruise technology is designed and implemented on site and their vehicles will need to be driven in and out of a protected space. The first floor of Bryant has limited capacity for vehicle modification, recalibration, and storage, so most of the vehicles will need to be stored in the two parking areas adjacent to each side of the Bryant building. The vehicle cameras and sensors are sensitive equipment and contain propriety technology, therefore it is essential that GM Cruise store the test vehicles in a very secure parking area with the proper fencing, lighting, and security.

SF-101-29 Site Conditions and Proposed Improvements

SKS is proposing to improve security on the airspace parcel by installing an eight foot tall metal mesh weave gate and fencing along the 10th Street frontage and a new tight weave chain link fence along the neighboring property south of the lot. The existing asphalt pavement will be improved to correct existing storm water flooding issues and create a smooth surface to facilitate vehicle testing. A new drive aisle will be constructed allowing for efficient transfer of vehicles between the two lots. LED lighting will also be installed consistent with the Department's standards for a contemporary parking lot. The SKS conceptual diagram is attached as Exhibit A.

BENEFITS TO THE STATE:

- Allowing SKS to negotiate a long term lease supports the State's policy of expanding employment in the State for innovative companies redefining traditional transportation industries.

- The proposed improvements on the airspace parcel will add value to the State's assets, which will maximize the property's use and provide the highest return to the State.

- The proposed lease is consistent with the State of California's public policy of expanding employment in the State for innovative companies redefining traditional industries such as the automobile industry. GM Cruise projects to hire more than 1,100 new employees over the course of the next five years. The long term lease for SF-101-29 will support the expansion of GM Cruise and the goals of the California Competes program.

- The State's public safety will improve by enabling the installation of lighting within its airspace property that is currently dark after sunset.

SUMMARY:

Over the past 40 years, the subject airspace parcel has consistently been publicly offered for lease and the adjoining Bryant property owner has been the successful bidder with minimal interest from other parties. Furthermore, SKS is prepared to construct a number of aesthetic and safety improvements that will benefit both the Department and the surrounding neighborhood. A long term lease will assist SKS to amortize construction costs. Finally, a long term lease will allow the Department to receive fair market rent for an extended period with the ability to increase rent via annual set rent escalations and re-evaluations to accommodate market changes.

Attachments
Exhibit A - Parcel diagram with proposed improvements
Exhibit B - Parcel photos

Proposed Plan

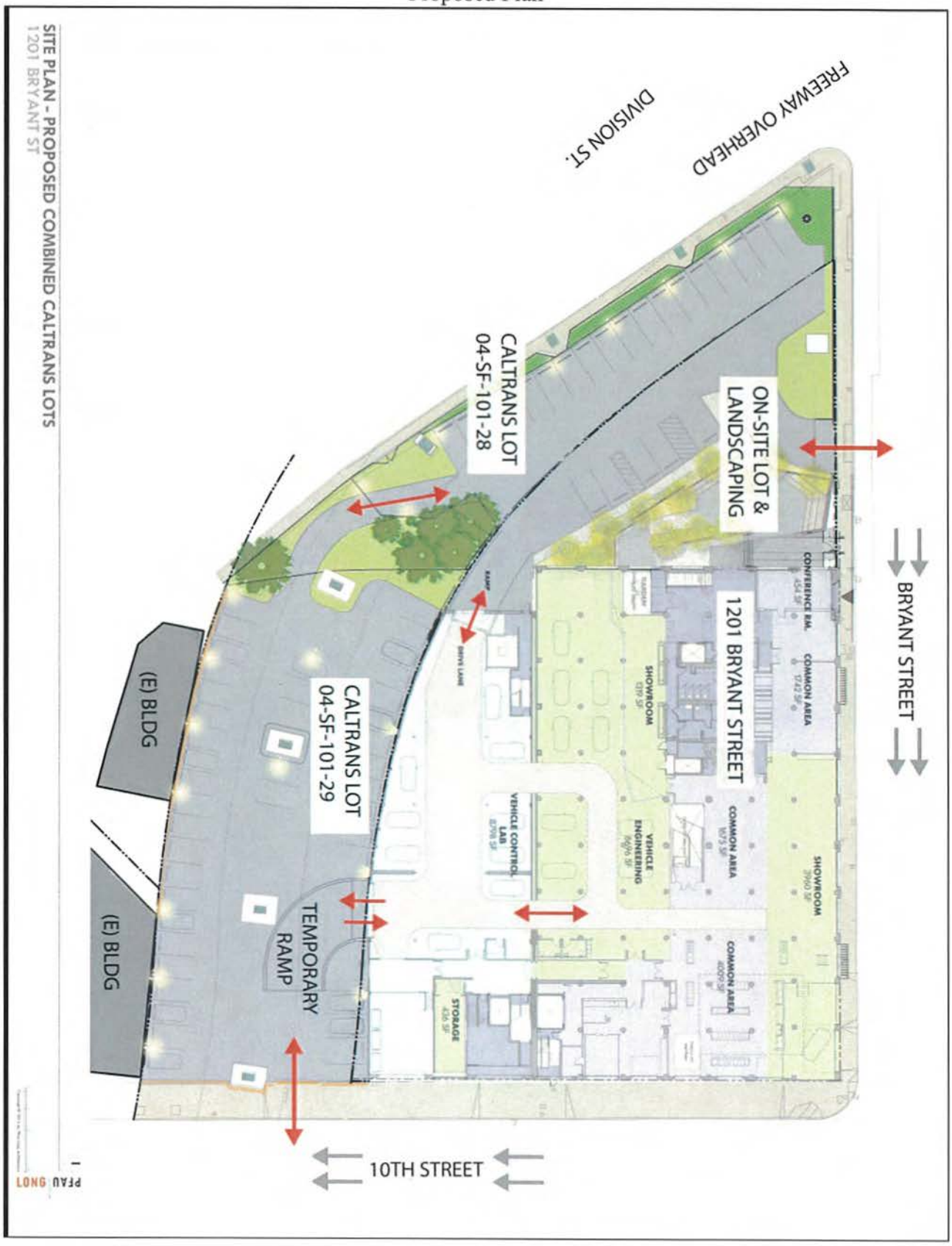
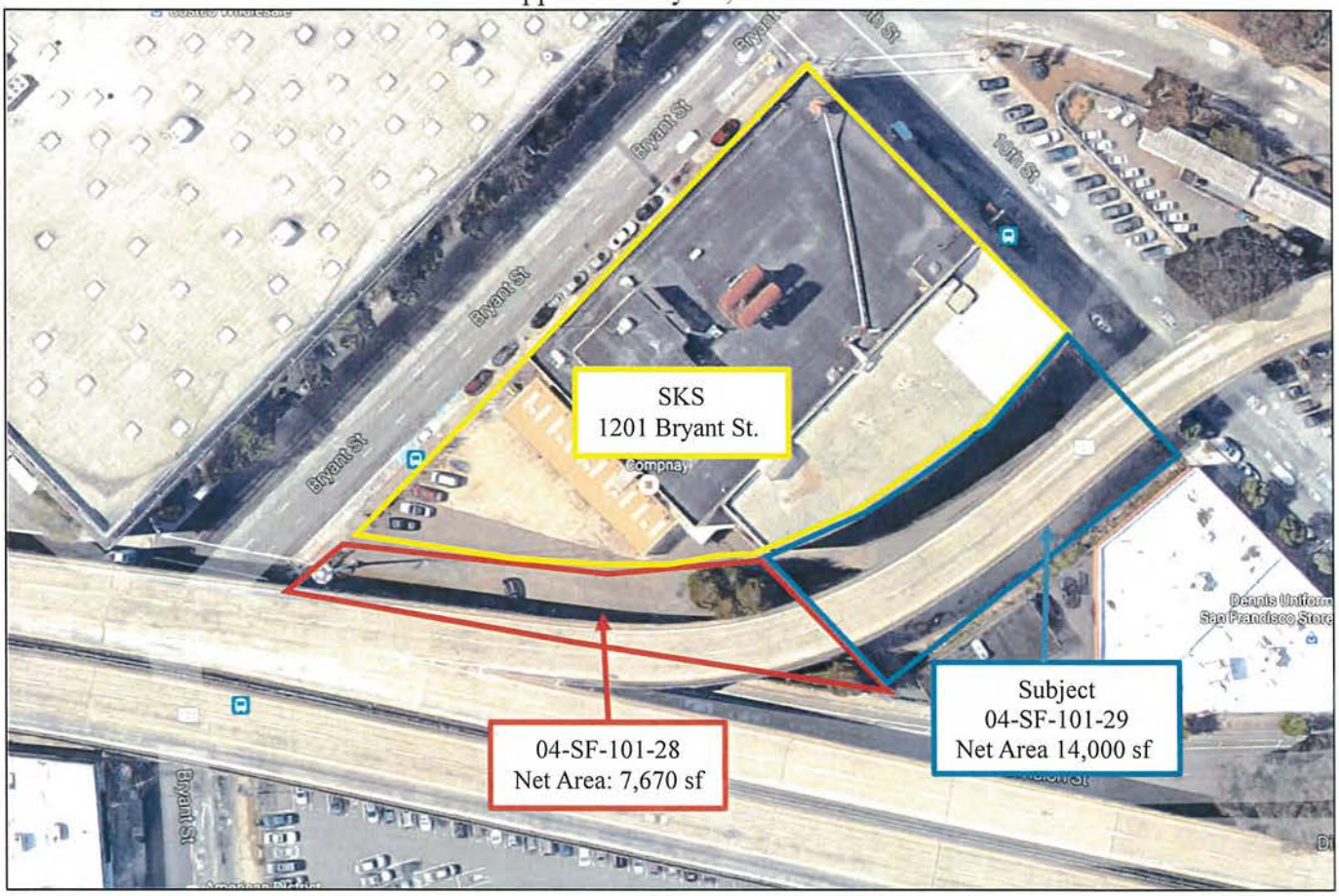


Exhibit A

04-SF-101-29
Adjacent to 550 10th St.
Approximately 14,000 s.f.



SF-101-29 looking south from 10th Street

Maller, Stephen@CATC

From: Daljit Bains <Daljit.Bains@GOV.CA.GOV>
Sent: Thursday, October 05, 2017 3:08 PM
To: Maller, Stephen@CATC
Cc: Poonum Patel; Daljit Bains
Subject: GO Biz Letter in Support to Directly Negotiate with Cal Trans

Dear Stephen:

Please find attached a letter of support from GO Biz to Executive Director, Ms. Susan Bransen, of the CTC Commission, for the ability of GM Cruise/SKS Partners to directly negotiate with Cal Trans for the purpose of securing Cal Trans Lot 04-SF-101-29.

Kind Regards,
Daljit

October 5, 2017

Dear Ms. Susan Bransen:

We are writing on behalf of GO Biz in support of an item on the upcoming CTC meeting in October.
The item is for the ability of GM Cruise (lessee)/SKS Partners (lessor) to directly negotiate a lease with Cal Trans for a parking lot that is adjacent to their property in San Francisco.
GM Cruise is the sole tenant of this building.

GM Cruise requires direct access to Cal Trans Lot 04-SF-101-29, a lot adjacent to the building they occupy, as it is needed for the purpose of testing their fleet of autonomous vehicles. Additionally, it will help them to fulfill their goals of increased economic development and job creation in the state of California.

In April 2017, GM Cruise received an eight million dollar ($8,000,000) tax credit from California Competes Tax Credit, administered by the Governor's Office of Business and Economic Development.

By 2021, GM Cruise intends to have a net increase of 1,163 full time employees compared to the base year.

This is a significant value add for the state of California. The California Competes Tax Credit Allocation Agreement can be found here: http://business.ca.gov/Portals/0/Files/General%20Motors%20Company%20-%20CCTC%20Agreement.pdf?ver=2017-03-30-132655-087&timestamp=1490880459121

There will be additional improvements also made to the CalTrans Lot (04-SF-101-29) as well.

(Project/Milestones. Taxpayer is an automobile manufacture proposing to expand its California facility to increase research and development into autonomous and zero emissions vehicles. In consideration for the Credit, Taxpayer agrees to hire full-time employees and invest in including, but not limited to, furniture and fixtures, computer equipment, and tenant improvements as part of its expansion primarily in San Francisco, California (collectively, the "Project"). Further, Taxpayer agrees to satisfy the milestones as described in Exhibit A ("Milestones") and to materially maintain Milestones for a minimum of three (3) taxable years thereafter.

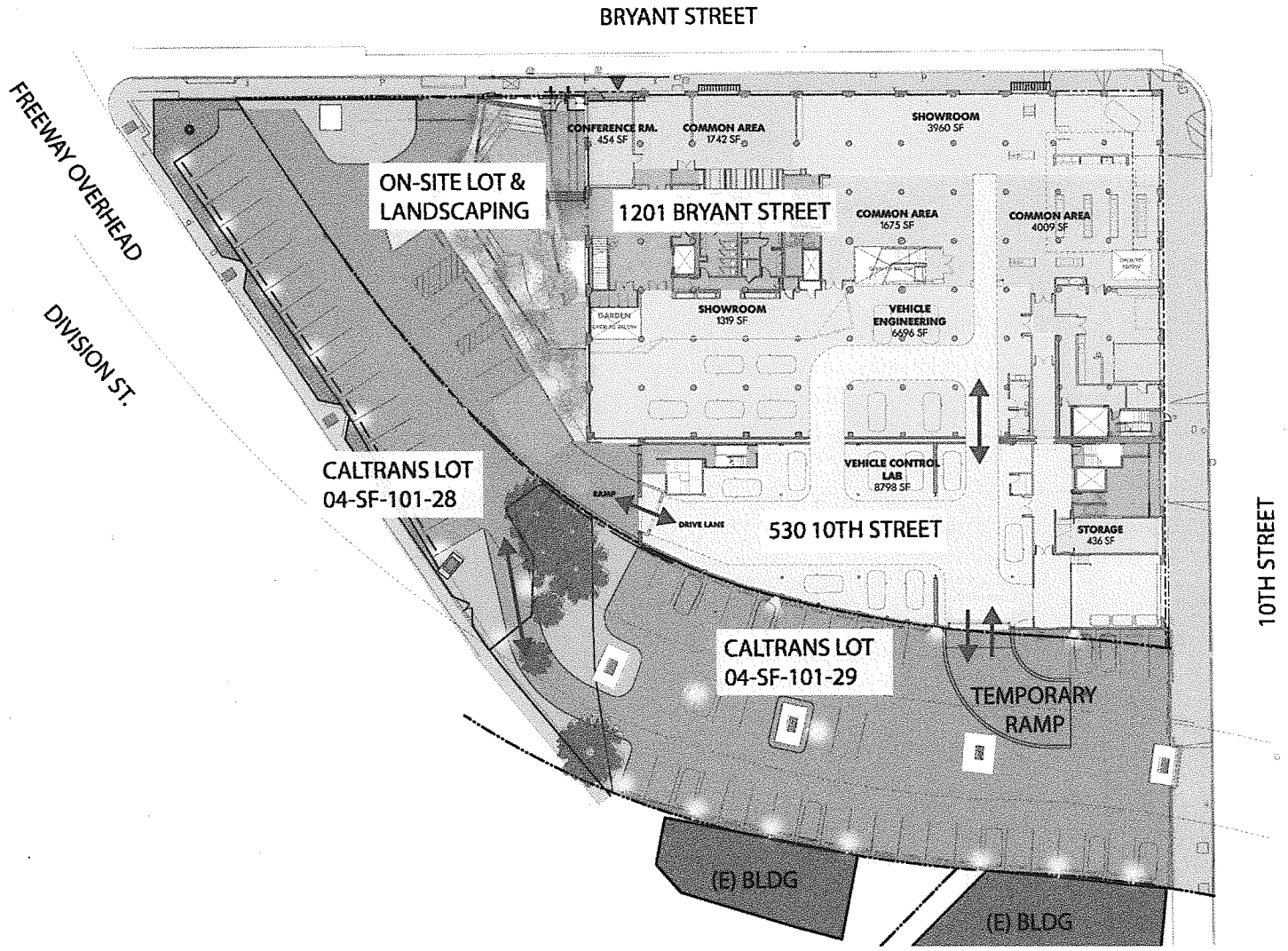
We are in support of this request, given that GM Cruise's plan to fully operate, expand and create jobs are dependent on their and SKS Partner's ability to secure Lot 28 and 29.

Please do not hesitate to contact me with any questions.

Kind Regards,

Daljit

Deputy Director, Office of Permit Assistance
California Governor's Office of Business and Economic Development (GO-Biz)
1325 J Street, 18th Floor | Sacramento, CA 95814
P: (916) 319-9954



SITE PLAN - PROPOSED COMBINED CALTRANS LOTS
1201 BRYANT ST

PLAN | BNT
LONG

1201 Bryant Street Project Description:

1201 Bryant is a historic Art Deco building originally built in 1927 that SKS Partners is fully renovating to a LEED Gold certification, with all new mechanical, electrical, plumbing, fire/life safety and seismic structural systems.

The renovation will provide a reconfigured building core that includes a new lobby, a new passenger elevator, new restrooms, bike lockers and a locker rooms with showers. The building will be enhanced with new tenant amenities such as a new entry courtyard, new exterior landscaping and parking areas.

GM Cruise Use of Caltrans lots 04-SF-101-28 & 29:

1201 Bryant Street will more than double GM Cruise Automation's research and development space, for the design, engineering and deployment of autonomous vehicles. GM Cruise Automation is building the world's best autonomous vehicles and their test vehicles are on the road in San Francisco navigating some of the most challenging and unpredictable driving environments.

The GM Cruise vehicles encounter hundreds of unique traffic situations that they analyze carefully to ensure safety and reliability, and these vehicles need to be driven back into the protected and controlled R&D space within the building for analysis and recalibration by the engineers. The vehicles will also be stored in the two Caltrans parking lots, waiting to be used by the test drivers or waiting for the engineers to make refinements to the vehicles.

04-SF-101-29 Proposed Improvements:

The 04-SF-101-29 lot has been planned to receive an 8-foot-tall metal mesh weave gate and fencing along the 10th Street frontage and a new tight weave chain link fence along the neighboring property south of the lot. The existing asphalt pavement will be replaced to correct storm drainage/flooding issues and a drive aisle will be constructed to connect 04-SF-101-29 with lot 04-SF-101-28 to the west. Electric Vehicle charging stations, concrete wheel stops and new LED lighting poles will also be installed.

Scope	**Amount**
Asphalt Paving	$132,000
Fences & Gate	$35,235
Site Lighting	$28,752
Striping	$10,000
Total	**$205,987**

Tab 80

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 4.7
Action Item

Published Date: October 6, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Rick Guevel, P.E.
Associate Deputy Director

Subject: **INTERIM STATE HIGHWAY OPERATION AND PROTECTION PROGRAM GUIDELINES QUARTERLY REPORTING FORMAT AND CONTENT**

ISSUE:

Should the California Transportation Commission (Commission) approve standard quarterly report formats for the California Department of Transportation (Caltrans) to follow when reporting to the Commission on progress made towards meeting the targets and performance measures set forth in Senate Bill (SB) 1 and adopted by the Commission pursuant to SB 486 (DeSaulnier, 2014) as required by section XI subsections 57, 58 and 60 of the Interim State Highway Operation and Protection Program (SHOPP) Guidelines?

RECOMMENDATION:

Commission staff recommends that the Commission approve the attached quarterly report formats for Caltrans to use when reporting to the Commission on progress made towards meeting the targets and performance measures set forth in SB 1 and adopted by the Commission pursuant to SB 486 as required by section XI subsections 57, 58 and 60 of the Interim State Highway Operation and Protection Program (SHOPP) Guidelines.

BACKGROUND:

Pursuant to Government Code Section 14526.7(b) and the adopted Interim SHOPP Guidelines, Caltrans shall report quarterly to the Commission on progress made towards meeting the targets and performance measures set forth in SB 1 and adopted by the Commission pursuant to SB 486. Subsections 57, 58, and 60 of Section XI of the Commission adopted Interim SHOPP Guidelines contain the reporting and accountability requirements that Caltrans is to follow. Commission staff has developed the attached standard reporting formats to facilitate the transmission of the quarterly information to the Commission.

Attachment

Interim SHOPP Guidelines: Section 57 a. A list of completed projects by phase showing planned and actual performance measures including progress made towards achieving the Commission approved targets and 2027 targets set forth in Senate Bill 1. **Section 60 b.** Caltrans shall report quarterly and more often as requested by the Commission on the progress it has made in achieving the 2027 targets/goals set forth in SB 1 and the Commission's adopted targets.

REPORT DATE: ***<Refer to Section 57 of the SHOPP Guidelines for Reporting Dates>***

QUARTERLY PERFORMANCE REPORT for Projects that Complete Construction: ***<Enter Year and Quarter>***

Senate Bill 1 and Commission approved Performance Goal		Projects Completed this Quarter			End of Quarter Asset Condition	On Track to Meet Annual Performance Benchmark? (Yes/No*)	On Track to Meet Performance Targets/Goals by 2027? (Yes/No*)
		Project Identifier	Planned Performance Measure	Actual Performance Measure			
PAVEMENT	Not less than 98 percent of pavement on the state highway system in good or fair condition				<XX> percent of highway pavement in good or fair condition		
	Not less than 90 percent level of service achieved for maintenance of potholes, spalls, and cracks				<XX> percent level of service achieved for maintenance of potholes, spalls, and cracks		
		Total					
CULVERTS	Not less than 90 percent of culverts in good or fair condition				<XX> percent of culverts in good or fair condition		
		Total					
TRANSPORTATION MANAGEMENT SYSTEM UNITS	Not less than 90 percent of the transportation management system units in good condition				<XX> percent of transportation management systems in good condition		
		Total					
BRIDGES	Fix not less than an additional 500 bridges				<Number> additional bridges fixed		
	Fifteen percent of bridge deck area to be in fair condition and no more than 1.5 percent in poor condition				<XX> percent of deck area in good, <XX> percent in fair, and <XX> percent in poor condition		
		Total					

*** A "No" response requires a Remediation Plan to adjust performance to meet the goal**

Note: Additional performance goals will be added as needed to align with Commission adopted performance goals for supplemental assets in subsequent phases of the Transportation Asset Management Plan.

Interim SHOPP Guidelines: Section 57 b. A summary, by phase 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 SHOPP programmed amount (in right-of-way and/or construction) of less than $15 million, the information may be aggregated.

REPORT DATE: ***<Refer to Section 57 of the SHOPP Guidelines for Reporting Dates>***

QUARTERLY AGGREGATED REPORT for Projects that Complete Construction: ***<Enter Year and Quarter>***

Number of Projects in this Aggregated Summary: ***<Number>***

Phase	Fund-Type	Initial Programmed Amount	Initial Allocated Amount	Supplemental Allocated Amount	Initial Programmed vs. Allocated Variance Amount	Expended Amount	Total Allocated vs. Expended Variance Amount
		Column (A)	Column (B)	Column (B2)	[A - (B + B2)]	(C)	[(B + B2) - C]
		($1,000)	($1,000)	($1,000)	($1,000)	($1,000)	($1,000)
PA&ED Support	SHOPP						
	Other						
	Total						
PS&E Support	SHOPP						
	Other						
	Total						
Right of Way Support	SHOPP						
	Other						
	Total						
Construction Support	SHOPP						
	Other						
	Total						
Right of Way Capital	SHOPP						
	Other						
	Total						
Construction Capital	SHOPP						
	Other						
	Total						
Total	SHOPP						
	Other						
	Total						

Aggregated summary discussion of benefits anticipated prior to construction compared to actual benefits achieved

Interim SHOPP Guidelines: Section 57 b. A summary, by phase and fund type, of the funds programmed, allocated, and expended at the time the construction contract was accepted. For projects with a total cost of $50 million or greater or a total SHOPP programmed amount (in right-of-way and/or construction) of $15 million or greater, each report shall also include a discussion of the project benefits that were anticipated prior to construction compared to an estimate of the actual benefits achieved.

REPORT DATE: ***<Refer to Section 57 of the SHOPP Guidelines for Reporting Dates>***

QUARTERLY PERFORMANCE REPORT for LARGE Projects that Complete Construction: ***<Enter year and Quarter>***

Project Identification Dist-Co-Rte-PM	Phase	Fund-Type	Initial Programmed Amount Column (A) ($1,000)	Initial Allocated Amount Column (B) ($1,000)	Supplemental Allocated Amount Column (B2) ($1,000)	Initial Programmed vs. Allocated Variance Amount [A - (B + B2)] ($1,000)	Expended Amount (C) ($1,000)	Total Allocated vs. Expended Variance Amount [(B + B2) - C] ($1,000)	Project Benefits Anticipated Prior to Construction Compared to Actual Benefits Achieved
	PA&ED Support								
	PS&E Support								
	Right of Way Support								
	Construction Support								
	Right of Way Capital								
	Construction Capital								
		Project Total							
	PA&ED Support								
	PS&E Support								
	Right of Way Support								
	Construction Support								
	Right of Way Capital								
	Construction Capital								
		Project Total							
	PA&ED Support								
	PS&E Support								
	Right of Way Support								
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	Right of Way Capital								
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		Project Total							
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	Construction Capital								
		Project Total							
	PA&ED Support								
	PS&E Support								
	Right of Way Support								
	Construction Support								
	Right of Way Capital								
	Construction Capital								
		Project Total							

Interim SHOPP Guidelines: Section 58. Pursuant to Government Code Section 14526.6 Caltrans shall report to the Commission quarterly, for projects which complete construction in the previous quarter, for all major state highway operation and protection program projects. Caltrans shall report to the Commission on the approved capital and support budgets compared to expenditures at construction contract acceptance for all projects in the SHOPP. **Section 60 a.** For each fiscal year in which Caltrans receives an allocation of SHOPP funds, Caltrans shall submit documentation to the Commission that includes a description and the location of each completed project, the amount of funds expended on the project, the completion date, the project's estimated useful life, and the project's expected performance benefits.

REPORT DATE: ***<Refer to Section 57 of the SHOPP Guidelines for Reporting Dates>***

QUARTERLY PERFORMANCE REPORT for Projects that Complete Construction: ***<Enter Year and Quarter>***

Project Identification Dist-Co-Rte-PM	Brief Description of Scope of Work	Expected Performance Benefits	Actual Performance Benefits Achieved	Construction Completion (Date)	Estimated Useful Life (Years)	Initial Programmed Capital and Support Budget ($1,000)	Final Allocated Capital and Support Budget ($1,000)	Capital and Support Funds Expended ($1,000)	Project Completed within Initial Programmed Budget (Yes/No)	Project Completed within Final Allocated Budget (Yes/No)

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

TAB 81

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 3.12
Information Item
REPLACEMENT ITEM

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Tony Tavares, Chief
Division of Maintenance

Subject: **FINAL CLOSE-OUT REPORT ON FISCAL YEAR 2016-17 MAJOR DAMAGE RESTORATION RESERVATION**

SUMMARY:

In Fiscal Year (FY) 2016-17, the California Transportation Commission (Commission) approved $975,000,000 for the 2016 State Highway Operation & Protection (SHOPP) Major Damage Reservation. At the close of the FY 2016-17, the California Department of Transportation (Department) approved construction contracts in the amount of $913,923,000.

As of September 29, 2017, all of the Damage Assessment Forms (DAFs) were submitted to the Federal Highway Administration (FHWA). And of the 414 DAFs submitted in FY 2016-17, FHWA has approved 131 DAFs totaling $384,085,000; once DAFs are approved by FHWA, then FHWA can reimburse the Department for emergency expenditures, to the extent funding is available nationwide.

Also, in accordance with the requirements of Resolution G-11, the Department can report that for the disasters that occurred during FY 2016-17, the Department has received $1,200,000 in federal Emergency Relief (ER) reimbursement.

BACKGROUND:

In March 2016, the Commission adopted the 2016 SHOPP FY 2016-17 Major Damage Restoration Reservation in the amount of $155,000,000. In March 2017, the Commission approved an increase of $500,000,000, an increase of $205,000,000 in May 2017, and a final increase in $115,000,000 in June 2017. This brings the total for FY 2016-17 Major Damage Restoration Reservation to $975,000,000.

Per Commission Resolution G-16-11, the Department must present an annual close-out report on SHOPP Major Damage Restoration Reservation amount allocated and total abatement amount collected for Commission review and acceptance.

On August 17, 2016, the Commission approved Resolution G-11-16, which amended Resolution G-00-11 and that requires the Department to request an amendment to the adopted SHOPP if the annual Major Damage Restoration Reservation is not sufficient to fund emergency projects. As part of the conditions set forth in G-11-16, the Department must request additional funding at the next regularly scheduled Commission meeting following the need for an increase to the Major Damage Restoration Reservation.

The attached spreadsheet will provide detailed information on the emergency projects that received funding for FY 2016-17.

Attachment

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 82

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 4.27
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Tony Tavares, Chief
Division of Transportation Programming

Subject: **AMENDMENT TO THE MAJOR DAMAGE RESTORATION RESERVATION RESOLUTION G-17-30**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request to amend Resolution G-17-30 to increase the adopted 2017 State Highway Operation and Protection Program (SHOPP) Major Damage Restoration Reservation by an additional $100,000,000, above the current $140,000,000 reservation amount, to a new total of $240,000,000 for Fiscal Year (FY) 2017-18.

RECOMMENDATION:

The Department recommends that the Commission approve Resolution G-17-30 which will increase the SHOPP Major Damage Restoration Reservation by an additional $100,000,000 from $140,000,000 to $240,000,000, and becomes effective immediately.

DISCUSSION:

In Fiscal Year (FY) 2017-18, the Commission adopted $140,000,000 for the Reservation funds in the 2016 SHOPP.

The Department is currently approving an average of $30,000,000 monthly for Major Damage Restoration emergency contracts due to the magnitude and high frequency of the recent winter storms during late 2016 and early 2017. Additional funding capacity of $100,000,000 is needed before the March 2018 Commission meeting to meet the current level of emergency contracts being received. Thereafter, the Department will determine if any additional funding is necessary for the remainder of FY 2017-18.

The work done under emergency contracts does not necessarily restore facilities to pre-disaster conditions; the emergency work is focused on getting the facilities reopened as safely and quickly as possible. When a follow-up permanent restoration project is needed, reservation funds from the SHOPP Major Damage (Permanent Restoration) program are used. The Department will not be able to determine the scope, schedule and cost of permanent restoration projects until proper site evaluations and project development activities can be conducted. These activities will take place in future years.

BACKGROUND:

On August 17, 2016, the Commission approved Resolution G-11-16, which amended Resolution G-00-11, and requires the Department to request an amendment to the adopted SHOPP if the annual Major Damage Restoration Reservation is not sufficient to fund emergency projects. As part of the conditions set forth in G-11-16, the Department must request additional funding at the next regularly scheduled Commission meeting following the need for an increase to the Major Damage Restoration Reservation. Federally funded emergencies are not included in SHOPP programming capacity because the specific need for the funds cannot be predicted. Therefore, a reservation amount is set-aside each year to respond to emergencies as they occur and the Department seeks reimbursement for projects included in federally approved emergency declarations. Such projects are granted additional federal obligation authority.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 83

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 2.1a.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation Programming

Subject: **SHOPP AMENDMENT 16H-019**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department's) request to amend the State Highway Operation and Protection Program (SHOPP) under SHOPP Amendment 16H-019?

RECOMMENDATION:

The Department recommends that the Commission approve SHOPP Amendment 16H-019 that will amend the SHOPP Program, in accordance with Senate Bill 486 and the Road Maintenance and Rehabilitation Program component of Senate Bill 1, which require the Commission to approve changes to projects in the SHOPP or to adopt new projects being amended into the SHOPP.

The Department recommends that 36 new capital projects to be amended into the 2016 SHOPP, as detailed in Attachment 1. These amendments summerized below, would be funded from the Major Damage Restoration, Collision Reduction, Roadside Preservation and 2016 SHOPP programming capacity. These projects are consistent with the Transportation 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	22		$68,165		$9,126
Collision Reduction	7			$7,567	$82,522
Bridge Preservation	1		$1,591		
Roadside Preservation	6			$13,551	$9,825
Total Amendments	36		$69,756	$21,118	$101,473

The Department also recommends an additional 90 new capital projects to be amended into the 2016 SHOPP, targeted to the four asset classes highlighted in Senate Bill 1, as detailed in Attachment 2 and summarized below. The amendments would be funded from the Road Maintenance and Rehabilitation Program component of Senate Bill 1These projects are consistent with the TAMP.

2016 SHOPP Summary of New Projects by Asset Class	No.	FY 2016-17 ($1,000)	FY 2017-18 ($1,000)	FY 2018-19 ($1,000)	FY 2019-20 ($1,000)
Bridge	25		$57,414		$6,581
Pavement	29		$179,031	$26,422	$460,380
Drainage	14		$7,157		$37,667
Transportation Management Systems (TMS)	22		$12,010		$59,771
Total Amendments	90		$255,612	$26,422	$564,399

The Department further recommends that the capital projects, detailed in Attachment 3 be amended in the 2016 SHOPP to update cost, scope and schedules and to make other technical changes.

Lastly, the Department recommends to begin the development of four new Long Lead projects, as detailed in Attachment 4. Resolution G-00-13, established in June 2000, provides the Department with authority to develop Long Lead SHOPP projects which require periods longer than the standard four-year SHOPP cycle. Long Lead projects must identify challenges that require additional time beyond the typical four years to complete.

BACKGROUND:

In each even numbered year, the Department prepares a four-year SHOPP which defines major capital improvements necessary to preserve and protect the State Highway System. Periodically, the Department proposes amendments to the SHOPP to address newly identified needs prior to the next programming cycle. Between programming cycles, the Department updates scope, schedule and cost to effectively deliver projects.

Senate Bill 486, approved by Governor September 30, 2014, requires Commission approval of projects amended into the SHOPP.

Attachments

List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration					
1 01-HUM-101 110.6 2472 0117000078 0B421	Near Trinidad at 1.9 miles south of Kane Road; also at 1.3 miles north of Kane Road (PM T113.8). Environmental mitigation for permanent restoration project EA 0B420. PA&ED: 6/30/2015 R/W: 2/9/2017 RTL: 3/27/2017 BC: 11/15/2017 Concurrent allocation under 2.5b.(1).	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $0 $300 $0 $500 $800	201.131 Assembly: 1 Senate: 2 Congress: 1 0 Location(s)
2 01-Men-128 39.7 4700 0118000076 0H710	Near Yorkville, at 1.3 miles south of Hibbard Road. Construct Cast in Drilled Hole (CIDH) pile retaining wall and repair roadway.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $25 $750 $25 $2,000 $2,800	201.130 Assembly: 1 Senate: 2 Congress: 1 1 Location(s)
3 02-Plu-70 27.4 3704 0218000028 3H750	In Twain, at 0.5 mile east of Twain Store Road. Reinforce existing crib wall with steel pile and tie backs. Reconstruct roadway surface and Metal Beam Guard Rail (MBGR).	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $5 $600 $0 $2,000 $2,605	201.130 Assembly: 2 Senate: 4 Congress: 2 1 Location(s)
4 02-Plu-70 34.6 3698 0218000008 3H670	Near Keddie, at 0.7 mile west of Spanish Creek Campground. Construct soldier pile tie back wall in front of failing historic rock wall.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $10 $500 $10 $1,700 $2,220	201.130 Assembly: 2 Senate: 4 Congress: 2 1 Location(s)
5 03-Pla-80 50.7R/51.0R 5135 0318000038 3H680	Near Baxter, at Whitmore Maintenance Station. Repair embankment and install geostabilization.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $0 $300 $0 $2,000 $2,300	201.130 Assembly: 1 Senate: 1 Congress: 1 1 Location(s)

List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued					
6 03-Sie-49 9.2 7808 0318000056 3H740	Near Downnieville, at 1.3 miles south of Ramshorn Road. Reconstruct failed Rock Slope Protection (RSP) embankment and perform geotechnical drilling.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $0 $320 $0 $2,000 $2,320	201.130 Assembly: 1 Senate: 1 Congress: 1 1 Location(s)
7 04-Mrn-1 7.8 1458N 0417000337 4K690	Near Muir Beach, at 0.8 mile north of Muir Beach Overlook. Construct soldier pile retaining wall and stabilize embankment slipout.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $200 $120 $720 $150 $2,400 $3,590	201.130 Assembly: 10 Senate: 3 Congress: 2 1 Location(s)
8 04-SCl-101 R0.8/R0.9 1455D 0417000266 4K130	Near Gilroy, at Sargent Bridge Overhead No. 37-0006R. Replace existing damaged bridge rails with standard concrete barrier railing. PA&ED: 9/29/2017 R/W: 11/6/2017 RTL: 11/6/2017 BC: 11/20/2017 Concurrent allocation under 2.5b.(1).	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$50 $450 $50 $1,000 $50 $5,220 $6,820	201.131 Assembly: 30 Senate: 17 Congress: 19 1 Location(s)
9 04-SCl-237 3.0 1462E 0417000461 0P520	In Sunnyvale, at North Mathilda Avenue Undercrossing No. 37-0179. Reconstruct portions of bridge deck, diaphragms, and girders.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $0 $380 $0 $1,050 $1,430	201.130 Assembly: 24 Senate: 13 Congress: 17 1 Location(s)
10 04-SM-82 19.8 1450J 0416000124 0K670	In South San Francisco, at 0.1 mile north of Francisco Drive. Permanent embankment restoration by installing retaining wall and drainage improvements. PA&ED: 8/1/2018 R/W: 12/1/2019 RTL: 1/1/2020 BC: 7/1/2020 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$500 $710 $60 $800 $10 $1,590 $3,670	201.131 Assembly: 22 Senate: 8 Congress: 14 1 Location(s)

List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued					
11 04-Sol-37 R9.8 1461S 0417000426 0P330	Near Vallejo, at the W37-N&S29 Connector Overhead No. 23-0222F; also in Vacaville, on Route 80 at Ulatis Creek No. 23-0052R. Replace joint seals and elastomeric bearing pads.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $0 $280 $10 $680 $970	201.130 Assembly: 4, 11 Senate: 2, 3 Congress: 3, 5 2 Location(s)
12 06-Fre-168 49.3/49.5 6890 0618000022 0W620	Near Shaver Lake, from 1.4 miles east of Dalton Avenue to 0.2 mile west of Huntington Lake Road. Reconstruct failed embankment and repair gabion wall.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $0 $300 $0 $550 $850	201.130 Assembly: 23 Senate: 14 Congress: 16 1 Location(s)
13 07-LA-1 42.5 5059 0716000335 4X970	In Malibu, south of Big Rock Drive. Shoreline embankment restoration by installing rock slope protection (RSP) armament. PA&ED: 9/5/2019 R/W: 11/5/2021 RTL: 12/13/2021 BC: 8/1/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,600 $2,400 $950 $2,750 $4,900 $3,300 $15,900	201.131 Assembly: 50 Senate: 27 Congress: 33 1 Location(s)
14 07-LA-2 76.9 5272 0717000338 1XF20	Near Big Pines, at 0.5 mile west of Grassy Hollow Visitor Center. Replace damaged drainage pipe, fill the sinkhole and repair the pavement.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $100 $300 $100 $600 $1,100	201.130 Assembly: 41 Senate: 25 Congress: 27 1 Location(s)
15 07-LA-107 0.0/2.1 5267 0717000352 1XE70	In Torrance, from Route 1 to Fashion Way. Replace Asphalt Concrete (AC) pavement and overlay, repair localized failed areas and slurry left turn pockets in both directions.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $0 $1,000 $0 $5,850 $6,850	201.130 Assembly: 66 Senate: 28 Congress: 33, 43 1 Location(s)

List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued					
16 07-Ven-1 4.5/4.6 5181 0716000312 33350	Near Point Mugu State Park, at Big Sycamore Creek No. 52 -0011. Shoreline embankment restoration by replacing Rock Slope Protection (RSP), constructing seawalls and secant retaining wall, and upgrade guardrail. PA&ED: 7/1/2019 R/W: 7/1/2021 RTL: 8/2/2021 BC: 3/2/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$2,300 $3,240 $1,000 $3,880 $442 $11,099 $21,961	201.131 Assembly: 44 Senate: 27 Congress: 26 1 Location(s)
17 08-SBd-40 0.4 3006V 0817000031 1H400	In Barstow, at 0.4 mile east of Route 15/40 Separation. Reconstruct a damaged section of trapezoidal channel. PA&ED: 1/4/2019 R/W: 11/22/2019 RTL: 12/27/2019 BC: 7/10/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$390 $780 $20 $975 $10 $6,951 $9,126	201.131 Assembly: 33 Senate: 16 Congress: 8 1 Location(s)
18 10-Cal-4 Var 3222A 1018000017 1F641	In Calaveras County on Routes 4 and 26 at various locations; also, in Alpine County on Routes 4, 88, 89, and 207 at various locations; and in Amador County on Routes 26 and 88 at various locations. Remove dead or dying drought damaged trees or trim. PA&ED: 6/30/2017 R/W: 8/16/2017 RTL: 10/20/2017 BC: 3/14/2018	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $825 $158 $2,800 $6 $12,349 $16,138	201.131 Assembly: 4, 10, 25 Senate: 1, 6 Congress: 3 9,000 Location(s)
19 10-Mpa-49 29.0/42.3 3261 1018000040 1H820	Near Bear Valley, from 0.3 mile north of Pendola Garden Road to 0.9 mile south of Crown Lead Road; also on Route 140, from 0.8 mile east of Trower Road to Bumguardner Mountain Road (PM 11.3 to PM 18.7). Remove slide debris, repair drainage, and stabilize slope.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$25 $75 $25 $875 $0 $2,000 $3,000	201.130 Assembly: 5 Senate: 14 Congress: 4 2 Location(s)

List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued					
20 10-Tuo-108 Var 3222B 1018000018 1F642	In Tuolumne County on Routes 108 and 120 at various locations; also, in Mariposa County on Routes 120 and 140 at various locations. Remove dead or dying drought damaged trees or trim. PA&ED: 6/30/2017 R/W: 8/16/2017 RTL: 10/20/2017 BC: 3/14/2018	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $250 $130 $1,750 $6 $6,156 $8,292	201.131 Assembly: 5, 25 Senate: 8, 14 Congress: 4, 19 4,000 Location(s)
21 11-SD-15 R52.1/R52.6 1282 1118000013 43022	In Rainbow, from Rainbow Valley Boulevard to 0.5 mile north of Rainbow Valley Boulevard. Repair roadway damage due to wildfire.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $0 $300 $0 $700 $1,000	201.130 Assembly: 75 Senate: 36 Congress: 50 1 Location(s)
22 12-Ora-39 17.2/17.3 3258A 1218000023 0R050	In and Near Buena Park, from Los Coyotes Drive to Rosecrans Avenue (Los Angeles County PM D17.28). Remove and replace corrugated metal pipe, repave roadway, and reconstruct raised center median.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$2 $18 $0 $180 $0 $480 $680	201.130 Assembly: 65 Senate: 29 Congress: 30 1 Location(s)
Collision Reduction					
23 01-Men-162 17.4/17.8 4652 0117000009 0G480	Near Dos Rios, from 1.0 mile east of the Middle Way to 1.3 miles east of the Middle Way. Increase safety by improving roadway cross slope at curve, installing High Friction Surface Treatment (HFST), and installing an underdrain system. PA&ED: 4/1/2018 R/W: 12/1/2018 RTL: 12/15/2018 BC: 5/15/2019	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$553 $672 $123 $723 $6 $1,042 $3,119	201.010 Assembly: 1 Senate: 2 Congress: 1 14 Collisions Reduced
24 02-Sha-44 51.6/52.2 3673 0217000045 2H990	Near Viola, from 0.4 mile east to 1.1 mile east of Bridge Creek Road. Improve curve. PA&ED: 1/16/2019 R/W: 12/2/2019 RTL: 1/2/2020 BC: 5/5/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$670 $810 $80 $730 $14 $3,100 $5,404	201.010 Assembly: 2 Senate: 4 Congress: 2 14 Collisions Reduced

List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Collision Reduction, continued					
25 03-But-70 5.6/8.8 2295 0318000054 3H720	Near Oroville, from 0.3 mile north of Cox Lane to south of Palermo Road. Widen for two-way left-turn lane and standard shoulders, and provide a roadside clear recovery zone. PA&ED: 7/18/2018 R/W: 12/1/2019 RTL: 1/2/2020 BC: 7/1/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$980 $2,180 $1,590 $3,540 $3,220 $25,350 $36,860	201.010 Assembly: 3 Senate: 4 Congress: 1 35 Collisions Reduced
26 03-But-70 8.8/11.8 2294 0318000053 3H710	Near Oroville, from south of Palermo Road to north of Ophir Road. Widen for two-way left-turn lane and standard shoulders, and provide a roadside clear recovery zone. PA&ED: 7/18/2018 R/W: 12/1/2019 RTL: 1/2/2020 BC: 7/1/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$850 $2,240 $2,320 $3,700 $480 $23,130 $32,720	201.010 Assembly: 3 Senate: 4 Congress: 1 58 Collisions Reduced
27 04-Ala-580 R1.3/R6.0 1495F 0416000125 0K680	Near Livermore, from Flynn Road to Grant Line Road. Install safety lighting and establish electrical service connection. PA&ED: 6/1/2019 R/W: 5/1/2020 RTL: 6/1/2020 BC: 12/1/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$962 $806 $104 $962 $493 $4,211 $7,538	201.010 Assembly: 13, 16 Senate: 7 Congress: 15 65 Collisions Reduced
28 12-Ora-5 37.3/37.4 2861F 1216000123 0Q300	In Anaheim, on the northbound Harbor Boulevard offramp; also on the southbound Harbor Boulevard onramp. Modify traffic signal system and apply High Friction Surface Treatment (HFST). PA&ED: 6/16/2017 R/W: 5/5/2019 RTL: 6/5/2019 BC: 11/15/2019	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $1,285 $0 $493 $18 $1,432 $3,228	201.010 Assembly: 68, 69 Senate: 34, 37 Congress: 45, 46 38 Collisions Reduced
29 12-Ora-91 R2.8 4533A 1216000078 0Q040	In Buena Park, on the 91 eastbound connector from northbound Route 39 (Beach Boulevard). Overlay Hot Mix Asphalt (HMA) Open Graded Friction Course (OGFC). PA&ED: 6/16/2017 R/W: 9/12/2018 RTL: 10/17/2018 BC: 5/15/2019	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $360 $0 $320 $0 $540 $1,220	201.010 Assembly: 65 Senate: 32 Congress: 39 17 Collisions Reduced

List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Bridge Preservation, continued					
Bridge Preservation					
30 05-SC-1 13.3 2736 0516000079 1H480	In Capitola, at Soquel Creek Bridge No. 36-0013. Place Rock Slope Protection (RSP) to protect bridge foundation. PA&ED: 1/1/2020 R/W: 5/1/2021 RTL: 7/1/2021 BC: 1/1/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,591 $1,370 $196 $1,772 $546 $2,228 $7,703	201.119 Assembly: 29 Senate: 17 Congress: 18 1 Bridge(s)
Roadside Preservation					
31 01-Men-1 6.8/87.9 4693 0117000222 0H440	Near Point Arena and Fort Bragg, from 0.6 mile north of Haven Neck Drive to 0.1 mile north of South Fork Cotteneva Creek Bridge. Advance mitigation credit purchases (14 credits) for future SHOPP construction projects expected to impact wetlands. PA&ED: 4/15/2018 R/W: 3/1/2019 RTL: 3/15/2019 BC: 6/15/2019	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$57 $1,700 $7 $0 $8,820 $0 $10,584	201.240 Assembly: 2 Senate: 2 Congress: 2 7 Location(s)
32 01-Men-1 18.5/71.4 4699 0118000077 0H441	Near Manchester and Fort Bragg, from Garcia River Bridge to 0.1 mile north of Abalobadiah Creek. Advance mitigation credit purchases (7 credits) for future SHOPP construction projects expected to impact sensitive streams. PA&ED: 4/15/2018 R/W: 8/1/2019 RTL: 8/15/2019 BC: 10/15/2019	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$29 $850 $3 $0 $4,410 $0 $5,292	201.240 Assembly: 2 Senate: 2 Congress: 2 4 Location(s)
33 02-Teh-Var Var 3627 0216000031 1H640	In Tehama, Lassen, Modoc, Plumas, Shasta, and Trinity counties at various locations. Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive habitats. PA&ED: 7/2/2018 R/W: 9/14/2018 RTL: 9/14/2018 BC: 10/15/2018	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $100 $0 $1,357 $0 $1,457	201.240 Assembly: 1, 3 Senate: 1, 4 Congress: 1 6 Location(s)

List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Roadside Preservation, continued					
34 03-But-70 Var 2438 0317000067 2H140	In Butte County on Route 70 at approximately 7.0 miles south of Oroville; also, in Colusa County on Route 20 at approximately 4.0 miles east of Colusa. Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive habitats. PA&ED: 5/1/2019 R/W: 7/8/2019 RTL: 7/8/2019 BC: 8/1/2019	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$53 $16 $61 $0 $1,764 $0 $1,894	201.240 Assembly: 3, 4 Senate: 4 Congress: 1, 3 2 Location(s)
35 03-Pla-65 R19.5 4899 0316000177 1H530	Near Lincoln, on McCourtney Road between Riosa Road and Kilaga Springs Road at the Coon Creek Conservation (C4) Ranch. Advance mitigation construction (4 acres) for future SHOPP projects expected to impact wetland, riparian and to other waters. PA&ED: 10/15/2019 R/W: 5/1/2020 RTL: 5/15/2020 BC: 10/20/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$653 $434 $7 $306 $64 $1,175 $2,639	201.240 Assembly: 6 Senate: 4 Congress: 4 1 Location(s)
36 03-Sut-99 0.0/42.4 8380 0316000176 1H520	In Sutter, Glenn, Colusa, Yuba, Placer, Yolo, and Sacramento counties at various locations. Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive species. PA&ED: 2/1/2019 R/W: 3/4/2019 RTL: 3/4/2019 BC: 5/1/2019	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$62 $4 $43 $1 $1,400 $0 $1,510	201.240 Assembly: 3, 7 Senate: 1, 3 Congress: 4, 6 9 Location(s)

List of New 2016 SHOPP Capital Project Amendments
(2018 SHOPP Candidates being Advanced for Programming Due to Senate Bill 1)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Bridge Preservation					
1 01-Lak-20 5.8 3107 0116000013 0F490	Near Upper Lake at Bachelor Creek Bridge No. 14-0001. Replace multi-plate steel culvert bridge with precast concrete box culverts and wingwalls. PA&ED: 12/26/2018 R/W: 6/24/2019 RTL: 7/15/2020 BC: 12/17/2020 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$577 $708 $14 $595 $21 $3,330 $5,245	201.110 Assembly: 4 Senate: 2 Congress: 3 1 Bridge(s)
2 02-Sis-5 Var 3696 0218000003 3H640	In and near Yreka at Louie Road Overcrossing (OC) No. 02-0137 (PM R31.2), Moonlit Oaks Avenue Undercrossing (UC) No. 02-0159R&L (PM R45.6), Miner Street UC No. 02-0158R&L (PM R47.6), and North Yreka Separation No. 02-0150R&L (PM R48.2); also, in Redding, Shasta County, at N273-N5 Connector OC No. 06-0137G (PM R18.5). Establish standard vertical clearance and improve to standard truck capacity. PA&ED: 3/1/2019 R/W: 6/19/2020 RTL: 7/21/2020 BC: 12/22/2020 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$2,790 $1,820 $90 $6,200 $149 $28,200 $39,249	201.322 Assembly: 2 Senate: 4 Congress: 2 8 Bridge(s)
3 02-Tri-3 Var 3633 0216000045 1H500	In Trinity County at Dobbins Gulch Bridge No. 05-0042 (PM 0.6), Stuart Fork Bridge No. 05-0055 (PM 43.9), and Mule Creek Bridge No. 05-0056 (PM 48.5); also, on Route 299 at Grass Valley Creek Bridge No. 05-0013 (PM 65.5). Repair unsound concrete, replace bearings and joint seals, repair bridge decks, and install barrier and approach slabs. PA&ED: 12/7/2020 R/W: 2/25/2022 RTL: 3/28/2022 BC: 8/30/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$900 $1,030 $230 $2,060 $206 $6,300 $10,726	201.119 Assembly: 2 Senate: 2 Congress: 2 4 Bridge(s)

List of New 2016 SHOPP Capital Project Amendments
(2018 SHOPP Candidates being Advanced for Programming Due to Senate Bill 1)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Bridge Preservation, continued					
4 03-Sac-5 22.1/26.7 5868 0317000340 3H390	In the city of Sacramento, from 0.5 mile south of Route 50 to Route 80 at South Connector Undercrossing No. 24-0267 (PM 22.42) and at American River Viaduct No. 24-0068R/L (PM 24.82). Improve to standard truck capacity. PA&ED: 12/1/2019 R/W: 11/1/2021 RTL: 11/15/2021 BC: 4/15/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$16,780 $19,340 $2,910 $28,390 $3,110 $176,700 $247,230	201.322 Assembly: 7 Senate: 6 Congress: 6 3 Bridge(s)
5 03-Sac-5 23.6/24.3 5863 0316000190 1H610	In the city of Sacramento, at the West End Viaduct No. 24 -0069R/L. Improve to standard truck capacity. PA&ED: 4/2/2020 R/W: 3/11/2022 RTL: 5/1/2022 BC: 8/24/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$5,700 $5,800 $400 $24,000 $900 $120,000 $156,800	201.322 Assembly: 7 Senate: 6 Congress: 6 2 Bridge(s)
6 03-Yol-5 4.4/R28.9 8563 0317000031 0F760	Near Woodland at Wye Line Road Overcrossing (OC) No. 22-0158 (PM 4.49), County Road 6 OC No. 22-0138 (PM R25.57), County Line Road OC No. 22-0139 (R28.92). Establish standard vertical clearance. PA&ED: 10/1/2019 R/W: 3/1/2021 RTL: 4/1/2021 BC: 10/1/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$744 $1,885 $98 $3,901 $655 $11,032 $18,315	201.322 Assembly: 4 Senate: 3 Congress: 3 3 Bridge(s)
7 03-Yol-5 Var 5869 0317000349 3H391	Near Woodland, at County Road 96 Overcrossing (OC) No. 22-0155 (PM R14.27), County Road 95 OC No. 22-0156 (PM R15.85), and Zamora OC No. 22-0157 (PM R17.62); also in Colusa County in and near Williams at E Street OC No. 15-0067 (PM R17.98) and Lurline Avenue OC No. 15 -0075 (PM R22.74). Establish standard vertical clearance. PA&ED: 2/1/2019 R/W: 4/1/2020 RTL: 4/15/2020 BC: 9/15/2020 * PA&ED is the only authorized phase.	19-20	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,700 $1,570 $430 $2,470 $620 $15,700 $22,490	201.322 Assembly: 3, 4 Senate: 3, 4 Congress: 3 5 Bridge(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Bridge Preservation, continued					
8 04-Ala-880 27.2 1483D 0415000005 2J760	In Oakland, at East Creek Slough Bridge No. 33-0143. Mitigate eroded channel side-slope tidal scour and replace bridge approach slabs. PA&ED: 6/15/2020 R/W: 12/15/2021 RTL: 1/15/2022 BC: 8/15/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,000 $850 $160 $1,170 $100 $2,307 $5,587	201.119 Assembly: 15, 18 Senate: 9 Congress: 13 1 Bridge(s)
9 04-Mrn-101 11.3 1493K 0416000096 0K510	In San Rafael, at Irwin Creek Bridge No. 27-0097. Rehabilitate corrugated metal arch culvert bridge and adjoining deteriorated culvert structures. PA&ED: 8/1/2020 R/W: 5/1/2022 RTL: 6/1/2022 BC: 9/15/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,100 $880 $215 $610 $944 $1,903 $5,652	201.119 Assembly: 10 Senate: 2 Congress: 2 1 Bridge(s)
10 04-SM-280 R0.0/R21.0 1498G 0416000028 4J850	In and near Menlo Park and San Bruno, from Alpine Road to Route 380 at Alpine Road Undercrossing No. 35-0009L/R (PM R0.05), Sand Hill Road Overcrossing (OC) (South) No. 35-0007 (PM R1.56), Sand Hill Road OC (North) No. 35 -0008 (PM R1.62), and Route 280/380 Separation No. 35 -0217L/R (PM R20.97). Structure seismic retrofit. PA&ED: 10/1/2020 R/W: 3/1/2022 RTL: 4/1/2022 BC: 7/1/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$600 $1,000 $100 $1,000 $262 $7,470 $10,432	201.113 Assembly: 22 Senate: 13 Congress: 14, 18 6 Bridge(s)
11 04-Son-101 0.0 1487D 0415000078 3J080	Near Petaluma, at San Antonio Creek Bridges No. 20 -0019R/L. Abutment scour mitigation and channel sediment cleaning to address flooding. PA&ED: 10/1/2020 R/W: 12/1/2021 RTL: 12/1/2021 BC: 6/1/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$982 $416 $24 $468 $160 $997 $3,047	201.119 Assembly: 10 Senate: 3 Congress: 2 2 Bridge(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Bridge Preservation, continued					
12 05-SB-101 21.6 2649 0516000073 1H430	In Goleta, at San Jose Creek Bridge No. 51-0163L/R. Replace bridges to maintain standards of safety and reliability. PA&ED: 4/20/2020 R/W: 7/1/2021 RTL: 10/1/2021 BC: 6/15/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,400 $2,730 $70 $3,480 $40 $9,240 $16,960	201.110 Assembly: 37 Senate: 19 Congress: 24 2 Bridge(s)
13 05-SB-154 R31.8/R32.1 2651 0516000075 1H450	In the city of Santa Barabara, at La Colina Road Undercrossing (UC) No. 51-0256 (PM R31.82) and at Primavera Road UC No. 51-0257 (PM R32.07). Upgrade bridge railing and reconstruct abutment for bridge rehabilitation. PA&ED: 12/20/2019 R/W: 4/15/2021 RTL: 8/1/2021 BC: 1/5/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$928 $2,135 $52 $2,186 $3 $6,416 $11,720	201.110 Assembly: 37 Senate: 19 Congress: 24 2 Bridge(s)
14 05-SCr-9 13.6/15.5 2655 0516000078 1H470	Near Boulder Creek, at San Lorenzo River Bridge No. 36 -0052 (PM 13.61) and Kings Creek Bridge No. 36-0054 (PM 15.49). Replace bridges to maintain standards of safety and reliability. PA&ED: 4/10/2020 R/W: 9/4/2021 RTL: 10/29/2021 BC: 3/5/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$2,692 $2,884 $888 $4,158 $660 $11,928 $23,210	201.110 Assembly: 29 Senate: 17 Congress: 18 2 Bridge(s)
15 06-Kin-41 30.6/33.0 6873 0616000208 0V110	In and near Stratford, from 22nd Street to Laurel Avenue at the Kings River Bridge No. 45-0007. Replace 73 year old bridge due to extensive superstructure and substructure distress and susceptibility to liquefaction. PA&ED: 4/2/2020 R/W: 9/1/2021 RTL: 10/1/2021 BC: 4/8/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$2,300 $2,700 $400 $6,400 $94 $21,400 $33,294	201.110 Assembly: 32 Senate: 14 Congress: 21 1 Bridge(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Bridge Preservation, continued					
16 06-Mad-99 R7.0/R7.5 6857 0616000207 0V120	Near the city of Madera, at Cottonwood Creek Bridge No. 41-0065R, No. 41-0065L, and No. 41-0065S. Replace bridges to mitigate corrosion by chloride latent concrete. PA&ED: 7/1/2020 R/W: 7/7/2021 RTL: 7/26/2021 BC: 3/2/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$2,400 $3,200 $100 $6,100 $137 $24,500 $36,437	201.110 Assembly: 5 Senate: 12 Congress: 16 3 Bridge(s)
17 06-Mad-99 9.7 6887 0616000206 0U170	Near the city of Madera, at South Gateway Drive Overcrossing No. 41-0046K. Replace bridge railing, grind deck, and place reinforced portland cement concrete (PCC) to rehabilitate bridge. PA&ED: 1/15/2019 R/W: 2/3/2020 RTL: 3/2/2020 BC: 8/13/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$950 $1,600 $1 $1,300 $30 $2,700 $6,581	201.110 Assembly: 5 Senate: 14 Congress: 16 1 Bridge(s)
18 06-Tul-245 1.4 6787 0615000293 0U280	Near Woodlake, at Yokohl Creek Bridge No. 46-0011 (PM 1.39); also at Kaweah River Bridge No. 46-0073 (PM 4.19). Replace bridges to upgrade to current standards, facilitate bike lane shoulders, and upgrade guard railing. PA&ED: 12/13/2019 R/W: 4/15/2021 RTL: 4/26/2021 BC: 10/5/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,325 $2,260 $645 $1,940 $395 $12,100 $18,665	201.110 Assembly: 26 Senate: 12 Congress: 22 2 Bridge(s)
19 07-LA-10 29.4 5070 0716000182 32870	In El Monte, at Peck Road Undercrossing No. 53-0661. Paint steel portion of bridge for preventative maintenance to preserve and extend the life of bridge. PA&ED: 6/1/2019 R/W: 1/12/2022 RTL: 2/17/2022 BC: 9/23/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$141 $550 $25 $522 $10 $1,632 $2,880	201.119 Assembly: 48 Senate: 22 Congress: 32 1 Bridge(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Bridge Preservation, continued					
20 07-LA-60 15.9/19.5 5297 0718000009 34330	In the City of Industry at Hacienda Boulevard Undercrossing (UC) No. 53-1789 (PM 15.93), Stemson Avenue UC No. 53 -1784 (PM 16.30), Azusa Avenue Overcrossing No. 53 -1785 (PM 17.97) and Fullerton Road UC No. 53-1786 (PM 19.46). Improve freight corridor movement by modifying and replacing bridges to meet vertical clearance and load-carrying capacity standards. PA&ED: 12/1/2019 R/W: 2/1/2021 RTL: 3/1/2021 BC: 11/1/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$3,320 $3,984 $500 $8,466 $1,000 $37,600 $54,870	201.322 Assembly: 57 Senate: 22, 32 Congress: 32, 39 4 Bridge(s)
21 07-LA-405 0.0 4984 0716000044 32100	In Long Beach, at the San Gabriel River (Bridge No. 53 -1185) and SB LA-605 to NB I-405 connector (Bridge No. 53 -1737H); also in Orange County on I-405 at the SB 405 to NB 605 connector (Bridge No. 55-0413F; 12-Ora-405-PM 24.1). Retrofit scour critical bridges to preserve the structural integrity of the bridges by enlarging and deepening pile cap, adding Cast in Drilled Hole (CIDH) piles and reinforcing the area with Rock Slope Protection (RSP). PA&ED: 9/15/2019 R/W: 2/16/2022 RTL: 3/20/2022 BC: 11/4/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$2,140 $6,840 $300 $5,840 $254 $15,831 $31,205	201.111 Assembly: 70 Senate: 34 Congress: 47 3 Bridge(s)
22 07-Ven-1 21.5 4972 0716000025 31960	Near the city of Ventura, at Ventura Overhead No. 52-0040. Replace corroded steel spans of bridge and upgrade bridge railing to current standards. PA&ED: 12/15/2018 R/W: 11/15/2021 RTL: 12/15/2021 BC: 8/15/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,200 $2,500 $540 $1,650 $983 $3,565 $10,438	201.110 Assembly: 37 Senate: 19 Congress: 24 1 Bridge(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Bridge Preservation, continued					
23 07-Ven-33 16.1 5008 0716000060 32300	Near Ojai, at North Fork Matilija Creek No. 52-0173. Paint steel portion of bridge and replace missing rivets of bottom flanges for preventative maintenance to preserve and extend the life of bridge. PA&ED: 12/15/2018 R/W: 9/1/2021 RTL: 10/31/2021 BC: 6/2/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$320 $850 $50 $620 $30 $660 $2,530	201.119 Assembly: 37 Senate: 19 Congress: 26 1 Bridge(s)
24 08-SBd-10 11.6/R22.4 3009R 0817000240 1J210	In San Bernardino County, at the Etiwanda San Sevain FCC Br. No. 54-0454L, Colton Overhead Bridge No. 54-0464R; also on Route 60 at Ramona Avenue Overcrossing Bridge No. 54-0745 (PM R1.37). In Riverside County, on Route 10 at Highland Springs Avenue Undercrossing Bridge No. 56 -0432 (PM 9.3) and at Eagle Mountain Road Bridge No. 56 -0575L/R (PM R102.0). Improve freight corridor movement by modifying and replacing bridges to meet vertical clearance and load-carrying capacity standards. PA&ED: 12/19/2019 R/W: 2/18/2021 RTL: 3/18/2021 BC: 1/19/2022 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$5,822 $6,370 $350 $8,000 $1,000 $60,900 $82,442	201.322 Assembly: 42, 47, 52 Senate: 20, 23 Congress: 31, 35, 36 6 Bridge(s)
25 10-SJ-12 R4.4 3273 1017000024 1F760	Near Terminous, at Little Potato Slough Bridge No. 29 -0101. Replace joint seals and bearing pads using temporary pile supports. PA&ED: 7/20/2020 R/W: 2/17/2021 RTL: 5/20/2021 BC: 12/15/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$553 $905 $2 $1,232 $925 $3,028 $6,645	201.119 Assembly: 17 Senate: 5 Congress: 11 1 Bridge(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Roadway Preservation, continued					
Roadway Preservation					
26 01-Hum-101 R11.8/26.7 7002 0114000071 48770	Near Garberville, from north of Redwood Drive to 1.3 miles south of Myers Flat; also, in Mendocino County on Route 271 near Piercy, from 0.5 mile north of Confusion Hill to 0.5 mile north of Route 101 Separation (PM 16.1 to 20.0). Rehabilitate or replace drainage culverts. PA&ED: 3/1/2020 R/W: 3/1/2021 RTL: 3/1/2021 BC: 8/1/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$878 $866 $309 $909 $403 $2,806 $6,171	201.151 Assembly: 1 Senate: 2 Congress: 1 19 Drainage System(s)
27 01-Hum-299 R1.9/37.8 2433 0116000035 0F620	Near Blue Lake and Willow Creek, from 0.1 mile east of Route 200 to 0.5 mile east of Boise Creek Campground. Rehabilitate drainage culverts. PA&ED: 5/1/2020 R/W: 8/1/2021 RTL: 8/1/2021 BC: 2/1/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$904 $958 $77 $1,615 $920 $4,268 $8,742	201.151 Assembly: 1 Senate: 2 Congress: 1 24 Drainage System(s)
28 02-Sha-5 R3.8/R7.0 3702 0218000024 3H730	In and near Anderson, from Route 273 to Sacramento River Bridge. Roadway rehabilitation, update signage and lighting, and add Intelligent Transportation System (ITS) elements. PA&ED: 8/11/2017 R/W: 2/22/2019 RTL: 3/26/2019 BC: 9/24/2019	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $3,000 $220 $3,900 $1,221 $18,081 $26,422	201.120 Assembly: 2 Senate: 4 Congress: 2 6.4 Lane Mile(s)
29 02-Sis-5 2.7/R15.9 3685 0217000097 3H320	In and near Dunsmuir and Mt. Shasta, from Sacramento River Bridge Overhead to Black Butte Overhead. Roadway rehabilitation. PA&ED: 10/2/2020 R/W: 10/4/2021 RTL: 3/10/2022 BC: 9/27/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,620 $5,090 $80 $12,860 $135 $116,040 $135,825	201.122 Assembly: 2 Senate: 4 Congress: 2 25.4 Lane Mile(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Roadway Preservation, continued					
30 03-Nev-49 0.0/7.5 4124 0315000112 0H210	Near Higgins Corner, from the Placer County line to 0.3 mile north of Lime Kiln Road; also, in Placer County at PM R8.42 and PM R10.23. Rehabilitate drainage systems. PA&ED: 1/2/2020 R/W: 10/1/2021 RTL: 10/15/2021 BC: 4/15/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$513 $743 $547 $607 $325 $3,257 $5,992	201.151 Assembly: 1 Senate: 1 Congress: 1 24 Drainage System(s)
31 03-Pla-80 38.3/41.5 5114 0316000049 1H030	Near Magra, from Secret Town Overcrossing to the Gold Run Safety Roadside Rest Area. Rehabilitate drainage systems. PA&ED: 12/15/2019 R/W: 4/10/2021 RTL: 4/20/2021 BC: 12/5/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$429 $667 $195 $806 $220 $3,069 $5,386	201.151 Assembly: 1 Senate: 1 Congress: 1 32 Drainage System(s)
32 04-Ala-61 19.8/21.2 1452J 0417000013 2K710	In the city of Alameda, from Broadway/Encinal Avenue to Sherman Street. Pavement rehabilitation, upgrade ADA curb ramps, and improve crosswalks. PA&ED: 2/1/2020 R/W: 3/1/2021 RTL: 5/1/2021 BC: 11/1/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,220 $1,200 $22 $1,500 $5 $4,874 $8,821	201.121 Assembly: 18 Senate: 9 Congress: 13 5.6 Lane Mile(s)
33 04-CC-80 10.1/13.5 1487E 0415000077 3J070	In and near Hercules, Rodeo, and Crocket, from Route 4 to the Carquinez Bridge. Roadway Rehabilitation. PA&ED: 4/1/2020 R/W: 12/1/2021 RTL: 2/1/2022 BC: 11/15/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$3,083 $4,624 $206 $7,501 $28 $61,317 $76,759	201.122 Assembly: 14, 15 Senate: 3, 9 Congress: 5 21.9 Lane Mile(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Roadway Preservation, continued					
34 04-Nap-29 1.7/5.1 1453K 0415000343 4J410	In American Canyon, at Rio Del Mar; also, near American Canyon at 0.3 mile south of North Kelly Road (PM 5.1). Rehabilitate culverts. PA&ED: 11/2/2020 R/W: 5/2/2022 RTL: 6/30/2022 BC: 1/11/2023 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,086 $786 $350 $706 $294 $3,336 $6,558	201.151 Assembly: 4 Senate: 3 Congress: 5 2 Drainage System(s)
35 04-Nap-29 29.3/36.9 1490D 0415000320 4J300	In and near St. Helena and Calistoga, from York Creek Bridge to Route 128. Pavement rehabilitation. PA&ED: 10/1/2019 R/W: 10/1/2020 RTL: 11/2/2020 BC: 6/30/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$900 $1,100 $44 $1,100 $20 $9,647 $12,811	201.121 Assembly: 4 Senate: 3 Congress: 5 15.2 Lane Mile(s)
36 04-SCl-87 0.0/6.1 1492C 0416000010 4J910	In San Jose, from Route 85 to West Julian Street. Roadway Rehabilitation. PA&ED: 10/1/2020 R/W: 4/1/2022 RTL: 6/30/2022 BC: 2/1/2023 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$2,767 $4,425 $50 $6,581 $304 $55,263 $69,390	201.122 Assembly: 27 Senate: 15 Congress: 19 29.5 Lane Mile(s)
37 04-Son-1 30.8/40.6 1453J 0416000307 1K730	Near Jenner, from south of Fort Ross Road to north of Moon Rock Campground at various locations. Rehabilitate drainage culverts. PA&ED: 10/15/2020 R/W: 6/15/2022 RTL: 6/1/2022 BC: 1/1/2023 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$744 $1,369 $429 $1,385 $321 $4,256 $8,504	201.151 Assembly: 2 Senate: 2 Congress: 2 22 Drainage System(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Roadway Preservation, continued					
38 04-Son-1 41.2/54.6 1462M 0416000309 1K750	Near Gualala, from north of Moon Rock Campground to 0.1 mile north of Vantage Road. Rehabilitate drainage culverts. PA&ED: 10/15/2020 R/W: 6/15/2022 RTL: 6/15/2022 BC: 1/16/2023 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,050 $1,571 $286 $1,040 $382 $4,761 $9,090	201.151 Assembly: 2 Senate: 2 Congress: 2 26 Drainage System(s)
39 05-Mon-101 R91.5/101.3 2679 0516000140 1H690	Near Salinas, from 0.4 mile south of Espinosa Road Undercrossing to San Benito County line. Reconstruct embankment, widen shoulders, improve drainage systems, upgrade barrier railing, cold plane pavement, place Rubberized Hot Mix Asphalt concrete (RHMA) and place Hot Mix Asphalt (HMA) to rehabilitate roadway. PA&ED: 9/2/2019 R/W: 5/12/2021 RTL: 8/1/2021 BC: 2/21/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$4,500 $6,300 $1,300 $12,600 $393 $104,000 $129,093	201.122 Assembly: 29 Senate: 17 Congress: 20 49.0 Lane Mile(s)
40 05-SB-101 46.2/R52.3 2700 0517000002 1H860	Near Gaviota, from 1.0 mile south of Gaviota Gorge Tunnel to 0.1 mile north of Nojoqui Creek Bridge. Upgrade guard railing, widen shoulders, place High Friction Surface Treatment (HSFT), construct retaining walls, cold plane pavement, Place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt concrete (RHMA). PA&ED: 12/2/2019 R/W: 5/22/2021 RTL: 9/22/2021 BC: 5/1/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$2,160 $2,648 $74 $5,026 $21 $59,218 $69,147	201.121 Assembly: 37 Senate: 19 Congress: 24 27.8 Lane Mile(s)
41 06-Fre-168 18.6/T25.5 6809 0615000298 0U450	Near Prather, from Sample Road to Oak Creek Road. Upgrade barrier railing, cold plane pavement, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt concrete (RHMA). PA&ED: 12/14/2018 R/W: 1/15/2020 RTL: 2/3/2020 BC: 9/15/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$750 $1,230 $1 $1,140 $5 $5,000 $8,126	201.121 Assembly: 23 Senate: 14 Congress: 16 14.6 Lane Mile(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Roadway Preservation, continued					
42 06-Ker-5 R7.5/R9.0 6884 0617000097 0W160	In Kern County, from 2.4 miles north of Fort Tejon Overcrossing to 1.2 miles south of Grapevine Undercrossing at four locations. Repair reinforced concrete box culverts. PA&ED: 3/1/2019 R/W: 2/1/2020 RTL: 3/1/2020 BC: 9/16/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$955 $2,173 $29 $2,763 $132 $8,162 $14,214	201.151 Assembly: 31, 34 Senate: 14, 16 Congress: 23 4 Drainage System(s)
43 06-Ker-5 82.0/87.0 6820 0615000301 0U470	Near Kettleman City, from 0.34 mile south of Twisselman Road Overcrossing to Kings County line. Cold plane pavement, repair concrete pavement panels, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt concrete (RHMA) to rehabilitate roadway. PA&ED: 8/3/2018 R/W: 9/6/2019 RTL: 10/4/2019 BC: 4/12/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$440 $1,200 $25 $1,900 $65 $21,500 $25,130	201.122 Assembly: 32 Senate: 14 Congress: 21 21.0 Lane Mile(s)
44 06-Ker-46 49.0/50.9 6810 0615000299 0U480	In and near Wasco, from Magnolia Avenue to Route 43 South. Upgrade ADA curb ramps, cold plane pavement, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt concrete (RHMA). PA&ED: 5/1/2018 R/W: 2/3/2020 RTL: 3/2/2020 BC: 8/13/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$710 $950 $360 $900 $90 $4,600 $7,610	201.121 Assembly: 32 Senate: 14 Congress: 21 6.3 Lane Mile(s)
45 06-Ker-184 0.8/8.2 6803 0616000001 0U290	Near Bakersfield, from south of Hickory Lane to north of Brundage Lane. Upgrade ADA curb ramps, install bike lanes, cold plane pavement, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt concrete (RHMA). PA&ED: 10/1/2019 R/W: 8/1/2021 RTL: 8/16/2021 BC: 2/1/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$2,425 $3,175 $2,630 $3,750 $2,230 $17,700 $31,910	201.120 Assembly: 32 Senate: 14 Congress: 21 18.5 Lane Mile(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Roadway Preservation, continued					
46 06-Ker-184 8.1/12.1 6798 0616000033 0U430	In and near Bakersfield, from 0.2 mile south of Edison Highway to Route 178. Upgrade ADA curbs and barrier railing, widen shoulders, cold plane pavement, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt concrete (RHMA) to rehabilitate roadway. PA&ED: 1/2/2019 R/W: 9/9/2020 RTL: 10/2/2020 BC: 4/11/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,020 $1,520 $50 $1,600 $350 $7,600 $12,140	201.120 Assembly: 32, 34 Senate: 14, 16 Congress: 21, 23 11.0 Lane Mile(s)
47 06-Ker-204 5.1/6.7 6889 0616000002 0U490	In Bakersfield, from F Street to Route 99. Cold plane pavement, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt concrete (RHMA). PA&ED: 8/13/2018 R/W: 11/15/2019 RTL: 12/10/2019 BC: 6/15/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$450 $740 $65 $550 $10 $3,290 $5,105	201.121 Assembly: 34 Senate: 16 Congress: 23 4.7 Lane Mile(s)
48 07-LA-1 0.0/19.0 4998 0716000049 32160	In and near Redondo Beach, from Orange County line to south of Topaz Street. Upgrade ADA curb ramps, upgrade metal beam guardrail, cold plane pavement, and place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt concrete (RHMA) to rehabilitate pavement. PA&ED: 12/15/2018 R/W: 2/26/2022 RTL: 3/30/2022 BC: 11/6/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,680 $4,886 $920 $7,684 $1,554 $38,220 $54,944	201.121 Assembly: 64, 66, 70 Senate: 26, 33, 34, 35 Congress: 33, 43, 44, 47 99.4 Lane Mile(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Roadway Preservation, continued					
49 07-LA-1 19.0/33.3 5034 0716000090 32580	In and near Redondo Beach, from Topaz Street to Dewey Street. Upgrade ADA curb ramps and metal beam guardrail, repair concrete pavement, replace asphalt concrete pavement with portland cement concrete at intersections, cold plane pavement, and place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt concrete (RHMA) to rehabilitate pavement. PA&ED: 12/15/2018 R/W: 2/26/2022 RTL: 3/30/2022 BC: 12/1/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,960 $6,770 $780 $8,770 $1,900 $45,900 $66,080	201.121 Assembly: 62, 66 Senate: 26 Congress: 33, 37, 43 104.9 Lane Mile(s)
50 07-LA-5 20.8 5223 0717000053 33800	In the city of Los Angeles, on the northbound connector at the Route 5/110 Separation. Replace compromised 18 inch Reinforced Concrete Culvert (RCP). PA&ED: 7/15/2018 R/W: 9/1/2019 RTL: 10/1/2019 BC: 5/1/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$709 $2,548 $123 $2,462 $10 $1,654 $7,506	201.151 Assembly: 51 Senate: 24 Congress: 34 1 Drainage System(s)
51 07-LA-5 R59.7/R73.7 5013 0716000064 32340	Near Castaic and Valencia, from 0.2 mile north of Lake Hughes Road Undercrossing to 0.7 mile south of Vista Del Lago Road Overcrossing. Cold plane pavement and place Rubberized Hot Mix Asphalt concrete (RHMA), repair drainage systems, and perform upgrades to overhead signs, drainage curbs and guardrail. PA&ED: 4/1/2018 R/W: 6/30/2020 RTL: 7/30/2020 BC: 2/28/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$100 $2,549 $50 $4,006 $55 $43,080 $49,840	201.121 Assembly: 36, 38 Senate: 21 Congress: 25 112.0 Lane Mile(s)
52 07-LA-14 28.9 5219 0717000036 33760	In Los Angeles County, near southbound offramp to Sierra Highway. Replace damaged drainage system that includes 17 culverts. PA&ED: 7/15/2018 R/W: 9/1/2019 RTL: 10/1/2019 BC: 5/1/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$556 $1,881 $23 $1,262 $10 $2,719 $6,451	201.151 Assembly: 38 Senate: 21 Congress: 25 1 Drainage System(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Roadway Preservation, continued					
53 07-LA-605 R0.0/R10.2 4979 0716000033 32030	In various cities, from Orange County Line to Telegraph Road. Replace structural section on lanes 3 and 4 and other damaged concrete slabs on other lanes. Cold plane and overlay Rubberized Hot Mix Asphalt (RHMA-G) on right shoulders and apply High Friction Surface Treatment (HFST) on ramps and connectors. PA&ED: 2/15/2019 R/W: 10/15/2021 RTL: 2/15/2022 BC: 11/15/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,960 $9,290 $150 $24,620 $25 $99,810 $135,855	201.122 Assembly: 57, 58, 63, 70 Senate: 32, 34 Congress: 38, 40, 47 104.0 Lane Mile(s)
54 07-LA-605 20.2/26.0 5029 0716000085 32550	In the cities of Irwindale and Baldwin Park, from Route 10 Interchange to the end of the freeway at Route 210. Grind mainline pavement and replace damaged stabs with Jointed Plain Concrete Pavement (JPCP) rapid strength concrete and/or Individual Precast Slab Replacement (IPSR), cold plane and overlay median, shoulders, ramps with Hot Mix Asphalt (HMA), construct additional lane on southbound Arrow Highway off ramp/modify signal, install and upgrade guardrail. PA&ED: 12/1/2018 R/W: 8/9/2021 RTL: 11/8/2021 BC: 9/6/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,375 $6,856 $138 $6,242 $2,721 $16,410 $33,742	201.121 Assembly: 48 Senate: 22 Congress: 32 39.5 Lane Mile(s)
55 08-Riv-10 R60.9/R74.0 3008A 0816000086 1C081	In and near Coachella, from 0.5 mile east of Coachella Canal to Hazy Gulch Bridge. Cold plane pavement and overlay with Portland Cement Concrete (PCC). Construct eastbound truck climbing lane. A one-lane temporary detour will be constructed in the median for traffic handling. PA&ED: 8/28/2020 R/W: 4/22/2022 RTL: 5/27/2022 BC: 1/13/2023 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$7,000 $15,800 $90 $22,000 $10 $157,000 $201,900	201.122 Assembly: 56 Senate: 28 Congress: 36 52.4 Lane Mile(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Roadway Preservation, continued					
56 08-Riv-10 R105.0/R134.0 3008Y 0816000087 1C082	Near Blythe, from Rice Road/SR-177 to Teed Ditch Bridge. Cold plane mainline pavement and overlay with Portland Cement Concrete (PCC). The shoulders and ramps will be milled and overlaid with Hot Mix Asphalt (HMA-A). A two-lane temporary detour will be constructed in the median for traffic handling. PA&ED: 6/29/2019 R/W: 4/24/2020 RTL: 5/29/2020 BC: 1/15/2021	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$16,900 $21,800 $153 $37,500 $10 $263,010 $339,373	201.122 Assembly: 56 Senate: 28 Congress: 36 116.0 Lane Mile(s)
57 08-Riv-10 R134.0/R156.5 3009K 0816000090 1C083	In and near Blythe, from Teed Ditch Bridge to Arizona State line. Cold plane mainline pavement and overlay with Portland Cement Concrete (PCC). The shoulders and ramps will be milled and overlaid with Hot Mix Asphalt (HMA-A). A two-lane temporary detour will be constructed in the median for traffic handling. PA&ED: 8/28/2020 R/W: 4/22/2022 RTL: 5/27/2022 BC: 1/13/2023 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$9,000 $21,000 $117 $29,000 $10 $207,000 $266,127	201.122 Assembly: 56 Senate: 28 Congress: 36 90.0 Lane Mile(s)
58 08-SBd-10 0.0/9.9 3008Q 0817000216 1H321	In and near Ontario, from the Los Angeles County line to Route 15 Separation. Rehabilitate and replace lanes 3 and 4 including auxiliary lanes, ramps and bridge approaches. Financial Contribution Only (FCO) to SBCTA to be included in the Express Lane Project EA 0C251. PA&ED: N/A R/W: N/A RTL: 1/16/2018 BC: 6/29/2018	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $0 $0 $0 $91,821 $91,821	201.122 Assembly: 52 Senate: 20 Congress: 35 48.0 Lane Mile(s)
59 08-SBd-18 T8.0/R17.8 0184C 0815000184 0G691	In and near Arrowhead, from 48th Street to Route 138. Repair, reline and replace culverts. PA&ED: 8/3/2020 R/W: 2/15/2022 RTL: 5/2/2022 BC: 1/17/2023 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$742 $1,090 $1,240 $1,059 $385 $7,185 $11,701	201.151 Assembly: 36, 40 Senate: 23 Congress: 8 63 Drainage System(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Roadway Preservation, continued					
60 08-SBd-210 R26.3/R32.9 3009F 0817000193 1J060	In Highland and Redland, from Sterling Avenue to Lugonia Avenue. Rehabilitate existing lanes, shoulders and auxiliary lanes by grinding rigid pavement/slab replacement, remove flexible pavement and construct Continuously Reinforced Concrete Pavement (CRCP). This is a Financial Contribution Only (FCO) to SBCTA to be included in the Express Lane Project EA 0C70U. PA&ED: 2/15/2018 R/W: 4/16/2018 RTL: 5/15/2018 BC: 1/24/2019	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $3,375 $0 $5,050 $0 $33,696 $42,121	201.122 Assembly: 40 Senate: 23 Congress: 8 24.3 Lane Mile(s)
61 09-Ker-14 R5.7/R12.6 2633 0916000025 36740	In Rosamond and Mojave, from 0.5 mile south of Dawn Road Overcrossing (OC) to 0.5 mile north of Silver Queen Road OC. Rehabilitate lanes and ramps by replacing slabs and grinding lane 1, construct Continuously Reinforced Concrete Pavement (CRCP) lane 2, cold plane and overlay ramps with Rubberized Hot Mix Asphalt (RHMA-G). Replace guardrail, construct rumble strip, replace signs using retroreflective sheeting and refresh pavement delineation. PA&ED: 7/2/2018 R/W: 1/3/2020 RTL: 1/23/2020 BC: 10/15/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$370 $1,460 $190 $3,010 $22 $40,515 $45,567	201.122 Assembly: 36 Senate: 16 Congress: 23 27.6 Lane Mile(s)
62 11-SD-8 R31.8/R41.7 1255 1116000059 42370	Near Alpine, from Viejas Creek Bridge to Pine Valley Creek Bridge. Grind, remove and replace Jointed Plain Concrete Pavement (JPCP) lanes, remove and replace asphalt concrete outside shoulders and cold plane and overlay inside shoulders. Upgrade guardrail, replace approach/departure slabs and construct rumble strips. PA&ED: 12/4/2019 R/W: 9/21/2021 RTL: 11/3/2021 BC: 3/14/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$936 $3,276 $0 $5,479 $0 $43,768 $53,459	201.122 Assembly: 56 Senate: 40 Congress: 51 22.8 Lane Mile(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Roadway Preservation, continued					
63 11-SD-78 0.0/R16.5 1247 1115000180 42230	In San Diego County, at various locations from 0.1 mile east of Route 78/5 Separation to Route 15/78 Separation. Rehabilitate and replace culverts including invert paving, joint repair grouting, Cured-in-Place Pipeliner (CIPP) and drainage inlet lid repair. PA&ED: 3/18/2020 R/W: 12/10/2021 RTL: 12/10/2021 BC: 6/13/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$811 $1,469 $212 $2,047 $204 $8,519 $13,262	201.151 Assembly: 75, 76 Senate: 36, 38 Congress: 49, 50 65 Drainage System(s)
64 11-SD-125 13.0/22.3 1257 1116000061 42380	Near La Mesa and in Santee, from 0.2 mile south of Route 125/94 separation to Mission Gorge Road. Rehabilitate pavement by grinding and replacing concrete slabs and cold plane and overlay shoulders with Rubberized Hot Mix Asphalt (RHMA-G). PA&ED: 12/2/2019 R/W: 9/30/2021 RTL: 11/9/2021 BC: 6/8/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,383 $2,541 $53 $3,863 $252 $34,185 $42,277	201.121 Assembly: 71, 79 Senate: 38 Congress: 53 49.5 Lane Mile(s)
65 12-Ora-1 29.9/33.7 2499A 1215000149 0P590	In Huntington Beach, from Warner Avenue to Los Angeles County line. Upgrade ADA curb ramps, cold plane pavement, and place Rubberized Hot Mix Asphalt concrete (RHMA). PA&ED: 10/15/2018 R/W: 5/1/2020 RTL: 5/15/2020 BC: 2/1/2021	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,720 $2,932 $1,245 $2,358 $111 $8,770 $17,136	201.121 Assembly: 74 Senate: 37 Congress: 46 14.9 Lane Mile(s)
66 12-Ora-5 3.3 2563 1216000004 0P700	In San Clemente, adjacent to northbound Avenida Pico offramp. Restore hydraulic capacity of channel by repairing concrete panels in channel slope and bottom. PA&ED: 3/1/2019 R/W: 6/1/2020 RTL: 6/15/2020 BC: 2/1/2021	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$452 $963 $111 $917 $15 $2,469 $4,927	201.151 Assembly: 73 Senate: 36 Congress: 49 1 Drainage System(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Roadway Preservation, continued					
67 12-Ora-39 15.2/15.9 3230A 1212000031 0F970	In Buena Park, from Auto Center Drive to Craig Avenue. Rehabilitate drainage systems, install new inlets/ Reinforced Concrete Pipes (RCP) and replace flood damaged sections of curb and gutters. PA&ED: 6/26/2017 R/W: 11/1/2019 RTL: 11/15/2019 BC: 7/1/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $870 $153 $906 $414 $2,226 $4,569	201.151 Assembly: 65 Senate: 32 Congress: 39 24 Drainage System(s)
68 12-Ora-90 2.6/5.1 4337 1215000148 0P580	In and near Brea, from Harbor Boulevard to Randolph Avenue. Cold plane pavement and place Rubberized Hot Mix Asphalt concrete (RHMA). PA&ED: 11/1/2018 R/W: 12/2/2019 RTL: 2/3/2020 BC: 9/1/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$478 $1,249 $129 $2,269 $0 $8,208 $12,333	201.121 Assembly: 55 Senate: 29 Congress: 39 11.7 Lane Mile(s)
Mobility					
69 01-Lak-29 Var 7017 0115000034 0E830	In Lake and Mendocino Counties, on Routes 20, 29, 101, 175, and 281 at various locations. Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring and data transmission. PA&ED: 7/1/2019 R/W: 6/25/2020 RTL: 8/1/2020 BC: 12/17/2020 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$587 $852 $50 $1,021 $30 $2,087 $4,627	201.315 Assembly: 2, 4 Senate: 2 Congress: 2, 3, 5 21 Field Element(s)
70 01-Lak-53 Var 3104 0115000033 0E820	In Lake County, on Routes 20, 29, 53, and 175 at various locations. Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring and data transmission. PA&ED: 7/1/2019 R/W: 6/25/2020 RTL: 8/1/2020 BC: 12/17/2020 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$618 $844 $186 $1,073 $39 $2,123 $4,883	201.315 Assembly: 4 Senate: 2 Congress: 3, 5 30 Field Element(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Mobility, continued					
71 03-Sac-5 Var 6411 0317000009 1H850	In the city of Sacramento, at various locations and routes at the Route 5/99 interchange connector ramps and the eastbound Route 51/160 interchange connector ramp. Install connector ramp meters. PA&ED: 8/1/2019 R/W: 7/1/2020 RTL: 8/1/2020 BC: 1/1/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$320 $660 $20 $1,020 $20 $3,000 $5,040	201.315 Assembly: 7 Senate: 6 Congress: 6 4 Field Element(s)
72 03-Sac-50 12.5/23.1 6248 0317000006 1H820	In and near Rancho Cordova and Folsom, from Sunrise Boulevard to the county line; also in El Dorado County near El Dorado Hills, from the county line to Silva Valley Parkway (PM 0.0/1.7). Install fiber optic cable. PA&ED: 4/1/2019 R/W: 9/1/2020 RTL: 10/1/2020 BC: 4/1/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$240 $950 $110 $1,050 $21 $4,650 $7,021	201.315 Assembly: 5, 7 Senate: 1, 6 Congress: 4, 6 12.3 Miles of Cable
73 04-Ala-980 1.2 1499J 0416000284 1K670	In Oakland, at the District 4 Transportation Management Center (TMC). Upgrade or replace legacy TMC software applications and interface components, and related system devices by service contract. PA&ED: 10/1/2018 R/W: 9/1/2019 RTL: 12/1/2019 BC: 11/1/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$111 $553 $12 $431 $0 $3,687 $4,794	201.999 Assembly: 18 Senate: 9 Congress: 13 1 Location(s)
74 04-Ala-980 1.2 1464L 0417000430 0P370	In Oakland, at the District 4 Transportation Management Center (TMC). Upgrade or replace legacy TMC hardware components and related software by service contract to improve reliability and functionality. PA&ED: 10/1/2018 R/W: 9/1/2019 RTL: 12/1/2019 BC: 11/1/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$110 $392 $10 $262 $10 $2,570 $3,354	201.315 Assembly: 18 Senate: 9 Congress: 13 1 Location(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Mobility, continued					
75 04-Ala-Var Var 1464M 0417000431 0P380	In various counties, on various routes at various locations. Restore non-operational Transportation Management System (TMS) field elements by use of on-call Task Order service contracts. PA&ED: 4/15/2019 R/W: 8/15/2019 RTL: 12/30/2019 BC: 8/1/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$450 $1,340 $10 $3,000 $10 $15,990 $20,800	201.315 Assembly: 2, 4, 10, 11, 14-18 Senate: 2, 3, 7, 9, 10, 11, 13, 15, 17 Congress: 2, 3, 5, 9, 11 -15, 17 800 Field Element(s)
76 04-SCl-237 7.0/8.0 1492B 0416000061 0K250	In San Jose, in the westbound direction from Zanker Road to North First Street. Construct auxiliary lane. PA&ED: 8/3/2020 R/W: 5/2/2022 RTL: 6/1/2022 BC: 2/1/2023 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$3,120 $2,080 $481 $1,750 $57,823 $13,819 $79,073	201.310 Assembly: 25 Senate: 10 Congress: 17 121 1,000 Vehicle Hours
77 05-Mon-Var Var 2735 0517000047 1H990	In various counties, on various routes, and at various locations. Replace and upgrade existing detection field elements for the Traffic Management System (TMS). PA&ED: 9/6/2018 R/W: 1/6/2020 RTL: 4/1/2020 BC: 11/6/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$585 $1,160 $20 $465 $21 $3,200 $5,451	201.315 Assembly: 29, 30, 35, 37 Senate: 12, 17, 19 Congress: 24 78 Field Element(s)
78 06-Fre-41 R20.0/33.4 6881 0616000234 0V780	In and near the city of Fresno, from 0.1 mile south of North Avenue to the Madera County line; also on Route 99 (PM 19.36 to PM 21.9), Route 168 (PM R0.2L/R to PM R9.7), and Route 180 (PM R58.55 to PM R59.85). Replace and upgrade existing communication elements for the Traffic Management System (TMS). PA&ED: 12/1/2018 R/W: 1/4/2021 RTL: 3/1/2021 BC: 8/16/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$619 $1,809 $165 $1,791 $30 $16,010 $20,424	201.315 Assembly: 31, 34 Senate: 14, 16 Congress: 23 89 Field Element(s)

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Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Mobility, continued					
79 07-LA-1 R34.5/35.2 5041 0716000121 32720	In and near Santa Monica, from Lincoln Boulevard to McClure Tunnel; also on Route 10 (PM 2.1/18.3), Route 2 (PM R18.7), Route 101 (PM 11.8), and Route 105 (PM R1.95). Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring, data transmission, and network connectivity including the Los Angeles Regional Transportation Management Center (LARTMC) and communication hubs at Route 10, Route 101 and Route 105. PA&ED: 12/15/2018 R/W: 8/22/2020 RTL: 10/15/2020 BC: 5/13/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$539 $3,159 $43 $3,284 $327 $17,264 $24,616	201.315 Assembly: 53, 54 Senate: 24, 30 Congress: 33, 34, 37 129 Field Element(s)
80 07-LA-60 R0.6/11.8 5040 0716000120 32710	In and near the city of Los Angeles, from EB Route 60/5 Separation to Route 605; also on Route 2 (PM R18.7), Route 5 (PM 6.8), Route 10 (PM 18.3), and Route 605 (PM 20.2). Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring, data transmission, and network connectivity including the Los Angeles Regional Transportation Management Center (LARTMC) on Route 2, Route 5, Route 10, and Route 605. PA&ED: 6/15/2018 R/W: 8/21/2020 RTL: 10/21/2020 BC: 5/22/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$30 $1,028 $45 $1,450 $153 $6,674 $9,380	201.315 Assembly: 49, 51, 53, 57, 58 Senate: 22, 24, 32 Congress: 27, 34, 38, 40 62 Field Element(s)
81 07-LA-91 R6.1/R20.7 5226 0717000060 33860	In and near Carson, from Route 110 to Orange County line; also on Route 2 (PM R18.7), Route 5 (PM 6.8), Route 405 (PM 21.1). Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring, data transmission, and network connectivity including the various communication hubs on Route 2, Route 5, and Route 405. PA&ED: 12/12/2018 R/W: 8/3/2021 RTL: 1/3/2022 BC: 8/1/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$511 $2,630 $150 $2,237 $590 $10,851 $16,969	201.315 Assembly: 58, 63, 64 Senate: 32, 33, 35 Congress: 38, 44 68 Field Element(s)

List of New 2016 SHOPP Capital Project Amendments
(2018 SHOPP Candidates being Advanced for Programming Due to Senate Bill 1)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Mobility, continued					
82 07-LA-101 0.0/R17.1 5221 0717000054 33780	In Los Angeles County, from Routes 5/10 to Route 405, Route 2 at Route 134 (PM R18.7) and Route 10 at Route 5/10 (PM 18.3). Upgrade Transportation Management System (TMS) elements including Closed Circuit Television (CCTV) cameras, Ramp Metering Systems (RMS), Vehicle Detection Stations (VDS), Highway Advisory Radio (HAR), Changeable Message Signs (CMS) and the communication system network. PA&ED: 7/15/2018 R/W: 9/3/2021 RTL: 1/3/2022 BC: 8/1/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$438 $3,008 $162 $1,863 $13 $9,718 $15,202	201.315 Assembly: 43, 46, 50, 51, 53 Senate: 18, 24, 26 Congress: 28, 29, 30, 34 98 Field Element(s)
83 07-LA-134 0.0/R13.3 5222 0717000052 33790	In the city of Los Angeles, from Route 170 to Routes 210/710; also on Route 2 at Route 134 (PM R18.7), on Route 10 at Routes 5/10 (PM 18.3), and on Route 101 near Pleasant Valley Road (PM 11.8). Upgrade Transportation Management System (TMS) elements including Closed Circuit Television (CCTV) cameras, Ramp Metering Systems (RMS), Vehicle Detection Stations (VDS), Highway Advisory Radio (HAR), Changeable Message Signs (CMS) and the communication system network. PA&ED: 7/15/2018 R/W: 8/3/2021 RTL: 1/3/2022 BC: 8/1/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$454 $2,840 $154 $1,953 $13 $7,559 $12,973	201.315 Assembly: 41, 43, 46, 51 Senate: 18, 24, 25 Congress: 27, 28, 29, 30, 34 69 Field Element(s)
84 08-SBd-71 R0.0/R8.5 3009N 0814000176 0G790	Near Chino Hills, from the Los Angeles County line to the Riverside County line; also in Riverside County, from San Bernardino County line to Route 91 (PM R0.0 to PM R3.0). Replace and upgrade existing communication elements, and install Closed Circuit Television Cameras (CCTV) for the Traffic Management System (TMS). PA&ED: 10/1/2018 R/W: 1/1/2020 RTL: 5/1/2020 BC: 1/4/2021	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$561 $1,361 $113 $1,657 $99 $11,167 $14,958	201.315 Assembly: 60, 61 Senate: 29 Congress: 42 31 Field Element(s)

List of New 2016 SHOPP Capital Project Amendments
(2018 SHOPP Candidates being Advanced for Programming Due to Senate Bill 1)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Mobility, continued					
85 10-SJ-5 R21.4/27.9 3250 1016000053 1F400	In and near Stockton, on Routes 5, 4 (PM 14.6/21.2), and 99 (PM 15.8/18.5) at various locations. Install Intelligent Transportation System (ITS) elements. PA&ED: 8/28/2018 R/W: 11/23/2021 RTL: 12/22/2021 BC: 7/14/2022 * PA&ED is the only authorized phase.	21-22	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$820 $2,550 $380 $1,805 $80 $8,960 $14,595	201.315 Assembly: 17, 26 Senate: 5, 14 Congress: 11, 18 22 Field Element(s)
86 10-SJ-120 R0.6/R6.1 3230 1017000021 1C960	In and near Manteca and Lathrop, from Route 5 to Route 99; also, on Route 5 at PM R13.34, and on Route 99 at PM 4.56. Install Intelligent Transportation System (ITS) field elements. PA&ED: 8/17/2018 R/W: 12/3/2020 RTL: 1/29/2021 BC: 9/13/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$373 $1,221 $5 $1,121 $68 $3,550 $6,338	201.315 Assembly: 10, 17, 26, Senate: 5, 14 Congress: 11 59 Field Element(s)
87 10-SJ-120 Var 3226 1017000074 1G990	In San Joaquin, Amador, Calaveras, Merced, Mariposa, Stanislaus, and Tuolumne Counties, on Routes 4, 5, 26, 33, 49, 59, 88, 99, 104, 108, 120, 132, 140, 152 and 205 at various locations. Repair or replace damaged and non-functioning Traffic Management System (TMS) elements. PA&ED: 4/26/2019 R/W: 11/5/2020 RTL: 1/5/2021 BC: 7/6/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$632 $1,191 $107 $1,243 $33 $2,065 $5,271	201.315 Assembly: 1, 8, 12, 14, 15 Senate: 4, 9, 11, 18, 19 Congress: 4, 5, 17, 25, 26 59 Field Element(s)
88 11-SD-5 R0.3/R15.2 1241 1116000177 42750	In San Diego County, at various locations; also on Route 905 (PM 2.5/5.4) and Route 805 (PM 0.2/14.0). Install fiber optic communication lines to improve regional traffic operations and mobility near the U.S./Mexico border. PA&ED: 2/8/2019 R/W: 4/10/2020 RTL: 7/3/2020 BC: 3/29/2021 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$818 $1,721 $62 $4,404 $375 $19,827 $27,207	201.315 Assembly: 78, 80 Senate: 39, 40 Congress: 50 13.8 Miles of Cable

List of New 2016 SHOPP Capital Project Amendments
(2018 SHOPP Candidates being Advanced for Programming Due to Senate Bill 1)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Mobility, continued					
89 12-Ora-1 13.0/33.6 2330 1216000002 0P680	In the cities of Newport Beach, Huntington Beach and Seal Beach, from Crystal Heights Drive to First Street. Replace traffic signals, upgrade non-standard curb ramps to meet ADA standards and modify drainage. PA&ED: 10/1/2019 R/W: 5/1/2021 RTL: 5/30/2021 BC: 1/4/2022 * PA&ED is the only authorized phase.	20-21	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,891 $4,299 $1,244 $3,537 $191 $12,925 $24,087	201.315 Assembly: 72, 74 Senate: 34, 37 Congress: 48 20 Field Element(s)
90 12-Ora-Var Var 1203 1217000088 0Q690	At various locations, on various routes. Replace and upgrade existing field elements for the Traffic Management System (TMS). PA&ED: 6/22/2017 R/W: 2/3/2020 RTL: 5/1/2020 BC: 1/1/2021	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $2,060 $0 $1,800 $24 $6,530 $10,414	201.315 Assembly: 55, 65, 68, 69, 72 Senate: 29, 32, 34, 37 Congress: 39, 46, 47 754 Field Element(s)

List of 2016 SHOPP Amendments
(Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs ($1,000)	
1 02-MOD-299 51.9/52.5 3607 0215000150 1H330	Near Cedarville from 0.6 mile west of Cedar Pass Ski Tow Road to Cedar Pass Ski Tow Road. Curve improvement. 18.0 Collisions Reduced	18-19 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$600 $750 $90 ~~$740~~ ~~$0~~ $3,214 ~~$5,394~~	$600 $750 $90 **$840** **$15** $3,214 **$5,509**
2 04-SCL-82 ~~9.8/14.4~~ **R10.4/14.4** 1490C ~~0415000315~~ **0417000519** ~~4J280~~ **4J281**	In ~~San Jose~~ **the city of Santa Clara**, from **El Camino Real** ~~McKendrie Street~~ to Lawrence Expressway. Pavement rehabilitation. ~~26.0 Lane Mile(s)~~ **22.6 Lane Mile(s)** Concurrent allocation under 2.5b.(1)	~~18-19~~ **17-18** 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$469 ~~$1,300~~ ~~$50~~ ~~$1,103~~ ~~$70~~ ~~$10,711~~ ~~$13,703~~	$469 **$870** **$20** **$400** **$20** **$8,000** **$9,779**
3 **04-SCI-82** **9.8/R10.4** **1490Q** **0417000520** **4J282**	**In the cities of San Jose and Santa Clara, from McKendrie Street to El Camino Real. Pavement rehabilitation and ADA upgrades.** **3.4 Lane Mile(s)**	**18-19** **201.121**	**PA&ED** **PS&E** **R/W Sup** **Con Sup** **R/W Cap** **Const Cap** **Total**		**$0** **$603** **$180** **$703** **$180** **$2,711** **$4,377**
4 05-MON-101 R36.9/43.2 2548 0514000050 1F750	In and near King City, from south of Wild Horse Road to north of Jolon Road. Rehabilitate pavement. 17.2 Lane Mile(s)	17-18 201.122	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $2,382 $70 $8,177 $15 ~~$52,260~~ ~~$62,904~~	$0 $2,382 $70 $8,177 $15 **$56,260** **$66,904**
5 07-LA-5 38.8/40.5 4586 0713000016 29510	In the city of Los Angeles from Filmore Street to Rinaldi Street; also on Route 118 from Route 405 to west of San Fernando Road. Enhance highway worker safety by paving miscellaneous areas, install access gates and maintenance vehicle pullout areas. ~~129 Location(s)~~ **74 Location(s)**	17-18 201.235	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$250 $1,334 ~~$5~~ $800 $1 $2,053 ~~$4,443~~	$250 $1,334 **$30** $800 $1 $2,053 **$4,468**

List of 2016 SHOPP Amendments
(Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs ($1,000)	
6 07-LA-210 R0.0/R9.7 3884 0714000104 25940	Near Sylmar, San Fernando and Sunland, from Route 5 to Wheatland Avenue. Construct storm water treatment Best Management Practices (BMP) to reduce Trash Total Maximum Daily Load (TMDL). 33.0 Acres Treated/Pollutant	18-19 201.335	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$970 ~~$2,000~~ $100 ~~$2,500~~ $106 $15,000 ~~$20,676~~	$970 **$3,600** $100 **$3,000** $106 $15,000 **$22,776**
7 ~~08-RIV-15~~ ~~44.1/48.5~~ ~~0016N~~ 1C150 ~~0812000263~~	~~In and near Norco, from 3rd Street to northbound on-ramp at Limonite Avenue Interchange. Roadside safety improvements.~~ ~~131 Location(s)~~	~~17-18~~ ~~201.235~~	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	~~$279~~ ~~$328~~ ~~$34~~ ~~$400~~ ~~$7~~ ~~$1,394~~ ~~$2,442~~	
8 08-SBD-10 R21.6/R23.6 3001T 0812000282 1C330	In Colton, from west of Rancho Avenue to Warm Creek Bridge. Roadway safety improvements. 110 Location(s)	~~19-20~~ **17-18** 201.235	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$354 $417 $43 $362 $7 $2,203 $3,386	
9 08-SBD-10 R21.6/R23.6 3002P 0814000226 1F440	In Colton, from west of Rancho Avenue to Warm Creek Bridge. Upgrade irrigation systems. 24.8 Acres Treated/Pollutant	~~18-19~~ **17-18** 201.210	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$172 $329 $10 $382 $10 $1,585 $2,488	
10 08-SBD-60 R7.3/R10.0 3003N ~~0815000075~~ **0817000075** 0E33U	In Ontario, from Haven Avenue to Milliken Avenue/Hamner Avenue. Construct auxiliary lane and widen connector and ramps. 1,827 1,000 Vehicle Hours	19-20 201.310	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$2,700 $4,170 $20 $7,107 $710 $20,955 $35,662	

List of 2016 SHOPP Amendments
(Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs ($1,000)	
11 10-TUO-108 ~~26.4/ 34.4~~ **32.3/34.6** 3137 1015000007 0Y800	Near Strawberry, from ~~west of Lassen Drive~~ **east of Old Strawberry Road** to west of Beardsley ~~Reservoir~~ Road. Rockfall mitigation at ~~7~~ **4** locations. ~~7.0 Location(s)~~ **4.0 Location(s)**	18-19 201.150	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$800 $625 ~~$10~~ ~~$235~~ ~~$17~~ $2,628 ~~$4,315~~	$800 $625 **$75** **$560** **$43** $2,628 **$4,731**
12 12-ORA-22 R9.1 2948 1215000010 0N920	In Garden Grove, at Haster Street westbound offramp. Upgrade drainage system. ~~5 Drainage System(s)~~ **8 Drainage System(s)**	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$420 $600 $233 $468 ~~$100~~ $1,149 ~~$2,970~~	$420 $600 $233 $468 **$326** $1,149 **$3,196**

List of New 2016 SHOPP Long Lead Project Amendments

Resolution G-00-13, established in June 2000, provides the Department with the means to develop SHOPP projects which require periods longer than the four-year SHOPP cycle. The Commission authorized the Department to program projects for development only when appropriate. Long lead projects must identify challenges that require additional time beyond the typical four years to complete.

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Bridge Preservation					
1 05-SLO-1 0.0/0.3 2650 0516000074 1H440	Near Guadalupe, at the Santa Maria River Bridge No. 49 -0042; also in Santa Barbara County (PM 50.3/50.6). The bridge is scour critical and needs to be replaced. The existing bridge will be used for traffic handling during construction and then demolished. The highway will need to be realigned as a result of the new bridge location. The new bridge will provide standard lane and shoulder widths and include a protected walkway. PA&ED: 3/1/2020 R/W: 9/1/2022 RTL: 10/1/2022 BC: 3/1/2023 * PA&ED is the only authorized phase.	22-23	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$2,294 $4,290 $455 $9,660 $530 $28,461 $45,690	201.110 Assembly: 35, 37 Senate: 17, 19 Congress: 24 1 Bridge(s)
Roadway Preservation					
2 04-SM-82 12.3/15.8 1496J 0416000142 0K810	In the cities of San Mateo and Burlingame, from East Santa Inez Avenue to Murchison Drive. Rehabilitate roadway, improve drainage, and upgrade existing curb ramps and sidewalks to ADA standards. PA&ED: 11/2/2021 R/W: 11/2/2023 RTL: 2/1/2024 BC: 8/1/2024 * PA&ED is the only authorized phase.	23-24	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$8,181 $8,181 $4,091 $12,270 $2,215 $86,061 $120,999	201.120 Assembly: 22 Senate: 13 Congress: 14 15.2 Lane Mile(s)

List of New 2016 SHOPP Long Lead Project Amendments

Resolution G-00-13, established in June 2000, provides the Department with the means to develop SHOPP projects which require periods longer than the four-year SHOPP cycle. The Commission authorized the Department to program projects for development only when appropriate. Long lead projects must identify challenges that require additional time beyond the typical four years to complete.

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Roadway Preservation					
3 06-Ker-119 28.2/31.3 6805 0616000222 0V610	Near Bakersfield, from 0.1 miles east of Ashe Road to Route 99 Separation. Rehabilitate roadway including reconstruction of travel lanes with Jointed Plain Concrete Pavement (JPCP), widen intersections and shoulders to meet current standards, add bicycle lanes, median lane to accommodate two-way turning, install drainage inlets and stormwater basin, sidewalks and upgrade ADA ramps to current standards. PA&ED: 9/1/2020 R/W: 9/1/2023 RTL: 10/2/2023 BC: 3/1/2024 * PA&ED is the only authorized phase.	23-24	* PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$3,200 $2,500 $6,300 $4,600 $14,200 $26,500 $57,300	201.120 Assembly: 34 Senate: 16 Congress: 23 10 Lane Mile(s)

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 84

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 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-17-12**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $73,028,000 for 12 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 $73,028,000 for 12 SHOPP projects.

BACKGROUND:

The attached vote list describes 12 SHOPP Projects totaling $73,028,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $60,218,000 be allocated from the Budget Act of 2016 and the Budget Act of 2017, Budget Act Items 2660-303-0042, 2660-302-0042 and 2660-302-0890 for construction and $12,810,000 for construction engineering for 12 SHOPP projects 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.(1) SHOPP Projects				**Resolution FP-17-12**
1 $800,000 Humboldt 01-Hum-101 110.6	Near Trinidad at 1.9 miles south of Kane Road; also at 1.3 miles north of Kane Road (PM T113.8). Outcome/Output: Provide mitigation at one off-site location and re-vegetation at two project site locations to comply with environmental clearance commitments for parent storm damage restoration project EA 0B420. Work to be performed by Task Order with California Conservation Corps (CCC). Performance Measure: Planned: 0.0, Actual: 0.0 Location(s) Preliminary Engineering — Budget / Expended PA&ED — $0 / $0 PS&E — $0 / $0 R/W Supp — $0 / $0 (CEQA - MND, 3/24/2015) (NEPA - EIS, 3/24/2015) (Future consideration of funding approved under Resolution E-15-37; August 2015.) (As part of this allocation request, the Department is requesting to extend the completion of construction an additional 36 months beyond the 36 month deadline.) SHOPP allocation contingent upon approval of a concurrent project amendment under SHOPP Amendment 16H-019; October 2017.	01-2472 SHOPP/17-18 CON ENG $300,000 CONST $500,000 0117000078 4 0B421	001-0042 SHA 20.10.201.131 2017-18 302-0042 SHA 20.20.201.131	$300,000 $500,000
2 $1,879,000 Shasta 02-Sha-151 5.5/R5.8	In Shasta Lake City, from Pancake Hill Drive to Locust Avenue. Outcome/Output: Construct new Americans with Disability Act (ADA) compliant sidewalk, curb, and gutter. An additional contribution to the project is included to install lighting foundations and conduits. Combined Minor A project is for pavement preservation work. Performance Measure: Planned: 21.0, Actual: 21.0 Structures Preliminary Engineering — Budget / Expended PA&ED — $205,000 / $284,835 PS&E — $505,000 / $717,415 R/W Supp — $522,000 / $245,726 (CEQA - CE, 12/10/2015) (NEPA - CE, 12/10/2015) (Additional contribution: $110,000 CONST from City of Shasta Lake.) (EA 4F790, PPNO 02-3524 combined with Minor A project EA 2H640, Project ID 0216000157 for construction under EA 4F79U, Project ID 0217000047.)	02-3524 SHOPP/17-18 CON ENG $450,000 CONST $1,683,000 0213000033 4 4F790	001-0890 FTF 20.10.201.378 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.378	$450,000 $29,000 $1,400,000 $1,429,000

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-17-12**
3 $8,686,000 Shasta 02-Sha-299 77.8/ 79.7	Near Burney, from 0.2 mile west of Sonoma Street to 0.3 mile west of Route 89. Outcome/Output: Rehabilitate roadway pavement by using a full-depth pavement pulverization reclamation strategy, widen shoulders, upgrade drainage systems, restripe for center left-turn lane and bicycle lanes. Also widen roadway cut section and shift alignment to provide rock catchment area. This project will improve safety and ride quality. Performance Measure: Planned: 6.0, Actual: 6.0 Lane Miles Preliminary Engineering — Budget / Expended: PA&ED — $500,000 / $558,226 PS&E — $1,003,000 / $771,438 R/W Supp — $443,000 / $191,410 (CEQA - CE, 10/2/2015; Re-validation 3/30/2017) (NEPA - FONSI, 10/2/2015; Re-validation 3/30/2017)	02-3449 SHOPP/17-18 CON ENG ~~$1,140,000~~ **$1,195,000** CONST $6,900,000 0200020196 4 4E020	001-0890 FTF 20.10.201.120 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.120	$1,195,000 $150,000 $7,341,000 $7,491,000
4 $3,301,000 Nevada 03-Nev-80 19.1/27.4	In Truckee, at the Donner Pass Inspection Facility (PM 19.1); also in Nevada County at Floriston, at the Floriston sand and salt houses (PM 27.4). Outcome/Output: Construct a new combined salt and sand storage facility at the Donner Pass Inspection Facility to replace the existing Floriston location. Performance Measure: Planned: 1.0, Actual: 1.0 Location(s) Preliminary Engineering — Budget / Expended: PA&ED — $801,000 / $807,512 PS&E — $600,000 / $729,926 R/W Supp — $150,000 / $43,034 (CEQA - ND, 4/8/2016; Re-validation 8/28/2017) (NEPA - N/A) (Future consideration of funding approved under Resolution E-17-48; August 2017.)	03-4296 SHOPP/17-18 CON ENG ~~$625,000~~ **$700,000** CONST $2,478,000 0313000239 4 3F920	001-0042 SHA 20.10.201.352 2016-17 303-0042 SHA 20.20.201.352	$700,000 $2,601,000

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-17-12**
5 $6,220,000 Santa Clara 04-SCI-101 R0.8/R0.9	Near Gilroy, at Sergeant Bridge Overhead No. 37-0006R. Outcome/Output: Existing steel baluster railing was severely damaged on both sides of the structure due to separate collision events. This Permanent Restoration project will construct standard concrete barrier railing on both sides to restore continuous railing conditions. Abatement is being sought to recover costs from responsible parties. Performance Measure: Planned: 1.0, Actual: 1.0 Location(s) Preliminary Engineering — Budget / Expended PA&ED — $50,000 / $0 PS&E — $450,000 / $0 R/W Supp — $50,000 / $0 (CEQA - CE, 9/12/2017) (NEPA - CE, 9/12/2017) Director's Order Emergency Limited Bid (ELB) Project. SHOPP allocation contingent upon approval of a concurrent project amendment under SHOPP Amendment 16H-019; October 2017.	04-1455D SHOPP/17-18 CON ENG $1,000,000 CONST $5,220,000 0417000266 4 4K130	001-0042 SHA 20.10.201.131 2017-18 302-0042 SHA 20.20.201.131	$1,000,000 $5,220,000
6 $4,594,000 Los Angeles 07-LA-5 25.7	In the city of Los Angeles, near Glendale, at the northbound and southbound off-ramps to Colorado Street Freeway Extension. Outcome/Output: Widen off-ramps, replace MBGR with concrete barrier, and widen Los Angeles River Bridge No. 53-1072 to reduce collisions to barrier railing and truck off-tracking. Performance Measure: Planned: 3.0, Actual: 3.0 Collisions Reduced Preliminary Engineering — Budget / Expended PA&ED — $1,100,000 / $1,018,939 PS&E — $2,128,000 / $2,184,568 R/W Supp — $37,000 / $0 (CEQA - CE, 6/9/2016; Re-validation 6/28/2017) (NEPA - CE, 6/9/2016; Re-validation 6/28/2017)	07-4505 SHOPP/16-17 CON ENG ~~$1,040,000~~ **$1,237,000** CONST $3,784,000 0712000109 4 29230	001-0890 FTF 20.10.201.015 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.015	$1,237,000 $67,000 $3,290,000 $3,357,000

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-17-12**
7 $2,163,000 San Bernardino 08-SBd-38 30.9	Near Redlands, at Santa Ana River Bridge No. 54-0407. Outcome/Output: Rehabilitate bridge to address deck delamination and upgrade bridge railings to current standards. Performance Measure: Planned: 1.0, Actual: 1.0 Bridge(s) Preliminary Engineering / Budget / Expended PA&ED / $325,000 / $323,055 PS&E / $733,000 / $780,120 R/W Supp / $40,000 / $1,695 (CEQA - CE, 11/18/2015; Re-validation 4/19/2017) (NEPA - CE, 11/18/2015; Re-validation 4/19/2017)	08-0200J SHOPP/17-18 CON ENG $838,000 CONST $1,647,000 0812000072 4 0R340	001-0890 FTF 20.10.201.110 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.110	$838,000 $26,000 $1,299,000 $1,325,000
8 $26,121,000 San Bernardino 08-SBd-40 R50.0/R75.0	Near Ludlow, from Crucero Road to 0.4 mile west of Badger Wash Bridge. Outcome/Output: Re-grade median cross-slope to reduce severity of run-off collisions and improve errant vehicle recovery inside the clear recovery zone. Performance Measure: Planned: 75.0, Actual: 75.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $3,130,000 / $2,393,308 PS&E / $2,157,000 / $1,329,034 R/W Supp / $190,000 / $6,187 (CEQA - CE, 5/31/2016) (NEPA - CE, 5/31/2016)	08-0206Y SHOPP/16-17 CON ENG ~~$3,000,000~~ **$3,398,000** CONST $26,203,000 0812000029 4 0R160	001-0890 FTF 20.10.201.015 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.015	$3,398,000 $454,000 $22,269,000 $22,723,000
9 $4,827,000 Inyo 09-Iny-6 4.3/ 8.4	In Inyo and Mono Counties, near Bishop, from 0.4 mile north of Silver Canyon Road to 0.1 mile north of Pumice Mill Road (Mno-6-0.0/0.8). Outcome/Output: Upgrade shoulder to current standards and construct ground-in shoulder rumble strips to reduce the number and severity of errant vehicles collisions. Performance Measure: Planned: 58.8, Actual: 58.8 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $300,000 / $92,001 PS&E / $1,000,000 / $267,903 R/W Supp / $2,000 / $0 (CEQA - MND, 8/22/2017) (NEPA - CE, 8/30/2016; Re-validation 8/23/2017) (Concurrent consideration of funding under Resolution E-17-64; October 2017.)	09-0660 SHOPP/17-18 CON ENG $1,119,000 CONST $3,790,000 0915000045 4 36460	001-0890 FTF 20.10.201.015 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.015	$1,119,000 $74,000 $3,634,000 $3,708,000

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-17-12**
10 $3,812,000 Inyo 09-Iny-395 77.1/ 91.0	Near Independence, from north of North Fort Independence Road to south of Elna Road. Outcome/Output: Rehabilitate pavement to strengthen structural secion and address asphalt cracking and water intrusion of subsurface aggregates. Performance Measure: Planned: 28.4, Actual: 28.4 Lane Miles Preliminary Engineering — Budget / Expended PA&ED — $94,000 / $15,105 PS&E — $386,000 / $97,517 R/W Supp — $1,000 / $0 (CEQA - CE, 8/19/2016; Re-validation 3/15/2017) (NEPA - CE, 8/16/2016; Re-validation 3/15/2017)	09-0656 SHOPP/17-18 CON ENG ~~$425,000~~ **$440,000** CONST $3,916,000 0915000041 4 36580	001-0890 FTF 20.10.201.121 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121	$440,000 $67,000 $3,305,000 $3,372,000
11 $6,110,000 Alpine 10-Alp-VAR	In Alpine, Amador, Calaveras, Tuolumne, Mariposa, Merced, San Joaquin, and Stanislaus Counties on Routes 4, 5, 26, 49, 88, 89, 108, 120, 140, and 207. Outcome/Output: Remove or prune trees that are in various stages of decline due to past drought conditions and subsequent susceptibility to pests and disease. Performance Measure: Planned: 3,306, Actual: 1,444 Location(s) Preliminary Engineering — Budget / Expended PA&ED — $248,000 / $121,008 PS&E — $1,183,000 / $0 R/W Supp — $64,000 / $0 (CEQA - CE, 6/1/2017; Re-validation 8/28/2017) (NEPA - CE, 6/1/2017; Re-validation 8/28/2017)	10-3222 SHOPP/17-18 CON ENG ~~$2,952,000~~ **$1,260,000** CONST $7,125,000 1016000133 4 1F640	001-0042 SHA 20.10.201.131 2017-18 302-0042 SHA 20.20.201.131	$1,260,000 $4,850,000
12 $4,515,000 San Diego 11-SD-805 0.3/4.0	At various locations, from south of San Ysidro Boulevard to north of Main Street at various locations. Outcome/Output: Improve highway worker safety by constructing maintenance vehicle pullout areas (MVPs), installing access gates,paving miscellaneous areas beyond the gore to reduce maintenance cleanup activities, and replacing existing guardrail with either concrete barrier or Midwest Guardrail System. Performance Measure: Planned: 39.0, Actual: 41.0 Location(s) Preliminary Engineering — Budget / Expended PA&ED — $425,000 / $409,078 PS&E — $1,066,000 / $1,017,547 R/W Supp — $27,000 / $0 (CEQA - CE, 3/16/2016; Re-validation 5/23/2017) (NEPA - CE, 3/16/2016; Re-validation 5/23/2017)	11-1084 SHOPP/17-18 CON ENG ~~$1,083,000~~ **$873,000** CONST $3,825,000 1112000141 4 41120	001-0890 FTF 20.10.201.235 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.235	$873,000 $73,000 $3,569,000 $3,642,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 85

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 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-17-13

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $223.9 million for Project Approval and Environmental Document (PA&ED), Plans, Specifications and Estimate (PS&E) and Right-of-Way (R/W) support for 190 phases programmed in the 2016 State Highway Operation and Protection Program (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:

- $177.0 million for PA&ED for 107 projects
- $35.4 million for PS&E for 42 projects and
- $11.5 million for R/W support for 41 projects.

The attached list describes 190 SHOPP phases totaling $223.9 million for PA&ED, PS&E and R/W support costs.

BACKGROUND:

The 2016 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 $223.9 million and includes PA&ED, PS&E and R/W support for 190 phases. As part of the 190 project phases, the Department is requesting allocation of preconstruction SHOPP phases that will begin before the next Commission meeting in December 2017.

FINANCIAL RESOLUTION:

Resolved, that $223.9 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-17-13**
Phase: PA&ED								
1	01-Hum-101	7002	Near Garberville, from north of Redwood Drive to 1.3 miles south of Myers Flat; also, in Mendocino County on Route 271 near Piercy, from 0.5 mile north of Confusion Hill to 0.5 mile north of Route 101 Separation (PM 16.1 to 20.0). Rehabilitate or replace drainage culverts.	48770	201.151	PA&ED	$878,000	$878,000
2	01-Hum-299	2433	Near Blue Lake and Willow Creek, from 0.1 mile east of Route 200 to 0.5 mile east of Boise Creek Campground. Rehabilitate drainage culverts.	0F620	201.151	PA&ED	$904,000	$904,000
3	01-Lak-20	3107	Near Upper Lake at Bachelor Creek Bridge No. 14-0001. Replace multi-plate steel culvert bridge with precast concrete box culverts and wingwalls.	0F490	201.110	PA&ED	$577,000	$577,000
4	01-Lak-29	7017	In Lake and Mendocino Counties, on Routes 20, 29, 101, 175, and 281 at various locations. Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring and data transmission.	0E830	201.315	PA&ED	$587,000	$587,000
5	01-Lak-53	3104	In Lake County, on Routes 20, 29, 53, and 175 at various locations. Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring and data transmission.	0E820	201.315	PA&ED	$618,000	$618,000
6	01-Men-1	4693	Near Point Arena and Fort Bragg, from 0.6 mile north of Haven Neck Drive to 0.1 mile north of South Fork Cotteneva Creek Bridge. Advance mitigation credit purchases (14 credits) for future SHOPP construction projects expected to impact wetlands.	0H440	201.240	PA&ED	$57,000	$57,000
7	01-Men-1	4699	Near Manchester and Fort Bragg, from Garcia River Bridge to 0.1 mile north of Abalobadiah Creek. Advance mitigation credit purchases (7 credits) for future SHOPP construction projects expected to impact sensitive streams.	0H441	201.240	PA&ED	$29,000	$29,000
8	01-Men-162	4652	Near Dos Rios, from 1.0 mile east of the Middle Way to 1.3 miles east of the Middle Way. Increase safety by improving roadway cross slope at curve, installing high friction surface treatment (HFST), and installing an underdrain system.	0G480	201.010	PA&ED	$553,000	$553,000

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-17-13**
9	02-Sha-44	3673	Near Viola, from 0.4 mile east to 1.1 mile east of Bridge Creek Road. Improve curve.	2H990	201.010	PA&ED	$670,000	$670,000
10	02-Sis-5	3685	In and near Dunsmuir and Mt Shasta, from Sacramento River Bridge Overhead to Black Butte Overhead. Roadway rehabilitation.	3H320	201.122	PA&ED	$1,620,000	$1,620,000
11	02-Sis-5	3696	In and near Yreka at Louie Road Overcrossing (OC) No. 02-0137 (PM R31.2), Moonlit Oaks Avenue Undercrossing (UC) No. 02-0159R&L (PM R45.6), Miner Street UC No. 02 -0158R&L (PM R47.6), and North Yreka Separation No. 02-0150R&L (PM R48.2); also, in Redding, Shasta County, at N273-N5 Connector OC No. 06-0137G (PM R18.5). Establish standard vertical clearance or improve to standard truck capacity (PA&ED Only).	3H640	201.322	PA&ED	$2,790,000	$2,790,000
12	02-Tri-3	3633	In Trinity County at Dobbins Gulch Bridge No. 05-0042 (PM 0.6), Stuart Fork Bridge No. 05-0055 (PM 43.9), and Mule Creek Bridge No. 05-0056 (PM 48.5); also, on Route 299 at Grass Valley Creek Bridge No. 05-0013 (PM 65.5). Repair unsound concrete, replace bearings and joint seals, repair bridge decks, and install barrier and approach slabs.	1H500	201.119	PA&ED	$900,000	$900,000
13	03-But-70	2295	Near Oroville, from 0.3 mile north of Cox Lane to south of Palermo Road. Widen for two-way left-turn lane and standard shoulders, and provide a roadside clear recovery zone.	3H720	201.010	PA&ED	$980,000	$980,000
14	03-But-70	2294	Near Oroville, from south of Palermo Road to north of Ophir Road. Widen for two-way left-turn lane and standard shoulders, and provide a roadside clear recovery zone.	3H710	201.010	PA&ED	$850,000	$850,000
15	03-But-70	2438	In Butte County on Route 70 at approximately 7.0 miles south of Oroville; also, in Colusa County on Route 20 at approximately 4.0 miles east of Colusa. Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive habitats.	2H140	201.240	PA&ED	$53,000	$53,000

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-17-13**
16	03-Nev-49	4124	Near Higgins Corner, from the Placer County line to 0.3 mile north of Lime Kiln Road; also, in Placer County at PM R8.42 and PM R10.23. Rehabilitate drainage systems.	0H210	201.151	PA&ED	$513,000	$513,000
17	03-Pla-65	4899	Near Lincoln, on McCourtney Road between Riosa Road and Kilaga Springs Road at the Coon Creek Conservation (C4) Ranch. Advance mitigation grading and planting (4 acres) for future SHOPP construction projects expected to impact wetland, riparian and to other waters.	1H530	201.240	PA&ED	$653,000	$653,000
18	03-Pla-80	5114	Near Magra, from Secret Town Overcrossing to the Gold Run Safety Roadside Rest Area. Rehabilitate drainage systems.	1H030	201.151	PA&ED	$429,000	$429,000
19	03-Sac-5	5868	In the city of Sacramento, from 0.5 mile south of Route 50 to Route 80 at South Connector Undercrossing No. 24-0267 (PM 22.42) and at American River Viaduct No. 24-0068R/L (PM 24.82). Improve to standard truck capacity.	3H390	201.322	PA&ED	$16,780,000	$16,780,000
20	03-Sac-5	5863	In the city of Sacramento, at the West End Viaduct No. 24-0069R/L. Improve to standard truck capacity.	1H610	201.322	PA&ED	$5,700,000	$5,700,000
21	03-Sac-5	6411	In the city of Sacramento, at various locations and routes at the Route 5/99 interchange connector ramps and the eastbound Route 51/160 interchange connector ramp. Install connector ramp meters.	1H850	201.315	PA&ED	$320,000	$320,000
22	03-Sac-50	6248	In and near Rancho Cordova and Folsom, from Sunrise Boulevard to the county line; also in El Dorado County near El Dorado Hills, from the county line to Silva Valley Parkway (PM 0.0/1.7). Install fiber optic cable.	1H820	201.315	PA&ED	$240,000	$240,000
23	03-Sut-99	8380	In Sutter, Glenn, Colusa, Yuba, Placer, Yolo, and Sacramento Counties at various locations. Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive species.	1H520	201.240	PA&ED	$62,000	$62,000
24	03-Yol-5	8563	Near Woodland at Wye Line Road Overcrossing (OC) No. 22-0158 (PM 4.49), County Road 6 OC No. 22-0138 (PM R25.57), County Line Road OC No. 22-0139 (R28.92). Establish standard vertical clearance.	0F760	201.322	PA&ED	$744,000	$744,000

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-17-13**
25	03-Yol-5	5869	Near Woodland, at County Road 96 Overcrossing (OC) No. 22-0155 (PM R14.27), County Road 95 OC No. 22 -0156 (PM R15.85), and Zamora OC No. 22-0157 (PM R17.62); also in Colusa County in and near Williams at E Street OC No. 15-0067 (PM R17.98) and Lurline Avenue OC No. 15-0075 (PM R22.74). Establish standard vertical clearance.	3H391	201.322	PA&ED	$1,700,000	$1,700,000
26	04-Ala-61	1452J	In the city of Alameda, from Broadway/Encinal Avenue to Sherman Street. Pavement rehabilitation, upgrade ADA curb ramps, and improve crosswalks.	2K710	201.121	PA&ED	$1,220,000	$1,220,000
27	04-Ala-580	1495F	Near Livermore, from Flynn Road to Grant Line Road. Install safety lighting and establish electrical service connection.	0K680	201.010	PA&ED	$962,000	$962,000
28	04-Ala-880	1483D	In Oakland, at East Creek Slough Bridge No. 33-0143. Mitigate eroded channel side-slope tidal scour and replace bridge approach slabs.	2J760	201.119	PA&ED	$1,000,000	$1,000,000
29	04-Ala-980	1464L	In Oakland, at the District 4 Transportation Management Center (TMC). Upgrade or replace legacy TMC hardware components and related software by service contract to improve reliability and functionality.	0P370	201.315	PA&ED	$110,000	$110,000
30	04-Ala-980	1499J	In Oakland, at the District 4 Transportation Management Center (TMC). Upgrade or replace legacy TMC software applications and interface components, and related system devices by service contract.	1K670	201.999	PA&ED	$111,000	$111,000
31	04-Ala-Var	1464M	In various counties, on various routes at various locations. Restore non-operational Transportation Management System (TMS) facilities by use of on-call Task Order service contracts.	0P380	201.315	PA&ED	$450,000	$450,000
32	04-CC-80	1487E	In and near Hercules, Rodeo, and Crocket, from Route 4 to the Carquinez Bridge. Roadway Rehabilitation.	3J070	201.122	PA&ED	$3,083,000	$3,083,000
33	04-Mrn-101	1493K	In San Rafael, at Irwin Creek Bridge No. 27-0097. Rehabilitate corrugated metal arch culvert bridge and adjoining deteriorated culvert structures.	0K510	201.119	PA&ED	$1,100,000	$1,100,000

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-17-13**
34	04-Nap-29	1453K	In American Canyon, at Rio Del Mar; also, near American Canyon at 0.3 mile south of North Kelly Road (PM 5.1). Rehabilitate culverts.	4J410	201.151	PA&ED	$1,086,000	$1,086,000
35	04-Nap-29	1490D	In and near St. Helena and Calistoga, from York Creek Bridge to Route 128. Pavement rehabilitation.	4J300	201.121	PA&ED	$900,000	$900,000
36	04-SCl-87	1492C	In San Jose, from Route 85 to West Julian Street. Roadway rehabilitation.	4J910	201.122	PA&ED	$2,767,000	$2,767,000
37	04-SCl-101	1455D	Near Gilroy, at Sergeant Bridge Overhead No. 37-0006R. Replace existing damaged bridge rails with standard concrete barrier railing.	4K130	201.131	PA&ED	$50,000	$50,000
38	04-SCl-237	1492B	In San Jose, in the westbound direction from Zanker Road to North First Street. Construct auxiliary lane.	0K250	201.310	PA&ED	$3,120,000	$3,120,000
39	04-SF-1	0585E	In San Francisco, from Route 280 to Ruckman Avenue Undercrossing. Rehabilitate roadway.	4C130	201.121	PA&ED	$800,000	$800,000
40	04-SM-82	1496J	In the cities of San Mateo and Burlingame, from East Santa Inez Avenue to Murchison Drive. Rehabilitate roadway, improve drainage, and upgrade existing curb ramps and sidewalks to ADA standards.	0K810	201.120	PA&ED	$8,181,000	$8,181,000
41	04-SM-82	1450J	In South San Francisco, at 0.1 mile north of Francisco Drive. Permanent embankment restoration by installing retaining wall and drainage improvements.	0K670	201.131	PA&ED	$500,000	$500,000
42	04-SM-280	1498G	In and near Menlo Park and San Bruno, from Alpine Road to Route 380 at Alpine Road Undercrossing No. 35-0009L/R (PM R0.05), Sand Hill Road Overcrossing (OC) (South) No. 35-0007 (PM R1.56), Sand Hill Road OC (North) No. 35-0008 (PM R1.62), and Route 280/380 Separation No. 35-0217L/R (PM R20.97). Seismic retrofit.	4J850	201.113	PA&ED	$600,000	$600,000
43	04-Son-1	1453J	Near Jenner, from south of Fort Ross Road to north of Moon Rock Campground at various locations. Rehabilitate drainage culverts.	1K730	201.151	PA&ED	$744,000	$744,000
44	04-Son-1	1462M	Near Gualala, from north of Moon Rock Campground to 0.1 mile north of Vantage Road. Rehabilitate drainage culverts.	1K750	201.151	PA&ED	$1,050,000	$1,050,000

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-17-13**
45	04-Son-101	1487D	Near Petaluma, at San Antonio Creek Bridges No. 20-0019R/L. Abutment scour mitigation and channel sediment cleaning to address flooding.	3J080	201.119	PA&ED	$982,000	$982,000
46	05-Mon-101	2679	Near Salinas, from 0.4 mile south of Espinosa Road Undercrossing to San Benito County line. Reconstruct embankment, widen shoulders, improve drainage systems, upgrade barrier railing, cold plane pavement, place rubberized hot mix asphalt concrete (RHMA) and place hot mix asphalt (HMA) to rehabilitate roadway.	1H690	201.122	PA&ED	$4,500,000	$4,500,000
47	05-Mon-Var	2735	In various counties, on various routes, and at various locations. Replace and upgrade existing detection field elements for the Traffic Management System (TMS).	1H990	201.315	PA&ED	$585,000	$585,000
48	05-SB-101	2649	In Goleta, at San Jose Creek Bridge No. 51-0163L/R. Replace bridges to maintain standards of safety and reliability.	1H430	201.110	PA&ED	$1,400,000	$1,400,000
49	05-SB-101	2700	Near Gaviota, from 1.0 mile south of Gaviota Gorge Tunnel to 0.1 mile north of Nojoqui Creek Bridge. Upgrade guard railing, widen shoulders, place high friction surface treatment (HSFT), construct retaining walls, cold plane pavement, place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA).	1H860	201.121	PA&ED	$2,160,000	$2,160,000
50	05-SB-154	2651	In the City of Santa Barabara, at La Colina Road Undercrossing No. 51 -0256 (PM R31.82) and at Primavera Road Undercrossing No. 51-0257 (PM R32.07). Upgrade bridge railing and reconstruct abutment for bridge rehabilitation.	1H450	201.110	PA&ED	$928,000	$928,000
51	05-SCr-1	2736	In Capitola, at Soquel Creek Bridge No. 36-0013. Place rock slope protection (RSP) to protect bridge foundation.	1H480	201.119	PA&ED	$1,591,000	$1,591,000
52	05-SCr-9	2655	Near Boulder Creek, at San Lorenzo River Bridge No. 36-0052 (PM 13.61) and Kings Creek Bridge No. 36-0054 (PM 15.49). Replace bridges to maintain standards of safety and reliability.	1H470	201.110	PA&ED	$2,692,000	$2,692,000

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-17-13**
53	05-SLO-1	2650	Near Guadalupe, at the Santa Maria River Bridge No. 49-0042; also in Santa Barbara County (PM 50.3/50.6). The bridge is scour critical and needs to be replaced. The existing bridge will be used for traffic handling during construction and then demolished. The highway will need to be realigned as a result of the new bridge location. The new bridge will provide standard lane and shoulder widths and include a protected walkway.	1H440	201.110	PA&ED	$2,294,000	$2,294,000
54	06-Fre-41	6881	In and near the City of Fresno, from 0.1 mile south of North Avenue to the Madera County line; also on Route 99 (PM 19.36 to PM 21.9), Route 168 (PM R0.2L/R to PM R9.7), and Route 180 (PM R58.55 to PM R59.85). Replace and upgrade existing communication elements for the Traffic Management System (TMS).	0V780	201.315	PA&ED	$619,000	$619,000
55	06-Fre-168	6809	Near Prather, from Sample Road to Oak Creek Road. Upgrade barrier railing, cold plane pavement, place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA).	0U450	201.121	PA&ED	$750,000	$750,000
56	06-Ker-5	6884	In Kern County, from 2.4 miles north of Fort Tejon Overcrossing to 1.2 miles south of Grapevine Undercrossing at four locations. Repair reinforced concrete box culverts.	0W160	201.151	PA&ED	$955,000	$955,000
57	06-Ker-5	6820	Near Kettleman City, from 0.34 mile south of Twisselman Road Overcrossing to Kings County line. Cold plane pavement, repair concrete pavement panels, place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA) to rehabilitate roadway.	0U470	201.122	PA&ED	$440,000	$440,000
58	06-Ker-46	6810	In and near Wasco, from Magnolia Avenue to Route 43 South. Upgrade ADA curb ramps, cold plane pavement, place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA).	0U480	201.121	PA&ED	$710,000	$710,000

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-17-13**
59	06-Ker-119	6805	Near Bakersfield, from 0.1 miles east of Ashe Road to Route 99 Separation. Rehabilitate roadway including reconstruction of travel lanes with Jointed Plain Concrete Pavement (JPCP), widen intersections and shoulders to meet current standards, add bicycle lanes, median lane to accommodate two-way turning, install drainage inlets and stormwater basin, sidewalks and upgrade ADA ramps to current standards.	0V610	201.120	PA&ED	$3,200,000	$3,200,000
60	06-Ker-184	6803	Near Bakersfield, from south of Hickory Lane to north of Brundage Lane. Upgrade ADA curb ramps, install bike lanes, cold plane pavement, place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA).	0U290	201.120	PA&ED	$2,425,000	$2,425,000
61	06-Ker-184	6798	In and near Bakersfield, from 0.2 mile south of Edison Highway to Route 178. Upgrade ADA curbs, upgrade complete streets elements, upgrade barrier railing, widen shoulders, cold plane pavement, place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA) to rehabilitate roadway.	0U430	201.120	PA&ED	$1,020,000	$1,020,000
62	06-Ker-204	6889	In Bakersfield, from F Street to Route 99. Cold plane pavement, place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA).	0U490	201.121	PA&ED	$450,000	$450,000
63	06-Kin-41	6873	In and near Stratford, from 22nd Street to Laurel Avenue at the Kings River Bridge No. 45-0007. Replace 73 year old bridge due to extensive superstructure and substructure distress and susceptibility to liquefaction.	0V110	201.110	PA&ED	$2,300,000	$2,300,000
64	06-Mad-99	6857	Near the City of Madera, at Cottonwood Creek Bridge No. 41-0065R, No. 41 -0065L, and No. 41-0065S. Replace bridges to mitigate corrosion by chloride latent concrete.	0V120	201.110	PA&ED	$2,400,000	$2,400,000
65	06-Mad-99	6887	Near the city of Madera, at South Gateway Drive Overcrossing No. 41 -0046K. Replace bridge railing, grind deck, and place reinforced portland cement concrete (PCC) to rehabilitate bridge.	0U170	201.110	PA&ED	$950,000	$950,000

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-17-13**
66	06-Tul-245	6787	Near Woodlake, at Yokohl Creek Bridge No. 46-0011 (PM 1.39); also at Kaweah River Bridge No. 46-0073 (PM 4.19). Replace bridges to upgrade to current standards, facilitate bike lane shoulders, and upgrade guard railing.	0U280	201.110	PA&ED	$1,325,000	$1,325,000
67	07-LA-1	4998	In and near Redondo Beach, from Orange County line to south of Topaz Street. Upgrade ADA curb ramps, upgrade metal beam guardrail, cold plane pavement, and place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA) to rehabilitate pavement.	32160	201.121	PA&ED	$1,680,000	$1,680,000
68	07-LA-1	5034	In and near Redondo Beach, from Topaz Street to Dewey Street. Upgrade ADA curb ramps, upgrade metal beam guardrail, make conrete repairs and convert intersections from asphalt pavement to portland cement concrete throughout, cold plane pavement, and place hot mix asphalt (HMA) and rubberized hot mix asphalt concrete (RHMA) to rehabilitate pavement.	32580	201.121	PA&ED	$1,960,000	$1,960,000
69	07-LA-1	5041	In and near Santa Monica, from Lincoln Boulevard to McClure Tunnel; also on Route 10 (PM 2.1 to PM 18.3), Route 2 (PM R18.7), Route 101 (PM 11.8), and Route 105 (PM R1.95). Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring, data transmission, and network connectivity including the Los Angeles Regional Transportation Management Center (LARTMC) and communication hubs at Route 10, Route 101 and Route 105.	32720	201.315	PA&ED	$539,000	$539,000
70	07-LA-1	5059	In Malibu, south of Big Rock Drive. Shoreline embankment restoration by installing a 12 foot thick armament of rock slope protection (RSP).	4X970	201.131	PA&ED	$1,600,000	$1,600,000
71	07-LA-5	5223	In the city of Los Angeles , on the northbound connector at the Route 5/110 Separation. Replace compromised 18 inch Reinforced Concrete Culvert (RCP).	33800	201.151	PA&ED	$709,000	$709,000

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-17-13**
72	07-LA-5	5013	Near Castaic and Valencia, from 0.2 mile north of Lake Hughes Road Undercrossing to 0.7 mile south of Vista Del Lago Road Overcrossing. Cold plane pavement and place rubberized hot mix asphalt concrete (RHMA), repair drainage systems, and perform upgrades to overhead signs, drainage curbs and guardrail.	32340	201.121	PA&ED	$100,000	$100,000
73	07-LA-10	5070	In El Monte, at Peck Road Undercrossing No. 53-0661. Paint steel portion of bridge for preventative maintenance to preserve and extend the life of bridge.	32870	201.119	PA&ED	$141,000	$141,000
74	07-LA-14	5219	In and near Blythe, from Teed Ditch Bridge to Arizona State line. Cold plane mainline pavement and overlay with Portland Cement Concrete (PCC). The shoulders and ramps will be milled and overlaid with Hot Mix Asphalt (HMA-A). A two-lane temporary detour in the median is required for traffic handling.	33760	201.151	PA&ED	$556,000	$556,000
75	07-LA-60	5040	In and near the City of Los Angeles, from EB Route 60/5 Separation to Route 605; also on Route 2 (PM R18.7), Route 5 (PM 6.8), Route 10 (PM 18.3), and Route 605 (PM 20.2). Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring, data transmission, and network connectivity including the Los Angeles Regional Transportation Management Center (LARTMC) on Route 2, Route 5, Route 10, and Route 605.	32710	201.315	PA&ED	$30,000	$30,000
76	07-LA-60	5297	In the City of Industry at Hacienda Boulevard Undercrossing No. 53-1789 (PM 15.93), Stemson Avenue Undercrossing No. 53-1784 (PM 16.30), Azusa Avenue Overcrossing No. 53 -1785 (PM 17.97) and Fullerton Road Undercrossing No. 53-1786 (PM 19.46). Improve freight corridor movement by modifying and replacing bridges to meet vertical clearance load-carrying capacity.	34330	201.322	PA&ED	$3,320,000	$3,320,000

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-17-13**
77	07-LA-91	5226	In and near Carson, From Route 110 to Orange County line; also on Route 2 (PM R18.7), Route 5 (PM 6.8), Route 405 (PM 21.1). Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring, data transmission, and network connectivity including the various communication hubs on Route 2, Route 5, and Route 405.	33860	201.315	PA&ED	$511,000	$511,000
78	07-LA-101	5221	In Los Angeles County, from Routes 5/10 to Route 405, Route 2 at Route 134 (PM R18.7) and Route 10 at Route 5/10 (PM 18.3). Upgrade Transportation Management System (TMS) elements including CCTV cameras, Ramp Metering Systems (RMS), Vehicle Detection Stations (VDS), Highway Advisory Radio (HAR), Changeable Message Signs (CMS) and the communication system network.	33780	201.315	PA&ED	$438,000	$438,000
79	07-LA-134	5222	In the City of Los Angeles, from Route 170 to Routes 210/710; also on Route 2 at Route 134 (PM R18.7), on Route 10 at Routes 5/10 (PM 18.3), and on Route 101 near Pleasant Valley Road (PM 11.8). Upgrade Transportation Management System (TMS) elements including CCTV cameras, Ramp Metering Systems (RMS), Vehicle Detection Stations (VDS), Highway Advisory Radio (HAR), Changeable Message Signs (CMS) and the communication system network.	33790	201.315	PA&ED	$454,000	$454,000
80	07-LA-405	4984	In Long Beach, at the San Gabriel River (Bridge No. 53-1185) and SB LA-605 to NB I-405 connector (Bridge No. 53 -1737H); Also in Orange County on I-405 at the SB 405 to NB 605 connector (Bridge No. 55-0413F; 12-Ora-405-PM 24.1). Retrofit scour critical bridges to preserve the structural integrity of the bridges by enlarging and deepening pile cap, adding Cast in Drilled Hole (CIDH) piles and reinforcing the area with RSP.	32100	201.111	PA&ED	$2,140,000	$2,140,000

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-17-13**
81	07-LA-605	4979	In various cities, from Orange County Line to Telegraph Road. Replace structural section on lanes 3 and 4 and other damaged concrete slabs on other lanes. Cold plane and overlay Rubberized Hot Mix Asphalt (RHMA-G) on right shoulders and apply High Friction Surface Treatment (HFST) on ramps and connectors.	32030	201.122	PA&ED	$1,960,000	$1,960,000
82	07-LA-605	5029	In the cities of Irwindale and Baldwin Park, from Route 10 Interchange to the end of the freeway at Route 210. Grind mainline pavement and replace damaged stabs with Jointed Plain Concrete Pavement (JPCP) rapid strength concrete and/or Individual Precast Slab Replacement (IPSR), cold plane and overlay median, shoulders, ramps with Hot Mix Asphalt (HMA), construct additional lane on southbound Arrow Highway off ramp/modify signal, install and upgrade guardrail.	32550	201.121	PA&ED	$1,375,000	$1,375,000
83	07-Ven-1	5181	Near Malibu, at Big Sycamore Creek Bridge No. 52-0011. Shoreline embankment restoration by replacing rock slope protection (RSP), constructing seawalls and secant retaining wall, and upgrade guardrailing to Midwest Guardrail Systems (MGS).	33350	201.131	PA&ED	$2,300,000	$2,300,000
84	07-Ven-1	4972	Near the City of Ventura, at Ventura Overhead No. 52-0040. Replace corroded steel spans of bridge and upgrade bridge railing to current standards.	31960	201.110	PA&ED	$1,200,000	$1,200,000
85	07-Ven-33	5008	Near Ojai, at North Fork Matilija Creek Bridge No. 52-0173. Paint steel portion of bridge and replace missing rivets of bottom flanges for preventative maintenance to preserve and extend the life of bridge.	32300	201.119	PA&ED	$320,000	$320,000
86	08-Riv-10	3008A	In and near Coachella, from 0.5 mile east of Coachella Canal to Hazy Gulch Bridge. Cold plane pavement and overlay with Portland Cement Concrete (PCC). Construct eastbound truck climbing lane. A one-lane temporary detour in the median is required for traffic handling.	1C081	201.122	PA&ED	$7,000,000	$7,000,000

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-17-13**
87	08-Riv-10	3008Y	Near Blythe, from Rice Road/SR-177 to Teed Ditch Bridge. Cold plane mainline pavement and overlay with Portland Cement Concrete (PCC). The shoulders and ramps will be milled and overlaid with Hot Mix Asphalt (HMA-A). A two-lane temporary detour in the median is required for traffic handling.	1C082	201.122	PA&ED	$16,900,000	$16,900,000
88	08-Riv-10	3009K	In and near Blythe, from Teed Ditch Bridge to Arizona State line. Cold plane mainline pavement and overlay with Portland Cement Concrete (PCC). The shoulders and ramps will be milled and overlaid with Hot Mix Asphalt (HMA-A). A two-lane temporary detour in the median is required for traffic handling.	1C083	201.122	PA&ED	$9,000,000	$9,000,000
89	08-Riv-60	0045G	Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. Construct left and right shoulders for westbound direction.	0Q180	201.010	PA&ED	$2,000,000	$2,000,000
90	08-SBd-10	3009R	In San Bernardino County, at the Etiwanda San Sevain FCC Bridge No. 54-0454L, Colton Overhead Bridge No. 54-0464R; also on Route 60 at Ramona Avenue Overcrossing Bridge No. 54 -0745 (PM R1.37). In Riverside County, on Route 10 at Highland Springs Avenue Undercrossing Bridge No. 56 -0432 (PM 9.3) and at Eagle Mountain Road Bridge No. 56-0575L/R (PM R102.0). Improve freight corridor movement by modifying and replacing bridges to meet vertical clearance load-carrying capacity.	1J210	201.322	PA&ED	$5,822,000	$5,822,000
91	08-SBd-18	0184C	In and near Arrowhead, from 48th Street to Route 138. Repair, reline and replace culverts.	0G691	201.151	PA&ED	$742,000	$742,000
92	08-SBd-40	3006V	In Barstow, at 0.4 mile east of Route 15/40 Separation. Reconstruct a damaged section of trapezoidal channel.	1H400	201.131	PA&ED	$390,000	$390,000
93	08-SBd-71	3009N	Near Chino Hills, from the Los Angeles County line to the Riverside County line; also in Riverside County, from San Bernardino County line to Route 91 (PM R0.0 to PM R3.0). Replace and upgrade existing communication elements, and install Closed Circuit Television Cameras (CCTV) for the Traffic Management System (TMS).	0G790	201.315	PA&ED	$561,000	$561,000

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-17-13**
94	09-Ker-14	2633	In Rosamond and Mojave, from 0.5 mile south of Dawn Road Overcrossing to 0.5 mile north of Silver Queen Road Overcrossing. Rehabilitate lanes and ramps by replacing slabs and grinding lane 1, construct Continuously Reinforced Concrete Pavement (CRCP) lane 2, cold plane and overlay ramps with Rubberized Hot Mix Asphalt (RHMA-G). Replace guardrail, construct rumble strip, replace signs using retroreflective sheeting and refresh pavement delineation.	36740	201.122	PA&ED	$370,000	$370,000
95	10-Mpa-49	3201	Near the community of Mariposa, from Mt. Bullion Cutoff Road to Madera County line at various locations; also, in Tuolumne County near Sonora on Route 49 from PM 0.5 to R27.5 at various locations. Install centerline, shoulder, and edgeline rumble strips.	1E570	201.010	PA&ED	$281,000	$281,000
96	10-SJ-5	3250	In and near Stockton, on Routes 5, 4 (PM 14.6/21.2), and 99 (PM 15.8/18.5) at various locations. Install Intelligent Transportation System (ITS) elements.	1F400	201.315	PA&ED	$820,000	$820,000
97	10-SJ-12	3273	Near Terminous, at Little Potato Slough Bridge No. 29-0101. Replace joint seals and bearing pads using temporary pile supports.	1F760	201.119	PA&ED	$553,000	$553,000
98	10-SJ-120	3230	In and near Manteca and Lathrop, from Route 5 to Route 99; also, on Route 5 at PM R13.3, and on Route 99 at PM 4.6. Install Intelligent Transportation System (ITS) field elements.	1C960	201.315	PA&ED	$373,000	$373,000
99	10-SJ-120	3226	In San Joaquin, Amador, Calaveras, Merced, Mariposa, Stanislaus, and Tuolumne Counties, on Routes 4, 5, 26, 33, 49, 59, 88, 99, 104, 108, 120, 132, 140, 152 and 205 at various locations. Repair or replace damaged and non-functioning Traffic Management System (TMS) elements.	1G990	201.315	PA&ED	$632,000	$632,000
100	11-SD-5	1241	In San Diego County, at various locations; also on Route 905 (PM 2.5/5.4) and Route 805 (PM 0.2/14.0). Install fiber optic communication lines to improve regional traffic operations and mobility near the U.S./Mexico border.	42750	201.315	PA&ED	$818,000	$818,000

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-17-13**
101	11-SD-8	1255	Near Alpine, from Viejas Creek Bridge to Pine Valley Creek Bridge. Grind, remove and replace Jointed Plain Concrete Pavement (JPCP) lanes, remove and replace asphalt concrete outside shoulders and cold plane and overlay inside shoulders. Upgrade guardrail, replace approach/departure slabs and construct rumble strips.	42370	201.122	PA&ED	$936,000	$936,000
102	11-SD-78	1247	In San Diego County, at various locations from 0.1 mile east of Route 78/5 Separation to Route 15/78 Separation. Rehabilitate and replace culverts including invert paving, joint repair grouting, Cured-in-Place Pipeliner (CIPP) and drainage inlet lid repair.	42230	201.151	PA&ED	$811,000	$811,000
103	11-SD-125	1257	Near La Mesa and in Santee, from 0.2 mile south of Route 125/94 separation to Mission Gorge Road. Rehabilitate pavement by grinding and replacing concrete slabs and cold plane and overlay shoulders with Rubberized Hot Mix Asphalt (RHMA-G).	42380	201.121	PA&ED	$1,383,000	$1,383,000
104	12-Ora-1	2330	In the cities of Newport Beach, Huntington Beach and Seal Beach, from Crystal Heights Drive to First Street. Replace traffic signals, upgrade non-standard curb ramps to meet ADA standards and modify drainage.	0P680	201.315	PA&ED	$1,891,000	$1,891,000
105	12-Ora-1	2499A	In Huntington Beach, from Warner Avenue to Los Angeles County line. Upgrade ADA curb ramps, cold plane pavement, and place rubberized hot mix asphalt concrete (RHMA).	0P590	201.121	PA&ED	$1,720,000	$1,720,000
106	12-Ora-5	2563	In San Clemente, adjacent to northbound Avenida Pico offramp. Restore hydraulic capacity of channel by repairing concrete panels in channel slope and bottom.	0P700	201.151	PA&ED	$452,000	$452,000
107	12-Ora-90	4337	In and near Brea, from Harbor Boulevard to Randolph Avenue. Cold plane pavement and place rubberized hot mix asphalt concrete (RHMA).	0P580	201.121	PA&ED	$478,000	$478,000
Total for PA&ED			**107 Requests**					**$176,983,000**

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-17-13**
Phase: PS&E								
108	01-DN-199	1094	Near Idlewild, south of Collier Tunnel Bridge. Install required public water system in compliance with Federal and State statutes and regulatory requirements. (The Department has determined this project is Categorically Exempt.)	0C470	201.235	PS&E	$812,000	$812,000
109	01-Hum-101	2365	Near Trinidad, between PMs 102.9 and 105.2. Install public water system in compliance with Federal and State statutes and regulatory requirements. (The Department has determined this project is Categorically Exempt.)	0C440	201.235	PS&E	$1,817,000	$1,817,000
110	01-Hum-254	2270	Near Miranda, from 2.3 miles south of Miranda Post Office to 0.9 mile south of Bear Creek Bridge. Upgrade drainage systems. (The Department has determined this project is Categorically Exempt.)	40950	201.151	PS&E	$838,000	$838,000
111	02-Sha-5	3702	In and near Anderson, from Route 273 to Sacramento River Bridge. Roadway Rehabilitation, update signage and lighting, and add Intelligent Transportation System (ITS) elements. (Future consideration of funding approved under Resolution E16-80; December 2016.)	3H730	201.120	PS&E	$3,000,000	$3,000,000
112	02-Sis-5	3556	In Siskiyou and Shasta Counties on Routes 5 and 89 at various locations. Upgrade Transportation Management System (TMS) field elements. (The Department has determined this project is Categorically Exempt.)	4G630	201.315	PS&E	$710,000	$816,000
113	02-Teh-99	3606	Near Los Molinos, from Josephine Street to Los Molinos Creek Bridge. Construct curb ramps, sidewalks, lighting and drainage improvements. (G13 Contingency Project) (The Department has determined this project is Categorically Exempt.)	1H320	201.378	PS&E	$460,000	$525,000

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-17-13**
114	02-Tri-299	3555	In Trinity County on Route 299 and Route 3 at various locations; also, in Shasta County on Route 299 at PM 2.7. Make worker safety improvements. (The Department has determined this project is Categorically Exempt.)	4G610	201.235	PS&E	$745,000	$745,000
115	02-Tri-299	3691	Near Douglas City at Moon Lim Lee Safety Roadside Rest Area (SRRA), from 0.4 mile east of Little Browns Creek Bridge to 0.8 mile west of Steel Bridge Road. Transportation infrastructure improvement for zero-emission vehicle charging. (The Department has determined this project is Categorically Exempt.)	3H430	201.999	PS&E	$225,000	$175,000
116	03-ED-50	3316	In Cameron Park, at Cameron Park Drive. Improve sight distance and upgrade curb ramps. (The Department has determined this project is Categorically Exempt.)	1H440	201.010	PS&E	$530,000	$600,000
117	03-ED-50	6923	Near Pollock Pines, at Sawmill Undercrossing No. 25-0041; also at Sly Park Road (PM R30.17/R31.3). Replace bridge, restore culverts, and add highway lighting. (The Department has determined this project is Categorically Exempt.)	0H341	201.110	PS&E	$690,000	$690,000
118	03-ED-Var	3135	In El Dorado County on Routes 49 and 193 at various locations. Remove dead or dying trees. (The Department has determined this project is Categorically Exempt.)	2H680	201.131	PS&E	$266,000	$266,000
119	03-Nev-89	5287	In Nevada, Placer and El Dorado Counties on Routes 28, 89 and 267 at various locations. Remove dead or dying trees. (The Department has determined this project is Categorically Exempt.)	2H650	201.131	PS&E	$321,000	$321,000
120	03-Nev-Var	4128	In Nevada, Placer, and Yuba Counties on Routes 49 and 174 at various locations. Remove dead or dying trees. (The Department has determined this project is Categorically Exempt.)	2H660	201.131	PS&E	$246,000	$246,000

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-17-13**
121	03-Pla-80	5105	Near Weimar, from west of Applegate Road to west of Weimar Cross Road. Drainage system rehabilitation. (The Department has determined this project is Categorically Exempt.)	4F250	201.151	PS&E	$430,000	$430,000
122	03-Pla-80	5079	In and near Colfax, from west of Illinoistown Overcrossing to east of Cape Horn Undercrossing. Drainage system rehabilitation. (The Department has determined this project is Categorically Exempt.)	1E050	201.151	PS&E	$440,000	$440,000
123	03-Sac-99	6923B	In the city of Sacramento, at 21st Avenue Undercrossing No. 24-0154. Replace bridge deck. (The Department has determined this project is Categorically Exempt.)	0H342	201.110	PS&E	$240,000	$240,000
124	03-Sie-Var	7800	In Sierra County on Routes 49 and 89 at various locations. Remove dead or dying trees. (The Department has determined this project is Categorically Exempt.)	2H670	201.131	PS&E	$267,000	$267,000
125	03-Yol-5	5833	In and near Woodland, from County Road 102 to County Road 13 at various locations; also, in the city of Sacramento, from Seamas Avenue to Richards Boulevard (PM 19.3/24.7) at various locations. Upgrade ADA facilities. (G13 Contingency Project) (The Department has determined this project is Categorically Exempt.)	3F140	201.361	PS&E	$140,000	$160,000
126	04-SCl-85	0434G	In Cupertino, Sunnyvale and Mountain View, from Stevens Creek Boulevard to Route 101; also in various cities, on Route 80 (PM 2.5/8.0), at various locations. Install and/or upgrade existing curb ramps and pedestrian facilities to ADA standards. (The Department has determined this project is Categorically Exempt.)	2G730	201.361	PS&E	$663,000	$663,000
127	04-SCl-101	1455D	Near Gilroy, at Sergeant Bridge Overhead No. 37-0006R. Replace existing damaged bridge rails with standard concrete barrier railing. (The Department has determined this project is Categorically Exempt.)	4K130	201.131	PS&E	$450,000	$450,000

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-17-13**
128	05-SCr-1	2452	In Santa Cruz and Monterey Counties, from south of Salinas Road to south of Larkin Valley Road Undercrossing. Construct maintenance vehicle pull outs, repairing guardrail, improve gate access and relocate irrigation equipment. (The Department has determined this project is Categorically Exempt.)	1C980	201.235	PS&E	$1,097,000	$1,097,000
129	05-SCr-1	2636	In and near Santa Cruz, from 0.1 mile south of Route 1/17 Separation to 0.4 mile south of Pasatiempo Overcrossing; also on Route 17 (PM 0.0/0.3). Realign southbound Route 17 connector to southbound Route 1. (The Department has determined this project is Categorically Exempt.)	1H060	201.010	PS&E	$1,930,000	$1,930,000
130	05-SCr-9	2569	In and near the city of Santa Cruz, from Route 1 to north of Fall Creek Drive. Stormwater improvements. (The Department has determined this project is Categorically Exempt.) (As part of this allocation request, the Department is requesting to extend the completion of construction an additional 4 months beyond the 36 months deadline.)	1F920	201.335	PS&E	$1,192,000	$1,192,000
131	05-SCr-129	2625	Near Watsonville, at Lakeview Road. Construct roundabout and improve street lighting. (The Department has determined this project is Categorically Exempt.) (As part of this allocation request, the Department is requesting to extend the completion of construction an additional 24 months beyond the 36 months deadline.)	1G990	201.010	PS&E	$1,341,000	$1,341,000
132	06-Mad-Var	6870	In Tulare, Fresno and Madera Counties, at various locations. Remove dead trees to eliminate potential fall hazards. (The Department has determined this project is Categorically Exempt.)	0U950	201.131	PS&E	$1,350,000	$1,350,000
133	08-SBd-10	3002P	In Colton, from west of Rancho Avenue to Warm Creek Bridge. Upgrade irrigation systems. (The Department has determined this project is Categorically Exempt.)	1F440	201.210	PS&E	$329,000	$329,000

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-17-13**
134	08-SBd-10	3001T	In Colton, from west of Rancho Avenue to Warm Creek Bridge. Roadway safety improvements. (The Department has determined this project is Categorically Exempt.)	1C330	201.235	PS&E	$417,000	$417,000
135	08-SBd-38	0206U	At various locations, from Eagle Mountain Drive to Route 38/18 Separation. Sediment control and stabilization. (The Department has determined this project is Categorically Exempt.)	0R431	201.335	PS&E	$330,000	$330,000
136	08-SBd-210	3009F	In Highland and Redland, from Sterling Avenue to Lugonia Avenue. Rehabilitate existing lanes, shoulders and auxiliary lanes by grinding rigid pavement/slab replacement, remove flexible pavement and construct Continuously Reinforced Concrete Pavement (CRCP). The work will be completed as part of SBCTA EA 08 -0C70U Express Lane Project as a FCO. (The Department has determined this project is Categorically Exempt.)	1J060	201.122	PS&E	$3,375,000	$3,375,000
137	10-Cal-4	3220	In Calaveras and Amador Counties, on Routes 4 and 26 at various locations. Install centerline and edge-line rumble strips. (The Department has determined this project is Categorically Exempt.)	1F740	201.010	PS&E	$840,000	$840,000
138	10-Cal-4	3222A	In Calaveras County on Routes 4 and 26 at various locations; also, in Alpine County on Routes 4, 88, 89, and 207 at various locations; and in Amador County on Routes 26 and 88 at various locations. Remove dead or dying drought damaged trees or trim. (The Department has determined this project is Categorically Exempt.)	1F641	201.131	PS&E	$825,000	$825,000
139	10-SJ-5	3112	In and near Lathrop and Stockton, from south of Louise Avenue to Charter Way; also, from south of Hammer Lane to north of Eight Mile Road (PM 32.3/35.7). Highway worker safety improvements. (G13 Contingency Project) (The Department has determined this project is Categorically Exempt.)	0X720	201.235	PS&E	$470,000	$540,000

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-17-13**
140	10-SJ-205	3111	In and near Tracy, from Hansen Road to Paradise Road. Highway worker safety improvements. (The Department has determined this project is Categorically Exempt.)	0X700	201.235	PS&E	$877,000	$877,000
141	10-Tuo-108	3114	Near Yosemite Junction and Jamestown, from Route 120 to 0.3 mile east of Route 120; also on Route 120 from 0.5 mile east of Obyrnes Ferry Road to 0.1 mile south of Route 108 (PM 11.9/12.2). Upgrade stop-controlled intersection. (The Department has determined this project is Categorically Exempt.)	1C540	201.010	PS&E	$832,000	$695,000
142	10-Tuo-108	3137	Near Strawberry, from east of Old Strawberry Road to west of Beardsley Road. Rockfall mitigation at 4 locations. (The Department has determined this project is Categorically Exempt.)	0Y800	201.150	PS&E	$625,000	$625,000
143	10-Tuo-108	3222B	In Tuolumne County on Routes 108 and 120 at various locations; also, in Mariposa County on Routes 120 and 140 at various locations. Remove dead or dying drought damaged trees or trim. (The Department has determined this project is Categorically Exempt.)	1F642	201.131	PS&E	$250,000	$250,000
144	10-Tuo-120	3136	Near Haden Flat, from east of Cherry Lake Road to west of Packard Canyon Road. Stabilize slope erosion at two locations. (The Department has determined this project is Categorically Exempt.)	0Y790	201.150	PS&E	$493,000	$493,000
145	12-Ora-1	2293	In Laguna Beach, at Route 133 (Broadway Street). Replace bridge. (The Department has determined this project is Categorically Exempt.)	0M990	201.110	PS&E	$650,000	$750,000
146	12-Ora-5	2861F	In Anaheim, on the northbound Harbor Boulevard offramp; also on the southbound Harbor Boulevard onramp. Modify traffic signal system and apply High Friction Surface Treatment (HFST). (The Department has determined this project is Categorically Exempt.)	0Q300	201.010	PS&E	$1,285,000	$1,285,000

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-17-13**
147	12-Ora-39	3230A	In Buena Park, from Auto Center Drive to Craig Avenue. Rehabilitate drainage systems, install new inlets/reinforced concrete pipes (RCP) and replace flood damaged sections of curb and gutters. (The Department has determined this project is Categorically Exempt.)	0F970	201.151	PS&E	$870,000	$870,000
148	12-Ora-91	4533A	In Buena Park, on the Route 91 eastbound connector from northbound Route 39 (Beach Boulevard). Overlay Hot Mix Asphalt (HMA) Open Graded Friction Course (OGFC). (The Department has determined this project is Categorically Exempt.)	0Q040	201.010	PS&E	$360,000	$360,000
149	12-Ora-Var	1203	At various locations, on various routes. Replace and upgrade existing field elements for the Traffic Management System (TMS). (The Department has determined this project is Categorically Exempt.)	0Q690	201.315	PS&E	$2,060,000	$2,060,000
Total for PS&E			**42 Requests**					**$35,332,000**
Phase: R/W Sup								
150	01-Hum-254	2270	Near Miranda, from 2.3 miles south of Miranda Post Office to 0.9 mile south of Bear Creek Bridge. Upgrade drainage systems.	40950	201.151	R/W Sup	$151,000	$151,000
151	02-Sha-5	3702	In and near Anderson, from Route 273 to Sacramento River Bridge. Roadway Rehabilitation, update signage and lighting, and add Intelligent Transportation System (ITS) elements.	3H730	201.120	R/W Sup	$220,000	$220,000
152	02-Teh-Var	3627	In Tehama, Lassen, Modoc, Plumas, Shasta, and Trinity Counties at various locations. Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive habitats.	1H640	201.240	R/W Sup	$100,000	$100,000
153	02-Tri-299	3691	Near Douglas City at Moon Lim Lee Safety Roadside Rest Area (SRRA), from 0.4 mile east of Little Browns Creek Bridge to 0.8 mile west of Steel Bridge Road. Transportation infrastructure improvement for zero-emission vehicle charging.	3H430	201.999	R/W Sup	$33,000	$3,000

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-17-13**
154	03-ED-50	3316	In Cameron Park, at Cameron Park Drive. Improve sight distance and upgrade curb ramps.	1H440	201.010	R/W Sup	$9,000	$9,000
155	03-ED-50	6923	Near Pollock Pines, at Sawmill Undercrossing No. 25-0041; also at Sly Park Road (PM R30.17/R31.3). Replace bridge, restore culverts, and add highway lighting.	0H341	201.110	R/W Sup	$11,000	$11,000
156	03-ED-Var	3135	In El Dorado County on Routes 49 and 193 at various locations. Remove dead or dying trees.	2H680	201.131	R/W Sup	$806,000	$806,000
157	03-Nev-89	5287	In Nevada, Placer and El Dorado Counties on Routes 28, 89 and 267 at various locations. Remove dead or dying trees.	2H650	201.131	R/W Sup	$1,500,000	$1,500,000
158	03-Nev-Var	4128	In Nevada, Placer, and Yuba Counties on Routes 49 and 174 at various locations. Remove dead or dying trees.	2H660	201.131	R/W Sup	$806,000	$806,000
159	03-Pla-80	5105	Near Weimar, from west of Applegate Road to west of Weimar Cross Road. Drainage system rehabilitation.	4F250	201.151	R/W Sup	$140,000	$140,000
160	03-Pla-80	5079	In and near Colfax, from west of Illinoistown Overcrossing to east of Cape Horn Undercrossing. Drainage system rehabilitation.	1E050	201.151	R/W Sup	$140,000	$140,000
161	03-Sac-5	5848	Near the city of Sacramento, at the Elkhorn Safety Roadside Rest Area (SRRA). Upgrade potable water and wastewater systems.	4F580	201.235	R/W Sup	$50,000	$50,000
162	03-Sac-99	6923B	In the city of Sacramento, at 21st Avenue Undercrossing No. 24-0154. Replace bridge deck.	0H342	201.110	R/W Sup	$3,000	$3,000
163	03-Sie-Var	7800	In Sierra County on Routes 49 and 89 at various locations. Remove dead or dying trees.	2H670	201.131	R/W Sup	$392,000	$392,000
164	03-Yol-5	5833	In and near Woodland, from County Road 102 to County Road 13 at various locations; also, in the city of Sacramento, from Seamas Avenue to Richards Boulevard (PM 19.3/24.7) at various locations. Upgrade ADA facilities. (G13 Contingency Project)	3F140	201.361	R/W Sup	$30,000	$30,000
165	04-Ala-580	8315X	Near Livermore, from San Joaquin County line to east of Greenville overcrossing; also on Route 205 (PM 0.0/1.0) from San Joaquin County line to Midway Road undercrossing. Environmental mitigation for EA 3G590.	3G59C	201.122	R/W Sup	$150,000	$150,000

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-17-13**
166	04-SCl-85	0434G	In Cupertino, Sunnyvale and Mountain View, from Stevens Creek Boulevard to Route 101; also in various cities, on Route 80 (PM 2.5/8.0), at various locations. Install and/or upgrade existing curb ramps and pedestrian facilities to ADA standards.	2G730	201.361	R/W Sup	$102,000	$102,000
167	04-SCl-101	1455D	Near Gilroy, at Sergeant Bridge Overhead No. 37-0006R. Replace existing damaged bridge rails with standard concrete barrier railing.	4K130	201.131	R/W Sup	$50,000	$50,000
168	05-SCr-1	2452	In Santa Cruz and Monterey Counties, from south of Salinas Road to south of Larkin Valley Road Undercrossing. Construct maintenance vehicle pull outs, repairing guardrail, improve gate access and relocate irrigation equipment.	1C980	201.235	R/W Sup	$49,000	$49,000
169	05-SCr-1	2636	In and near Santa Cruz, from 0.1 mile south of Route 1/17 Separation to 0.4 mile south of Pasatiempo Overcrossing; also on Route 17 (PM 0.0/0.3). Realign southbound Route 17 connector to southbound Route 1. (As part of this allocation request, the Department is requesting to extend the completion of construction an additional 20 months beyond the 36 months deadline.)	1H060	201.010	R/W Sup	$217,000	$217,000
170	05-SCr-9	2569	In and near the city of Santa Cruz, from Route 1 to north of Fall Creek Drive. Stormwater improvements. (As part of this allocation request, the Department is requesting to extend the completion of construction an additional 13 months beyond the 36 months deadline.)	1F920	201.335	R/W Sup	$1,287,000	$1,287,000
171	05-SCr-129	2625	Near Watsonville, at Lakeview Road. Construct roundabout and improve street lighting. (As part of this allocation request, the Department is requesting to extend the completion of construction an additional 24 months beyond the 36 months deadline.)	1G990	201.010	R/W Sup	$441,000	$441,000
172	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.	0U520	201.121	R/W Sup	$19,000	$19,000

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-17-13**
173	06-Mad-Var	6870	In Tulare, Fresno and Madera Counties, at various locations. Remove dead trees to eliminate potential fall hazards.	0U950	201.131	R/W Sup	$39,000	$39,000
174	08-SBd-10	3002P	In Colton, from west of Rancho Avenue to Warm Creek Bridge. Upgrade irrigation systems.	1F440	201.210	R/W Sup	$10,000	$10,000
175	08-SBd-10	3001T	In Colton, from west of Rancho Avenue to Warm Creek Bridge. Roadway safety improvements.	1C330	201.235	R/W Sup	$43,000	$43,000
176	08-SBd-38	0206U	At various locations, from Eagle Mountain Drive to Route 38/18 Separation. Sediment control and stabilization.	0R431	201.335	R/W Sup	$20,000	$20,000
177	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	R/W Sup	$5,000	$5,000
178	10-Cal-4	3222A	In Calaveras County on Routes 4 and 26 at various locations; also, in Alpine County on Routes 4, 88, 89, and 207 at various locations; and in Amador County on Routes 26 and 88 at various locations. Remove dead or dying drought damaged trees or trim.	1F641	201.131	R/W Sup	$158,000	$158,000
179	10-SJ-4	3110	In Stockton, from Garfield Avenue to Route 99 at various locations. Highway worker safety improvements. (G13 Contingency Project)	0X690	201.235	R/W Sup	$10,000	$10,000
180	10-SJ-5	3112	In and near Lathrop and Stockton, from south of Louise Avenue to Charter Way; also, from south of Hammer Lane to north of Eight Mile Road (PM 32.3/35.7). Highway worker safety improvements. (G13 Contingency Project)	0X720	201.235	R/W Sup	$10,000	$10,000
181	10-SJ-205	3111	In and near Tracy, from Hansen Road to Paradise Road. Highway worker safety improvements.	0X700	201.235	R/W Sup	$10,000	$10,000
182	10-Sta-99	3143	In and near Turlock, from north of Golf Road to north of Taylor Road. Highway worker safety improvements.	0X660	201.235	R/W Sup	$18,000	$18,000
183	10-Tuo-108	3114	Near Yosemite Junction and Jamestown, from Route 120 to 0.3 mile east of Route 120; also on Route 120 from 0.5 mile east of Obyrnes Ferry Road to 0.1 mile south of Route 108 (PM 11.9/12.2). Upgrade stop-controlled intersection.	1C540	201.010	R/W Sup	$177,000	$12,000

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-17-13**
184	10-Tuo-108	3137	Near Strawberry, from east of Old Strawberry Road to west of Beardsley Road. Rockfall mitigation at 4 locations.	0Y800	201.150	R/W Sup	$75,000	$75,000
185	10-Tuo-108	3222B	In Tuolumne County on Routes 108 and 120 at various locations; also, in Mariposa County on Routes 120 and 140 at various locations. Remove dead or dying drought damaged trees or trim.	1F642	201.131	R/W Sup	$130,000	$130,000
186	10-Tuo-120	3136	Near Haden Flat, from east of Cherry Lake Road to west of Packard Canyon Road. Stabilize slope erosion at two locations.	0Y790	201.150	R/W Sup	$48,000	$48,000
187	12-Ora-1	2293	In Laguna Beach, at Route 133 (Broadway Street). Replace bridge.	0M990	201.110	R/W Sup	$790,000	$790,000
188	12-Ora-39	3230A	In Buena Park, from Auto Center Drive to Craig Avenue. Rehabilitate drainage systems, install new inlets/reinforced concrete pipes (RCP) and replace flood damaged sections of curb and gutters.	0F970	201.151	R/W Sup	$153,000	$153,000
189	12-Ora-55	3483	In the cities of Santa Ana and Tustin, from Dyer Road on ramp to Edinger Avenue off ramp. Construct northbound auxiliary lane.	0G950	201.310	R/W Sup	$2,700,000	$2,700,000
190	12-Ora-74	4097C	In San Juan Capistrano, from Route 5 to the San Juan Capistrano city line. Upgrade pedestrian facilities to meet current ADA standards.	0M090	201.361	R/W Sup	$600,000	$600,000
Total for R/W Sup			**41 Requests**					**$11,507,000**
Grand Total			**190 Requests**					**$223,822,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 86

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No: 2.5g.(6b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR A MULTI-FUNDED PROPOSITION 1B SHOPP PROJECT**
RESOLUTION SHOP1B-A-1718-02
RESOLUTION FP-17-21

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $40,973,000 for the Route 80, 580 and 980 State Highway Operation and Protection Program (SHOPP) project (PPNO 0064A) in Alameda, Contra Costa, and Solano Counties to be funded from the SHOPP and Proposition 1B?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of $40,973,000 for the Route 80, 580, and 980 Proposition 1B SHOPP project (PPNO 0064A) in Alameda, Contra Costa, and Solano Counties.

BACKGROUND:

The attached vote list describes one Proposition 1B SHOPP project totaling $40,973,000. The Department is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $30,000,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-304-6064, and $6,833,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-302-0890 for construction and $4,140,000 for construction engineering for the Proposition 1B 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
2.5g.(6b)	**Proposition 1B SHOPP Project Allocation**			**Resolution FP-17-21 SHOP1B-A-1718-02**
1 $40,973,000 Alameda 04-Ala-80 Var.	In Alameda, Contra Costa, and Solano Counties, on Routes 80, 580 and 980 at various locations. Outcome/Output: Install or repair Traffic Operations Systems (TOS) equipment and install fiber optic communications trunk lines and hubs. Performance Measure: Planned: 26.0, Actual: 26.0 Field Elements Preliminary Engineering / Budget / Expended PA&ED / $2,220,000 / $2,312,726 PS&E / $3,787,000 / $3,750,833 R/W Supp / $270,000 / $96,060 (CEQA - CE, 11/9/2015; Re-validation 12/29/2016) (NEPA - CE, 11/9/2015; Re-validation 12/29/2016)	04-0064A SHOPP/16-17 CON ENG $4,140,000 CONST $31,762,000 0414000106 4 15500	001-0890 FTF 20.10.201.315 2017-18 302-0890 FTF 304-6064 Prop1B 20.20.201.315	$4,140,000 $6,833,000 $30,000,000 $36,833,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 87

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No: 2.5c.(2a)
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-17-14

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $8,793,000 for three locally administered projects programmed in the State Transportation Improvement Program (STIP)?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $8,793,000 for three locally administered projects programmed in the STIP.

BACKGROUND:

The attached vote list describes three STIP projects totaling $8,793,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $8,793,000 be allocated from the Budget Act of 2016, Budget Act Item 2660-301-0890 for three locally administered STIP projects 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.(2a)	**Locally Administered STIP Project On the State Highway System**			**Resolution FP-17-14**
1 $1,991,000 City of South San Francisco MTC San Mateo 04-SM-82 20.5/21.6	Grand Boulevard Initiative Complete Streets Program. In the City of South San Francisco, along El Camino Real between Kaiser Way and Bart Drive. Construct median landscaping and other sustainable/green streetscape features. (CEQA - NOE, 04/14/2016.) (NEPA - CE, 09/13/2016) (R/W Certification 1: 08/17/2017) Outcome/Output: This project will improve and encourage more multimodal activity along the corridor of El Camino Real.	04-0648F RIP/17-18 CONST $1,991,000 0418000133 4CONL 4G602	2016-17 301-0890 FTF 20.20.075.600	$1,991,000
2 $2,466,000 Calaveras County CCOG Calaveras 10-Cal-4 R10.3/16.4	State Route 4 Wagon Trail Realignment. Near Copperopolis and Angels Camp, from 2.0 miles east of Copperopolis to Stallion Way. Realign roadway. (CEQA - MND, 03/24/2017.) (NEPA - FONSI, 03/24/2017) (Future Consideration of Funding approved under Resolution E-17-35; June 2017.) Outcome/Output: Complete Plans, Specifications and Estimate.	10-3067 RIP/17-18 PS&E $2,466,000 1000000025 4PSEL 0E530	2016-17 301-0890 FTF 20.20.075.600	$2,466,000
3 $4,336,000 City of Modesto StanCOG Stanislaus 10-Sta-99 R21/R22.1	Pelandale Avenue Interchange. In Modesto and Salida, from 0.75 mile south of Pelandale Avenue to 0.35 mile north of Pelandale Avenue. Reconstruct the SR99/Pelandale interchange and construct auxiliary lane. (CEQA - MND, 09/28/2009.) (NEPA - CE, 10/01/2009) Future Consideration of Funding approved under Resolution E-12-60; August 2012 This project was split from Phase 1 (PPNO 9460) which was funded by Proposition 1B SR 99 funds; Phase 2 (PPNO 9460A) is for Right of Way and is programmed in the STIP. Outcome/Output: The project will reduce the delay by 6,595 vehicle-hours per day, and provide 79,140 person-minutes of peak period time savings.	10-9460A RIP/17-18 R/W $4,336,000 1000000440 4RWCL 47210	2016-17 301-0890 FTF 20.20.075.600	$4,336,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 88

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 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-17-16

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $3,134,000 for nine projects programmed in the State Transportation Improvement Program (STIP)?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $3,134,000 for nine projects programmed in the STIP, as follows:

- $1,906,000 for three STIP projects and
- $1,228,000 for six STIP Programming, Planning, and Monitoring projects.

BACKGROUND:

The attached vote list describes nine STIP projects totaling $3,134,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $3,134,000 be allocated from the Budget Act of 2016, Budget Act Items 2660-101-0042 and 2660-101-0890 for nine 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-17-16**
1 $1,846,000 City of Susanville LCTC 02-Lassen	City Rehabilitation. Various locations. Rehabilitate roadway, construct drainage improvements and pedestrian facilities. (CEQA - CE, 03/28/2017.) (NEPA - CE, 06/30/2016.) (R/W Cert: Type 1, 08/24/2017.) Outcome/Output: Extend pavement life and improve rideability.	02-2510 RIP/17-18 CONST $1,846,000 0214000125 S	2016-17 101-0890 FTF 20.30.600.621	$1,846,000
2 $10,000 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. Rehabilitate and reonstruction of failing areas. (CEQA - CE, 05/26/2017.) Outcome/Output: Completion of the project will allow for safe passage on a failing local street.	02-2555 RIP/17-18 PS&E $10,000 0214000147 S	2016-17 101-0042 SHA 20.30.600.621	$10,000
3 $50,000 Siskiyou County SCLTC 02-Siskiyou	Ager Road Rehabiltation. On Ager Road from MP 13.37 to 16.57, pulverize top 0.125' of AC, place geotextile fabric and overlay. (CEQA - CE, 12/07/2015.) (NEPA - CE, 01/27/2016.) Outcome/Output: Restore existing roadway and provide a safer roadway for its users.	02-2568 RIP/17-18 PS&E $50,000 0216000062 S	2016-17 101-0890 FTF 20.30.600.621	$50,000

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-17-16**
1 $235,000 Santa Barbara Association of Governments SBCAG 05-Santa Barbara	Planning, Programming and Monitoring	05-1914 RIP/17-18 CONST $235,000 0518000049 S	2016-17 101-0042 SHA 20.30.600.670	$235,000
2 $299,000 Kern Council of Governments KCOG 06-Kern	Planning, Programming and Monitoring	06-6L03 RIP/17-18 CONST $299,000 0618000020 S	2016-17 101-0042 SHA 20.30.600.670	$299,000
3 $200,000 Inyo County Local Transportation Commission ICLTC 09-Inyo	Planning, Programming and Monitoring	09-1010 RIP/17-18 CONST $200,000 0918000013 S	2016-17 101-0042 SHA 20.30.600.670	$200,000
4 $135,000 Mono County Local Transportation Commission MCLTC 09-Mono	Planning, Programming and Monitoring	09-2003 RIP/17-18 CONST $135,000 0918000022 S	2016-17 101-0042 SHA 20.30.600.670	$135,000
5 $59,000 Amador County Transportation Commission ACTC 10-Amador	Planning, Programming and Monitoring	10-B1950 RIP/17-18 CONST $59,000 1017000026 S	2016-17 101-0042 SHA 20.30.600.670	$59,000

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-17-16**
6 $300,000 Imperial County Transportation Commission ICTC 11-Imperial	Planning, Programming and Monitoring	11-7200 RIP/17-18 CONST $300,000 1118000049 S	2016-17 101-0042 SHA 20.30.600.670	$300,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 89

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No: 2.5g.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMININSTERED PROPOSITION 1B STIP PROGRAM PROJECTS**
RESOLUTION STIP1B-A-1718-01

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $3,942,000 in Proposition 1B State Transportation Improvement Program (STIP) funding for the State administered Route 46 Widening – Segment 4A (PPNO 3386C) project, in Kern County on the State Highway System?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of $3,942,000 for the Proposition 1B STIP project in Kern County.

BACKGROUND:

The attached vote list describes one Proposition 1B STIP Project totaling $3,942,000. The Department 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 $3,942,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-304-6058 for the State administered Proposition 1B 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
2.5g.(3)	**State Administered Proposition 1B STIP Program Projects**			**Resolution STIP1B-A-1718-01**
1 $3,942,000 Department of Transportation KCOG Kern 06-Ker-46 30.5/ 33.5	**Route 46 Widening - Segment 4A**. In and near Lost Hills, from Lost Hills Road to 0.9 mile east of I-5. Widen from 2 to 4 lanes. Final Project Development Support Estimate: $1,600,000 Programmed Amount: $980,000 Adjustments: (Debit) $620,000 Final Right of Way Right of Way Estimate: $1,864,000 Programmed Amount: $1,200,000 Adjustments: (Debit) $664,000 (CEQA - ND, 03/30/2017.) (NEPA - FONSI, 03/30/2017) (Future consideration of funding approved under Resolution E -06-30; October 2006.) Concurrent TCRP Programming Amendment under TAA-16-09; October 2017. Outcome/Output: Widen from two lanes to four lanes. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.**	06-3386C RIP/2017-18 CONST ~~$3,500,000~~ **$3,942,000** 0612000175 4 44254	2017-18 304-6058 TFA 20.20.075.600	$3,942,000

M e m o r a n d u m

Tab 90

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 4.15
Action

Published Date: October 6, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Teresa Favila
Assistant Deputy Director

Subject: **ALLOCATION FOR THE PUBLIC UTILITIES COMMISSION RAILROAD GRADE CROSSING PROTECTION MAINTENANCE PROGRAM FOR FISCAL YEAR 2018-19**
RESOLUTION G-17-31

ISSUE:

Should the California Transportation Commission (Commission) approve the Public Utilities Commission's request (Resolution SX-125) to allocate $3.750 million as the set-aside for the Railroad Grade Crossing Maintenance Program for the Fiscal Year (FY) 2018-19?

RECOMMENDATION:

Staff recommends that the Commission adopt Resolution G-17-31 (Attachment A) approving the allocation of $3.750 million to the Railroad Grade Crossing Maintenance Program for the FY 2018-19.

BACKGROUND:

The Automatic Grade Crossing Protection Maintenance Fund was established in 1965 by the State Legislature to pay the local share of the cost for maintaining automatic grade crossing protection devices installed by the railroad corporations after October 1, 1965. The local share represents only 50% of the total project cost; the other 50% is borne by the railroad corporations. This 50-50 payment split presumes that rail and highway users equally share the crossing and should therefore equally share the cost of maintaining the crossing protection devices.

Initially, annual appropriations of $1 million for maintenance of warning devices were sufficient to cover all claims filed by railroads and street railroad corporations. In 1973, changes to the federal grade crossing protection funding program resulted in increased installations and upgrading of automatic grade crossing protection devices. Consequently, claims began exceeding the funds available from 1977 onward. Consistent with the claims made over the last five years, the claims from FY 2018-19 are expected to be $3.750 million for approximately 2,700 grade crossings (out of 10,000 statewide), and will be limited to the amount recommended for Commission allocation.

California Public Utilities Code Section 1231.1 requires that a minimum of $1 million be set aside for allocations to the Public Utilities Commission for the Railroad Grade Crossing Maintenance Program.

The Commission must consider all programs under its purview, and although State Highway Account revenues directed to the Railroad Grade Crossing Maintenance Program means less for the State Highway Operation and Protection Program projects, from a safety perspective, it is important to maintain grade crossing protection devices at the interface of road/rail transportation systems.

Attachment A: Commission Resolution (Resolution G-17-31)
Attachment B: Public Utilities Commission Resolution (Resolution SX-125)

CALIFORNIA TRANSPORTATION COMMISSION

California Public Utilities Commission
Railroad Grade Crossing Protection Maintenance Program
Allocation Set-Aside for $3.750 Million in Fiscal Year (FY) 2018-19

Resolution G-17-31

1.1 WHEREAS, the Automatic Grade Crossing Protection Maintenance Fund was established by the Legislature in 1965 (Public Utilities Code Section 1231.1) to pay the local share of the cost of maintaining automatic grade crossing protection devices installed by railroad corporations after October 1, 1965; and

1.2 WHEREAS, since 1967 a minimum of $1 million per year has been appropriated by the State Legislature and allocated by the California Transportation Commission (Commission) to the California Public Utilities Commission (CPUC) for its Railroad Grade Crossing Protection Maintenance Program; and

1.3 WHEREAS, in 1973 the federal law changed, which resulted in the increased installation and upgrading of automatic grade crossing protection devices; and

1.4 WHEREAS, since 1977, the total claims submitted by the railroad corporations have substantially exceeded the $1 million cap; and

1.5 WHEREAS, the anticipated claims to be submitted to the CPUC for FY 2018-19 are estimated to be $3.750 million, which exceed the annual $1 million required allocation set-aside by $2.750 million; and

1.6 WHEREAS, the CPUC has submitted a Resolution SX-125 to the Commission recommending that the Commission provide the funding to be set aside for the maintenance of automatic grade crossing protection devices under Public Utilities Code Section 1231.1, and

1.7 WHEREAS, the Commission considered the revenues in the State Highway Account, as well as programs funded through the State Highway Account.

2.1 NOW THEREFORE BE IT RESOLVED, that the California Transportation Commission approves a $3.750 million allocation set-aside in the FY 2018-19 for the CPUC Railroad Grade Crossing Protection Maintenance Program, in support of the set-aside allocation of $3.750 million recommended by the CPUC.

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Safety and Enforcement Division Rail Crossings and Engineering Branch	Resolution SX-125 August 10, 2017

RESOLUTION

RECOMMENDATION TO THE CALIFORNIA TRANSPORTATION COMMISSION FOR INCREASED FUNDING TO BE SET ASIDE FOR MAINTAINING AUTOMATIC GRADE CROSSING PROTECTION DEVICES UNDER PUBLIC UTILITIES CODE SECTION 1231.1

SUMMARY

This resolution recommends that, for the 2018-2019 fiscal year, the California Transportation Commission allocate the sum of $3,750,000 for the purpose of paying the local government's share of the cost of maintaining automatic grade crossing warning devices.

BACKGROUND

In 1965, the Legislature established the Grade Crossing Protection Maintenance Fund to pay railroad corporations the local government's share of the cost of maintaining automatic railroad crossing warning devices installed or upgraded after October 1, 1965. Public Utilities Code Section 1231.1 requires the California Department of Transportation (Caltrans) to set aside a minimum of $1,000,000 for allocation to the Public Utilities Commission for the payment of those costs.

In 1988, an amendment to Public Utilities Code Section 1231.1[1] was enacted which specifies that the California Public Utilities Commission (Commission)

[1] AB 3065, (Polanco) September 29, 1988.

may recommend a sum greater than $1,000,000 be set aside if it finds that the $1,000,000 is not sufficient due to an increase in the number of grade crossing warning devices or an increase in the cost of maintenance of those devices. The California Transportation Commission (CTC) shall determine the specific amount of the total allocation.

DISCUSSION

When the automatic grade crossing protection maintenance fund was first established in 1965, the maximum annual allocation of $1,000,000 was sufficient to cover all claims filed by railroad and street railroad corporations. However, the increase in the number of crossing warning devices and the increase in the cost for maintaining these devices caused claims to exceed the funds available for calendar year 1977 and thereafter.

The railroads perform the required maintenance during a given calendar year, and then file a claim with the Commission for reimbursement of the local government's share of the maintenance costs. The Commission verifies the claims and forwards valid claims to Caltrans for payment. These claims are paid from the allocation made by the CTC in the Caltrans budget which was increased in the FY 2015-16. Claims and payments for the past five years were as follows:

CY *	FY*	No. of crossings	Total Claims ($)	Total Paid ($)
2012	12-13	2,655	3,763,433	2,000,000
2013	13-14	2,662	3,771,183	2,000,000
2014	14-15	2,660	3,758,019	2,000,000
2015	15-16	2,655	3,756,051.50	3,756,051.50
2016	16-17	2,584	3,662,837	3,662,837

*CY-Calendar Year
*FY-Fiscal Year

The maintenance fund claims for calendar year 2018 (FY 2018-2019) are expected to be at or near the budgeted $3,780,000 for FY 2017-2018. Therefore, an allocation of $3,750,000 will be needed for the 2018-2019 fiscal year.

NOTICE

On July 5, 2017, this Resolution was published in the Commission's Daily Calendar.

COMMENTS

The draft resolution of the Safety and Enforcement Division in this matter was mailed in accordance with Section 311 of the Public Utilities Code and Rule 14.2(c) of the Commission's Rules of Practice and Procedure. No comments were received.

FINDINGS

Commission's Rail Crossings and Engineering Branch (RCEB) has reviewed the amount needed to be allocated pursuant to Public Utilities Code Section 1231.1 and finds that an amount of $1,000,000 will be insufficient and finds, instead, that an allocation of $3,750,000 is the minimum amount necessary for allocation to the Grade Crossing Protection Maintenance Fund for FY 2018-2019.

Therefore, in accordance with Public Utilities Code Section 1231.1, RCEB finds that the Commission should recommend to the CTC that it allocate a sum of $3,750,000 for the 2018-2019 FY for the purpose of paying to railroad or street railroad corporations the share of the costs to cities and counties of maintaining automatic grade crossing protection/warning devices.

RCEB recommends that the Commission adopt this Resolution.

THEREFORE, IT IS ORDERED THAT:

The Public Utilities Commission recommends to the California Transportation Commission that a sum of $3,750,000 be allocated for the 2018-2019 fiscal year for the purpose of paying to railroad corporations the share of the costs of cities and counties for maintaining automatic grade crossing protection/warning devices pursuant to Public Utilities Code Section 1231.1.

This resolution is effective today.

I certify that the foregoing resolution was duly introduced, passed, and adopted by the California Public Utilities Commission at its regularly scheduled meeting on August 10, 2017. The following Commissioners voted favorably thereon:

Timothy J. Sullivan
Executive Director

MICHAEL PICKER
President
CARLA J. PETERMAN
LIANE M. RANDOLPH
MARTHA GUZMAN ACEVES
CLIFFORD RECHTSCHAFFEN
Commissioners

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 91

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 2.5c.(6)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Check
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCAL ALTERNATIVE TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION FP-17-17**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate $19,900,000 for the Local Alternative Transportation Improvement Program (LATIP) Route 238 Corridor Improvements project, Phase 2 (PPNO 0095K) in Alameda County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered project on the State Highway System for $19,900,000.

This project is included in the State Route 238 LATIP approved by the Commission at its May 2010 meeting for a total of $30,000,000 in LATIP funds. Projects included in the LATIP will be funded from proceeds of the sale of the properties purchased for the construction of the Hayward Bypass Project.

The overall Route 238 Corridor Improvements project is being delivered in three phases:

Phase 1 (PPNO 0095E): Construct various pavement, sidewalk, median, traffic signal, and landscaping improvements; on Route 238 from Industrial Parkway to Apple Avenue, on Route 92 from Watkins Avenue to Mission Boulevard, and on Route 185 from Foothill to A Street.

Phase 2 (PPNO 0095K): Construct various pavement, sidewalk, median, traffic signal, and landscaping improvements on Route 238 from the south city limits to Industrial Parkway, and on Route 92 from Watkins Street to Santa Clara Street.

Phase 3 (PPNO 0095L): Construct various pavement, sidewalk, median, traffic signal, and landscaping improvements on Route 185 from A Street to the north city limits.

At its August 2013 meeting, the Commission allocated $8,100,000 for the construction of Phase 1. That project has been completed.

For the Phase 2 project, the Commission has previously allocated $2,000,000 for Plans, Specifications & Estimate (Design) at its August 2014 meeting. The currently requested amount of $19,900,000 will be used to complete Phase 2 construction.

Local funds are being used to complete Phase 3 project.

The City of Hayward has determined that both Phase 2 and Phase 3 projects are categorically exempt from the California Environmental Quality Act (CEQA) review.

The attachment includes updated funding plans for Phase 2 and Phase 3. The project cost for both Phase 2 and Phase 3 has gone up, primarily due to current construction environment where number of eligible bid offers has dropped significantly due to the volume of construction work right now in the Bay Area. This funding shortfall is being backfilled with local funds.

FINANCIAL RESOLUTION:

Resolved that $19,900,000 be allocated from the Non-Budget Item 2660-501-0942 for the locally administered LATIP project described in the attached vote box.

Funding Summary

Route 238 Corridor Improvements Project - Phase 2

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Alameda	4	0095K	-	CO	2017-18	Various	Various	238/92/185

Implementing Agency: (by component)	**PA&ED**	City of Hayward	**PS&E**	City of Hayward	
	R/W	City of Hayward	**CON**	City of Hayward	

RTPA/CTC:	Metropolitan Transportation Commission
Project Title:	Route 238 Corridor Improvement Project - Phase 2
Location	In the city of Hayward; On Route 238 from the south city limits (PM 7.8) to Industrial Parkway (PM 9.3), and on Route 92 from Watkins Street (PM 8.0) to Santa Clara Street (PM 6.8)
Description:	Construct various pavement, sidewalk, median, traffic signal, and landscaping improvements .

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	14/15	15/16	16/17	17/18	18/19	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Local Alternative Transportation Improvement Program (LATIP)													
Existing	21,900		2,000	19,900		0			19,900		2,000		
Change	0		0	(19,900)		19,900			0		0		
Proposed	21,900		2,000	**0**		**19,900**			19,900		2,000		
Local funds (Rule 20A)													
Existing	0					0			0				
Change	10,600					10,600			10,600				
Proposed	**10,600**					**10,600**			**10,600**				
Total													
Existing	21,900		2,000	19,900		0			19,900		2,000		
Change	10,600		0	(19,900)		30,500			10,600		0		
Proposed	**32,500**		2,000	**0**		**30,500**			**30,500**		2,000		

Route 238 Corridor Improvements Project - Phase 3

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Alameda	4	0095L	-	CO	2018-19	0.5	0.9	185

Implementing Agency: (by component)	**PA&ED**	City of Hayward	**PS&E**	City of Hayward	
	R/W	City of Hayward	**CON**	City of Hayward	

RTPA/CTC:	Metropolitan Transportation Commission
Project Title:	Route 238 Corridor Improvement Project - Phase 3
Location	In the city of Hayward; On Rte 185 from A Street to the north city limits
Description:	Construct various pavement, sidewalk, median, traffic signal, and landscaping improvements

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	14/15	15/16	16/17	17/18	18/19	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Local funds (Alameda County Sales Tax Measure)													
Existing	7,400				1,000	6,400	0		6,400		1,000		
Change	6,100				0	(6,400)	12,500		6,100		0		
Proposed	**13,500**				1,000	**0**	**12,500**		**12,500**		1,000		
Total													
Existing	7,400				1,000	6,400	0		6,400		1,000		
Change	6,100				0	(6,400)	12,500		6,100		0		
Proposed	**13,500**				1,000	**0**	**12,500**		**12,500**		1,000		

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.(6)	**Local Alternative Transportation Improvement Program Projects on the State Highway System**			**Resolution FP-17-17**
1 $19,900,000 City of Hayward MTC Alameda 04-Ala-92,185,238 VAR/VAR	Route 238 Corridor Improvement - Phase 2. In Hayward, on Route 92 from Watkins to Santa Clara Street, on Route 238 from the south City limit to Industrial Parkway and on Route 185 from A Street to the north City limit. Improvements: pavement, curb, gutter, sidewalk, medians, streetlights, signals and utilities. (This project was included in the State 238 Local Alternative Transportation Improvement Program [LATIP] aproved by the Commission in May 2010) (Contribution from other sources: $10,600,000.) Outcome/Output: Construct various street improvements.	04-0095K LATIP/17-18 CONST $19,900,000 0415000015	2010-11 501-0942 SDF 20.20.800.200	$19,900,000

M e m o r a n d u m

Tab 92

To: CHAIR AND COMMISSIONERS

CTC Meeting: October 18-19, 2017

Reference No.: 4.13
Action

Published Date: October 6, 2017

From: SUSAN BRANSEN
Executive Director

Prepared By: Reza Afhami, P.E.
Acting Assistant Deputy Director

Subject: **HIGHWAY RAILROAD CROSSING SAFETY ACCOUNT BASELINE AGREEMENT RESOLUTION GS1B-P-1718-01B**

ISSUE:

Should the California Transportation Commission (Commission) approve the Highway Railroad Crossing Safety Account (HRCSA) Program Project Baseline Agreement for the Alameda Corridor-East Construction Authority's Durfee Avenue Grade Separation Project in Los Angeles County?

RECOMMENDATION:

Commission staff recommends the Commission approve the HRCSA project Baseline Agreement and establish this agreement as the basis for project delivery and monitoring for the Durfee Avenue Grade Separation Project.

BACKGROUND:

In accordance with the Commission's HRCSA Guidelines, the project's sponsor agency, the Alameda Corridor-East Construction Authority, 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 HRCSA Guidelines.

RESOLUTION GS1B-P-1718-01B

Be it Resolved, that the California Transportation Commission does hereby approve the Project Baseline Agreement for the Durfee Avenue Grade Separation Project in Los Angeles County.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 93

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No: 2.5g.(5a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR PROPOSITION 1B TCIF PROJECT WITH FEDERAL EARMARK FUNDING**
RESOLUTION TCIF-A-1718-02
RESOLUTION FP-17-22

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $18,000,000 for the Proposition 1B Trade Corridors Improvement Fund (TCIF) Project 124 - US 101 Marin Sonoma Narrows B2 Phase 2 Sonoma Median Widening HOV Lanes project (PPNO 0360U), in Marin and Sonoma Counties?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of $18,000,000 for the Proposition 1B TCIF Project 124 - US 101 Marin Sonoma Narrows B2 Phase 2 Sonoma Median Widening HOV Lanes project (PPNO 0360U), in Marin and Sonoma Counties.

BACKGROUND:

The attached vote list describes one Proposition 1B TCIF project, with federal earmark funding, totaling $18,000,000. The Department 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 $18,000,000 be allocated from the Budget Act of 2016, Budget Act Items 2660-304-6056 and 2660-301-0890 for the Proposition 1B TCIF project, with federal earmark funding, 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
2.5g.(5a)	**Proposition 1B TCIF Project with Federal Earmark Funding**			**Resolution TCIF-A-1718-02 FP-17-22**
1 $18,000,000 Department of Transportation MTC Sonoma 04-Son-101 0.0/4.5	**US 101 Marin Sonoma Narrows B2 Phase 2 Sonoma Median Widening HOV Lanes**. Near Marin/Sonoma County Line: Construct median and widen shoulder for HOV lanes between Kastania Road and just south of the county line (TCIF #124) Final Project Development (TCIF): N/A Final Right of Way : N/A Final Project Development (Federal Disc): N/A (CEQA - EIR, 08/09/2017.) (NEPA - EIS, 08/09/2017) Future Consideration of Funding approved under Resolution E-09-70; September 2009 (Federal Discretionary funding for $15 million is from repurposed Federal Earmarks.) Outcome/Output: Improve freight throughput and reduce congestion by adding HOV lanes. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.**	04-0360U TCIF/17-18 CONST $3,000,000 Federal Disc/17-18 CON ENG $6,000,000 CONST $9,000,000 0412000649 3,4 2640N	2016-17 304-6056 TCIF 20.20.723.000 001-0890 FTF 20.10.400.300 2016-17 301-0890 FTF 20.20.400.300	$3,000,000 $6,000,000 $9,000,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 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-1718-04**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $13,114,000 for eight projects programmed in the Active Transportation Program (ATP)?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $13,114,000 for eight ATP projects.

BACKGROUND:

The attached vote list describes eight ATP projects totaling $13,114,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that $13,114,000 be allocated from the Budget Act of 2016 and 2017, Budget Act Items 2660-108-0042, 2660-108-0890, and 2660-108-3290 for eight 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-1718-04**
1 $3,177,000 City of Redding SRTA 02-Shasta	**Quartz Hill Improvements**. Quartz Hill Road from Terra Nova Drive to North Market Street. Project will widen uphill road grade for Class 2 bike lanes and sidewalk, road diet to add bike lanes, add enhanced pedestrian crossings with rectangular rapid flashing beacons, and reduce curb radii and crossing distance. (Small Urban and Rural) (CEQA - CE, 04/27/2017.) (NEPA - CE, 04/27/2017.) (Right of Way Cert 1: 05/02/2017.) (Time extension for FY 16-17 CONST expires on March 31, 2018.) Outcome/Output: Provide improved pedestrian, bicycle, transit, and roadway facilities, which will result in improved mobility, accessibility, and safety.	02-2575 ATP/16-17 CONST $3,177,000 0216000124 S	2016-17 108-0890 FTF 20.30.720.100	$3,177,000
2 $400,000 City of Redding SRTA 02-Shasta	**West Street Area School Safety Improvements**. Construct sidewalks to complete gaps, construct curb ramps and curb extensions, install enhanced pedestrian crossings with rectangular rapid flash beacons, and restripe to provide bicycle facilities along West Street from Eureka Way to 7th Street, as well as along Magnolia Avenue, 11th Street, 10th Street and 8th Street. (Statewide) (Allocation will be funded from FY 17-18 Road Maintenance and Rehabilitation Account.) Outcome/Output: Provides improved pedestrian, bicycle, and roadway facilities, which will result in improved mobility, accessibility, and safety.	02-2580 ATP/17-18 PA&ED $400,000 0218000033 S	2017-18 108-3290 RMRA 20.30.720.100	$400,000
3 $400,000 Solano Transportation Authority MTC 04-Solano	**Safe Routes to School Non-infrastructure in the Cities of Benicia, Rio Vista & Vallejo**. Provides education outreach to 26 schools. (MPO) (CEQA - NOE, 01/13/2017.) (PPNO 2231B is the Non-Infrastructure component to PPNO 2231A) Outcome/Output: Promote safety and walking.	04-2231B ATP/17-18 CONST $400,000 0418000131 S	2016-17 108-0042 SHA 20.30.720.100	$400,000

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-1718-04**
4 $50,000 City of Parlier FCOG 06-Fresno	**Manning Avenue Sidewalk Project**. Construct sidewalk and install bike lane along the North-side of Manning Avenue from Madsen Avenue to 1,300 feet West. (Statewide) (CEQA - CE, 5/18/2017.) Outcome/Output: Increased walking and biking. Increased Pedestrian Safety.	06-6850 ATP/17-18 R/W $50,000 0617000220 S	2016-17 108-0042 SHA 20.30.720.100	$50,000
5 $8,326,000 Los Angeles County Metropolitan Transportation Authority LACMTA 07-Los Angeles	**Metro Rail to Rail Active Transportation Corridor Segment A-1** . This project will construct the first 3.6-mile segment of a 8.3-mile multiuse Class I bikeway/path. (MPO) (CEQA - NOE , 04/28/2017.) (NEPA - CE, 06/15/2017.) (R/W Certification: Pending) Outcome/Output: The project will increase pedestrian and bicyclist facilities and connections to transit and surrounding communities.	07-5136 ATP/17-18 CONST $8,326,000 0717000322 S	2016-17 108-0890 FTF 20.30.720.100	$8,326,000
6 $698,000 Riverside County RCTC 08-Riverside	**Mecca Sidewalk and Roadway Safety Improvements**. This project will construct approximately 4,300 linear feet of sidewalk improvements on 6th Street from Date Palm Drive to Dale Kiler Road, Brown Street from 5th Street to 6th Street, and the west side of Dale Kiler Road from 7th Street to 200 feet south in the community of Mecca. (MPO) (CEQA - NOE, 01/17/2017.) (Right of Way Certification, 08/21/2017.) Outcome/Output: The project outcome is to increase student bicycling or walking to and from school by at least 25.	08-1198A ATP/17-18 CONST $698,000 0816000149 S	2016-17 108-0042 SHA 20.30.720.100	$698,000

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-1718-04**
7 $13,000 Riverside County RCTC 08-Riverside	**Mecca Sidewalk and Roadway Safety Improvements**. This allocation is for non-infrastructure activities including school bicycle/pedestrian safety promotional information campaigns and bicycle safety skill classes. (MPO) (CEQA - NOE, 01/17/2017.) (Right of Way Certification, 08/21/2017.) (PPNO 1198B is the Non-Infrastructure component to PPNO 1198A.) Outcome/Output: The project outcome is to increase student bicycling or walking to and from school by at least 25.	08-1198B ATP/17/18 CONST $13,000 0816000149 S	2016-17 108-0042 SHA 20.30.720.100	$13,000
8 $50,000 City of National City SANDAG 11-San Diego	**Sweetwater River Bikeway Connections/30th Street Bicycle Facility Improvements**. Located on 30th Street between D Avenue and 2nd Avenue, on 2nd Avenue between 30th Street and Sweetwater River Bikeway. Sweetwater River Bikeway entrances at 2nd Street and Hoover Avenue. Project will construct approximately one mile of Class II and Class III bicycle facilities to include bicycle detector loops and bicycle boxes. Decrease lane widths for vehicles. (Statewide) (CEQA - NOE, 3/12/2015.) Outcome/Output: Enhanced connection between local network and Sweetwater River Bikeway at Hoover Avenue and 2nd Street entrances. Increased visibility of bicyclists and separate bicyclists from motorized users. Minimize collisions involving non-motorized users by reducing speed.	11-1212 ATP/17-18 R/W $50,000 1116000122 S	2016-17 108-0042 SHA 20.30.720.100	$50,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 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-1718-05

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $1,831,000 for two Active Transportation Program (ATP) projects programmed in Fiscal Year (FY) 2019-20?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission defer an allocation of $1,831,000 for two ATP projects programmed in FY 2019-20 because these projects are advanced from a future program year.

BACKGROUND:

The attached vote list describes two ATP projects programmed in FY 2019-20 totaling $1,831,000. Although the local agencies are ready to proceed with these projects, it is recommended that the Commission defer these allocations.

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-1718-05**
1 $47,000 Los Angeles County LACMTA 07-Los Angeles	**Los Nietos Safe Routes to School - Phase II**. The project will implement safe routes to school infrastructure improvements including bulb outs, new and upgraded curb ramps, a new signalized pedestrian crossing, signage improvements, new sidewalk, pedestrian countdown heads, and audible push buttons. (Statewide) Outcome/Output: The project will enhance pedestrian awareness to motorist; promote a walkable environment; and improve accessibility for area residents, especially students; thereby improving mobility and reducing greenhouse gas emissions throughout the area. **THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.**	07-5284 ATP/19-20 PA&ED $47,000 0718000039 S	2016-17 108-0890 FTF 20.30.720.100	$47,000
2 $1,784,000 Southern California Association of Governments LACMTA 07-Los Angeles	**SCAG 2017 Active Transportation Safety & Encouragement Campaign**. Non Infrastructure Project Seven Regional Active Transportation Safety and Encouragement Campaigns: 1) San Bernardino County SRTS program, 2) Imperial County SRTS program, 3) Santa Ana City Bicylists/Pedestrain Education Campaign, 4) El Monte Go Human Bike Friendly Business Program, 5) South El Monte Open Streets, 6) LA Vision Zero Outreach and Media Campaigns (MPO) (CEQA - NOE , 04/06/2017.) (NEPA - CE, 07/20/2017) Outcome/Output: The various projects will help improve transportation safety and provide encouragement for bicycling and walking. **THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.**	07-5295 ATP/19-20 CONST $1,784,000 0717000351 S	2016-17 108-0890 FTF 20.30.720.100	$1,784,000

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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: October 18-19, 2017

Reference No.: 2.8b.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES WAIVER 17-39**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for the nine projects listed on the attached document, for the time periods shown, in the Active Transportation Program (ATP)?

RECOMMENDATION:

The California Department of Transportation recommends the Commission extend the period of contract award for nine projects listed on the attached document, for the time periods shown, in the ATP.

BACKGROUND:

The Commission allocated $22,803,000 for the construction of nine ATP projects identified on the attachment. The responsible agencies have been unable to award the contract within six months of allocation. The attachment describes the details of the projects and the explanation for the delays. The respective agencies request extensions, and the planning agencies concur.

Current ATP Guidelines stipulate that the agency implementing a project, request a time extension if the project will not be awarded within six months of the allocation. The Commission may approve waivers to the timely use of funds deadline, one time only, for up to 12 months.

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	Tahoe Transportation District Placer County PPNO: 03-1524 State Route 89 Fanny Bridge Community Revitalization Project – Active Transportation Improvements project	$4,900,000	03/16/2017 FATP-1617-10 10 Months 07/31/2018 Support
	The Tahoe Transportation District (TTD) requests a 10-month time extension to the period of contract award for the construction (CON) phase of the State Route 89 Fanny Bridge Community Revitalization Project – Active Transportation Improvements project. The City experienced an unexpected delay in awarding the project. The TTD is under a Project Memorandum of Agreement with the Central Federal Lands - Highway Division of Federal Highway Administration (CFL) for the delivery of the project because the major source of funds for the large suite of projects for Fanny Bridge is the Federal Lands Access Program. The CFL is responsible for final design and construction of project. Central Federal Lands ran into difficulties finalizing the bid package along with obtaining the Encroachment Permit from the Department. The Department is diligently working with CFL on the maintenance agreement, which is the last remaining component in finalizing the Encroachment Permit. Once the Encroachment Permit is received, TTD anticipates advertising and awarding the project by July 31, 2018. Therefore, the City requests a 10-month time extension to award the CON phase by July 31, 2018.		
2	City of Oakland Alameda County PPNO: 04-2190C International Boulevard Pedestrian Lighting and Sidewalk Repair Project	$2,481,000	05/17/2017 FATP-1617-15 6 Months 05/31/2018 Support
	The City of Oakland (City) requests a six-month time extension to the period of contract award for the construction (CON) phase of the International Boulevard Pedestrian Lighting and Sidewalk Repair Pr\oject. The City experienced an unexpected delay in receiving the Right of Way (RW) encroachment permit. The City received their CON allocation in May 2017. However, the improvements exceeded $1 million threshold allowed within the State's right of way. Exceeding the $1 million thresholds requires the project to undergo a Permit Engineering Evaluation Review prior to being granted an encroachment permit. This review process will delay the project by four months. Once this process is completed and an encroachment permit issued, the City would then require two months to advertise, bid and award the project. The City anticipates awarding by May 31, 2018. Therefore, the City requests a six-month time extension to award the CON phase by May 31, 2018.		
3	City of Oakland Alameda County PPNO: 04-2190D LAMMPS/Laurel, Mills, Maxwell Park and Seminary Active Transportation Connection project	$3,598,000	03/16/2017 FATP-1617-10 3 Months 12/31/2017 Support
	The City of Oakland (City) requests a three-month time extension to the period of contract award for the construction (CON) phase of the LAMMPS/Laurel, Mills, Maxwell Park and Seminary Active Transportation Connection project. The City experienced an unexpected delay in awarding the project. The City received their CON allocation in March 2017. The City advertised the project and received bids through the month of August 2017. However, the City Council was in recess the entire month of August, therefore could not review nor approve awards. The City anticipates the award of the contract by late November 2017, but is asking an additional month for unanticipated City Council questions and concerns. Therefore, the City requests a three-month time extension to award the CON phase by March 31, 2018.		

CEQA- California Environmental Quality Act
NEPA-National Environmental Policy Act
ATP-Active Transportation Program

FHWA-Federal Highway Administration
The Department-California Department of Transportation

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
4	City of Monterey Monterey County PPNO: 05-2610 North Fremont Bike and Pedestrian Access and Safety Improvements project	$5,637,000	05/17/2017 FATP-1617-15 6 Months 05/31/2018 Support
	The City of Monterey (City) requests a six-month time extension to the period of contract award for the construction (CON) phase of the North Fremont Bike and Pedestrian Access and Safety Improvements project. The City experienced an unexpected delay in advertising the project. The City received the CON allocation in May 2017. In anticipation for higher construction costs due to recent local bid openings on other projects, the City applied for additional funding from the Regional Surface Transportation Program (RSTP) to bridge the perceived shortfall. The City anticipates receiving the RSTP funding and advertising the project by February 2018. The City, due to the high project cost, plans to utilize a minimum of eight weeks for the bidding period to receive more bids that are competitive. The City anticipates advertising the project in February and awarding by May 31, 2018. Therefore, the City requests a six-month time extension to award the CON phase by May 31, 2018.		
5	City of Riverside Riverside County PPNO: 08-1186 Downtown and Adjoining Areas Bicycle and Pedestrian Improvement Project	$877,000	03/16/2017 FATP-1617-10 4 Months 01/31/2018 Support
	The City of Riverside (City) requests a four-month time extension to the period of contract award for the construction (CON) phase of the Downtown and Adjoining Areas Bicycle and Pedestrian Improvement Project. The City experienced an unexpected delay in advertising the project. The City implemented a new electronic contract and procurement process to streamline and eliminate delays to the bidding process. The launch of the new process resulted in a one-time delay to the project. The City advertised the project on August 30, 2017, and expects closing bids by the end of September 2017. However, to account for any unexpected bid protests, the City is asking additional time to possibly re-advertise, bid and award the project. Therefore, the City requests a four-month time extension to award the CON phase by January 31, 2018.		
6	City of Riverside Riverside County PPNO: 08-1187 City of Riverside – Wells/Arlanza Sidewalk Improvements project	$1,782,000	05/17/2017 FATP-1617-15 4 Months 03/31/2018 Support
	The City of Riverside (City) requests a four-month time extension to the period of contract award for the construction (CON) phase of the City of Riverside – Wells/Arlanza Sidewalk Improvements project. The City experienced an unexpected delay in advertising the project. The City implemented a new electronic contract and procurement process to streamline and eliminate delays to the bidding process. The launch of the new process resulted in a one-time delay to the project. The City anticipates advertising the project by September 29, 2017, and closing bids by late November 2017. However, to account for any unexpected bid protests, the City is asking additional time to possibly re-advertise, bid and award the project. Therefore, the City requests a four-month time extension to award the CON phase by March 31, 2018.		

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
7	City of Riverside Riverside County PPNO: 08-1188 City of Riverside – Norte Vista Sidewalk Improvement project	$1,822,000	05/17/2017 FATP-1617-15 4 Months 03/31/2018 Support
	The City of Riverside (City) requests a four-month time extension to the period of contract award for the construction (CON) phase of the City of Riverside – Norte Vista Sidewalk Improvement project. The City experienced an unexpected delay in awarding the project in advertising the project. The City implemented a new electronic contract and procurement process to streamline and eliminate delays to the bidding process. The launch of the new process resulted in a one-time delay to the project. City plans to advertise the project by September 29, 2017, and closing bids by the end of November 2017. However, to account for any unexpected bid protests, the City is asking additional time to possibly re-advertise, bid and award the project. Therefore, the City requests a four-month time extension to award the CON phase by March 31, 2018.		
8	City of Yucaipa San Bernardino County PPNO: 08-1206 Safe Routes to Calimesa and Wildwood Elementary Schools project	$872,000	03/16/2017 FATP-1617-10 6 Months 03/31/2018 Support
	The City of Yucaipa (City) requests a six-month time extension to the period of contract award for the construction (CON) phase of the Safe Routes to Calimesa and Wildwood Elementary Schools project. The City experienced an unexpected delay in awarding the project due to a Federal Transportation Improvement Program (FTIP) programming issue. The City's oversight of including this project in the 2017 FTIP has delayed the project's advancement. The City has worked with the San Bernardino County Transportation Authority to submit an FTIP amendment to bring project funding forward into the current year. The City received approval of the FTIP amendment on September 25, 2017 and will now submit the Request for Authorization-CON, advertise and award the project. The City anticipates awarding the project by March 31, 2018. Therefore, the City requests a six-month time extension to award the CON phase by March 31, 2018.		
9	City of Merced Merced County PPNO: 10-3126 State Highway 59 and BNSF Multi-Use Pathway Crossing project	$834,000	06/29/2017 FATP-1617-20 6 Months 06/30/2018 Support
	The City of Merced (City) requests a six-month time extension to the period of contract award for the construction (CON) phase of the State Highway 59 and Burlington Northern Santa Fe (BNSF) Multi-Use Pathway Crossing project. The City experienced an unexpected delay in awarding the project due to a Federal Transportation Improvement Program (FTIP) programming issue. The City's oversight of including this project in the 2017 FTIP has delayed the project's advancement. The City has worked with the Merced County Association of Governments to submit an FTIP amendment to bring project funding forward into the current year. The City expects approval of the FTIP amendment by early October 2017. Once the amendment is approved, the City will submit the Request for Authorization-CON, advertise and award the project. The City anticipates awarding the project by June 30, 2018. Therefore, the City requests a six-month time extension to award the CON phase by June 30, 2018.		

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DEPARTMENT OF TRANSPORTATION

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Tab 97

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 2.8b.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR A LOCALLY-ADMINISTERED STIP PROJECT, PER STIP GUIDELINES WAIVER 17-40**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for the Third Street Improvements CIP No. 8164 project (PPNO 8726), in Yolo County, in the State Transportation Improvements Program (STIP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of contract award for the Third Street Improvements CIP No. 8164 project (PPNO 8726), in Yolo County, in the STIP.

BACKGROUND:

The Commission allocated $3,292,000 for the construction of one locally administered STIP 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 concurs.

Current STIP 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 20 months in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Contract Award Deadline
Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount *Construction Only*	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	City of Davis Yolo County PPNO: 05-8726 Third Street Improvements CIP No. 8164 project	$3,292,000	05/18/2017 FP-16-41 3 Months 02/28/2018 Support

The City of Davis (City) is requesting a three-month time extension to the period of contract award for the construction (CON) phase of the Third Street Improvements CIP No. 8164 project. The City experienced an unexpected delay with the Right of Way (RW) certification.

The City allocated their CON funds in May 2017. At the time of CON allocation request, the City was not aware that the RW certification had expired. The recertification of RW delayed the approval of the federal authorization and, consequently, the project advertisement by three months. The City, upon approval of the federal authorization, is ready advertise the project, however, they are unlikely to award prior to their November 2017 deadline. The City anticipates advertising, bid opening and awarding the project by February 28, 2018.

Therefore, the City requests a three-month time extension to award the CON phase by February 28, 2018.

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 2.8b.(3)
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 17-41

ISSUE:

Should the California Transportation Commission (Commission) approve a time extension for a three 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 a time extension, for the period indicated, for the three 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 March 15, 2017, the Commission allocated $13,009,000 for Construction Capital for two SHOPP projects. On May 17, 2017, the Department sub-allocated $2,694,000 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 March 2017 is September 30, 2017; and for the project allocated in May 2017, the deadline to award is November 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.(3) Time Extension / Waiver - Contract Award
Waiver 17-41

Proj No	Dist-PPNO	EA	Work Description	Fund Source	Allocation Amount	Allocation Date	Months Requested	New Award Deadline
1	04-0440Q	4G830	In Sunnyvale and Mountain View, from Fremont Avenue Undercrossing to 0.2 mile north of Stevens Creek Bridge No. 37-0185. Overlay southbound deck with polyester concrete and overlay northbound deck with reinforced concrete.	SHOPP	$3,829,000	3/15/17	6	Mar-2018

Reason for Delay: This SHOPP Bridge Preservation project was advertised on May 1, 2017 and bids were opened on June 20, 2017. Three bids were received. The apparent low bidder did not provide the required Disadvantaged Business Enterprise submittals and was considered non-responsive. The remaining bidders were higher than the Engineer's Estimate. The Department realized an opportunity to capture some savings by modifying the scope of work yet still realize the same purpose and need. The current scope involves replacing approach slabs. The Department has determined that savings could be realized by simply overlaying the existing approach slabs to match the bridge deck instead of replacing the approach slabs. As a result, the Department rejected all bids. This six-month extension will allow the Department sufficient time to re-package, re-advertise, process and award the project.

The Department is also requesting a concurrent six-month time extension for Phase 3 Construction Support.

2	02-3208	1C750	Near Belden, at Yellow Creek Bridge No. 09 -0008. Replace bridge.	SHOPP	$9,180,000	3/15/17	6	Mar-2018

Reason for Delay: This SHOPP Bridge Preservation project was advertised on April 10, 2017 and bids were opened on June 7, 2017. Six bids were received. The apparent low bidder did not make a good faith effort to meet the Disadvantaged Business Enterprise goal and considered non-responsive. The Department performed a bid analysis and talked to the responsive low bidder. As a result, the Department is requesting a concurrent supplemental funds request to award the contract at the October 2017 CTC Meeting. This six-month time extension will allow the Department sufficient time upon approval of the additional funds from the Commission to award the project to the lowest responsible bidder.

The Department is also requesting a concurrent six-month time extension for Phase 3 Construction Support.

3	04-0135Q	4G790	In Oakland, at Oakland Avenue Undercrossing No. 33-0288. Rehabilitate bridge deck.	SHOPP	$2,694,000	5/17/17	7	Jun-2018

Reason for Delay: This SHOPP Bridge Preservation project was advertised on July 1, 2017. Seven bids were received on August 15, 2017. All of the bids received were higher than the Engineer's Estimate. The Department realized an opportunity to capture some savings by modifying the scope of work yet still realize the same purpose and need. The Department has determined that savings could be realized by modifying the design to simplify the construction staging. As a result, the Department rejected all bids. The project will be re-advertised on February 12, 2018. Bid opening is scheduled for March 12, 2018. The seven-month extension will allow the Department to re-package and re-advertise, process and award the project to the lowest responsible bidder.

The Department is also requesting a concurrent seven-month time extension for Phase 3 Construction Support.

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DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 18-19, 2017

Reference No.: 2.8b.(4)
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 LOCALLY ADMINISTERED PROJECTS ON THE STATE HIGHWAY SYSTEM, PER STIP GUIDELINES**
WAIVER 17-42

ISSUE:

Should the California Transportation Commission (Commission) approve a time extension for the locally administered State Route (SR) 1 Operational Improvements State Transportation Improvement Program (STIP) project (PPNO 1814) in Monterey County, 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 locally administered SR-1 Operational Improvements STIP project (PPNO 1814) in Monterey County, for the period indicated, as 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 March 15, 2017, the Commission allocated $3,000,000 for Construction Capital for the STIP project. In accordance with Resolution G-13-07, the deadline to award contracts for projects allocated in March 2017 is September 30, 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.(4) Time Extension / Waiver - Contract Award Waiver 17-42

Proj No	Dist-PPNO	EA	Work Description	Fund Source	Allocation Amount	Allocation Date	Months Requested	New Award Deadline
1	05-1814	0L570	Near Carmel-by-the-Sea, on Route 1 from Rio Road to Carmel Valley Road. Construct additional climbing lane, modify intersection, and enhance turn movements.	STIP	$3,000,000	3/15/17	6	Mar-2018

Reason for Delay: During the final stages of the Project Specifications and Estimates (PS&E) phase of this locally administered STIP Regional Improvement project, the Department added upgraded signals at the State Route 1 and Carmel Valley Road intersection to the project scope and agreed to reimburse Monterey County to perform the work. The draft cooperative agreement was finalized and advertised at the County Board meeting on August 29, 2017. Bid opening is scheduled for September 21, 2017. An executed cooperative agreement is required prior to award of the construction contract and award scheduled at October 31, 2017. The six-month time extension will allow the Department sufficient time to obtain an executed cooperative agreement with Monterey County, open bids, and to process and award the project to the lowest responsible bidder.

Tabs 96-99

California Transportation Commission

October 18-19, 2017 Meeting - Extension Requests / Staff Recommendation

Agenda Item #	Ref #	Extension Type	Proj #	PPNO	County	Agency	Agency Request	Recommendations: Caltrans	Recommendations: CTC Staff	Notes
96	**2.8b.(1)**	Contract Award	1	1524	Placer	Tahoe Transportation District	10 months	10 months	10 months	Contract award was delayed due to difficulties finalizing the bid package and obtaining encroachment permits.
96	**2.8b.(1)**	Contract Award	2	2190C	Alameda	City of Oakland	6 months	6 months	6 months	The project unexpectedly needs to undergo a Permit Engineering Evaluation Review delaying the encroachment permit.
96	**2.8b.(1)**	Contract Award	3	2190D	Alameda	City of Oakland	3 months	3 months	3 months	Additional time is needed for the City Council to review and approve contract awards.
96	**2.8b.(1)**	Contract Award	4	2610	Monterey	City of Monterey	6 months	6 months	6 months	The City needed time to bridge a funding shortfall before advertising the project.
96	**2.8b.(1)**	Contract Award	5	1186	Riverside	City of Riverside	4 months	4 months	4 months	Unexpected delays occurred due to the City implementing a new electronic contract and procurement process.
96	**2.8b.(1)**	Contract Award	6	1187	Riverside	City of Riverside	4 months	4 months	4 months	Unexpected delays occurred due to the City implementing a new electronic contract and procurement process.
96	**2.8b.(1)**	Contract Award	7	1188	Riverside	City of Riverside	4 months	4 months	4 months	Unexpected delays occurred due to the City implementing a new electronic contract and procurement process.
96	**2.8b.(1)**	Contract Award	8	1206	San Bernardino	City of Yucaipa	6months	6 months	6 months	The project experienced a delay in award because the City inadvertently did not include the project in the FTIP. An amendment was done and the City will proceed with advertise and award.
96	**2.8b.(1)**	Contract Award	9	3126	Merced	City of Merced	6months	6 months	6 months	The project experienced a delay in award because the City inadvertently did not include the project in the FTIP. An amendment was done and the City will proceed with advertise and award.
97	**2.8b.(2)**	Contract Award for a Locally Administered STIP project - Off the Highway System	1	8726	Yolo	City of Davis	3 months	3 months	3 months	Additional time is needed to recertify Right of Way
98	**2.8b.(3)**	Contract Award and Construction Support	1	0440Q	Santa Clara	Caltrans		6 months	6 months	Additional time to re-package contract documents to realize savings, re-advertise, and for contract award processing.
98	**2.8b.(3)**	Contract Award and Construction Support	2	3208	Plumas	Caltrans		6 months	**3 months**	Additional time to award the contract to the lowest responsible bidder.
98	**2.8b.(3)**	Contract Award and Construction Support	3	0135Q	Alameda	Caltrans		7 months	7 months	Additional time to re-package contract documents to realize savings, re-advertise, and for contract award processing.
99	**2.8b.(4)**	Contract Award for a Locally Administered STIP project - On the Highway System	1	1814	Monterey	Caltrans	6 months	6 months	6 months	Need additional time to execute the cooperative agreement.