

ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

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

January 30-31, 2019

Rocklin, California

Wednesday, January 30, 2019

- 1:00 PM** **Commission Meeting**
Rocklin Event Center
Ballroom
2650 Sunset Blvd
Rocklin, CA 95677
- 7:00 PM** **WTS Sacramento Annual Awards and Scholarship Dinner**
Sheraton Grand Sacramento
1230 J Street
Sacramento, CA 95814

Thursday, January 31, 2019

- 9:00 AM** **Commission Meeting**
Rocklin Event Center
Ballroom
2650 Sunset Blvd
Rocklin, CA 95677

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

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 or interpretation services 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 State 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 (RW), Fiscal Year (FY), Active Transportation Program (ATP), Intercity Rail (ICR), California Aid to Airports Program (CAAP), Acquisition & Development (A&D), Transit and Inter-City Rail Capital Program (TIRCP), Transportation Facilities Account (TFA), Trade Corridor Enhancement Program (TCEP), Local Partnership Program (LPP), Local Streets and Roads Program (LSRP), Solutions for Congested Corridors Program (SCCP).

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):

CTC Meeting – March 13-14, 2019 in Los Angeles, CA

Tab #	Item Description	Ref. #	Presenter	Status*	
GENERAL BUSINESS					
1	Roll Call	1.1	Fran Inman	I	C
2	Election of Commission Chair and Vice Chair	1.14	Fran Inman	A	C
3	Welcome to the Region	1.12	Mike Luken Ken Broadway Wes Heathcock	I	R
4	Approval of Minutes for December 5-6, 2018	1.2	Fran Inman	A	C
5	Approval of Minutes for the December 4, 2018 Joint Meeting with the California Air Resources Board	1.13	Fran Inman	A	C
6	Commissioner Meetings for Compensation	1.5	Fran Inman	A	C
REPORTS					
7	Commission Executive Director	1.3	Susan Bransen	A	C
8	Commissioner Reports	1.4	Fran Inman	A	C
9	CalSTA Secretary and/or Undersecretary	1.6	Brian Annis	I	T
10	Caltrans Director and/or Deputy Director	1.7	Laurie Berman	I	D
11	FHWA California Division Administrator	1.11	Vincent Mammano	I	F
12	Regional Agencies Moderator	1.8	Luke McNeel-Caird	I	R
13	Rural Counties Task Force Chair	1.9	Maura Twomey	I	R
14	Self-Help Counties Coalition Executive Director	1.10	Keith Dunn	I	R
POLICY MATTERS					
15	State and Federal Legislative Matters	4.1	Paul Golaszewski	A	C
16	Overview of Upcoming Round Table Discussions Sponsored by the University of California Institute of Transportation Studies	4.3	Garth Hopkins Dan Sperling	I	C
17	Workshops to Develop Policy Recommendations to Reduce Greenhouse Gas Emissions from the Transportation Sector	4.11	Paul Golaszewski	A	C
18	Budget and Allocation Capacity	4.2	Paul Golaszewski Clark Paulsen	I	D
19	Overview of the Development Process for the 2020 STIP Fund Estimate	4.14	Paul Golaszewski Clark Paulsen	I	D
20	California Conservation Corps - Active Transportation Program	4.9	Meghan Pedroncelli Bruce Saito	I	C
21 Timed Item 2:30 pm	Hearing on the 2019 Active Transportation Program – Statewide and Small Urban & Rural Components Staff Recommendations	4.6	Laurie Waters	I	C
22	Adoption of 2019 Active Transportation Program – Statewide and Small Urban & Rural Components Resolution G-19-01	4.7	Laurie Waters	A	C
23	Amendment to the 2019 Local Partnership Formulaic Program Resolution G-19-02, Amending Resolution G-18-44	4.8	Christine Gordon	A	C
24	Caltrans Advanced Mitigation Program Guidelines Update	4.4	Garth Hopkins Amy Bailey	A	D
25	Presentation and Comments on the Proposed Amendments to the Procedures for Discharges of Dredged or Fill Material to Waters of the State	4.26	Laura Pennebaker Jeremy Ketchum Karen Mogus	A	C/D
26	Caltrans and California Trucking Association Pusher Truck Partnership Program	4.10	Laura Pennebaker Eric Sauer	I	C
INFORMATION CALENDAR			Chris Traina		
27	Informational Reports on Allocations Under Delegated Authority -- Emergency G-11 Allocations (2.5f.(1)): \$26,168,000 for 12 projects. -- SHOPP Safety Sub-Allocations (2.5f.(3)): \$4,219,000 for four projects. -- Minor G-05-16 Allocations (2.5f.(4)): \$758,000 for two projects.	2.5f.		I	D
Monthly Reports on the Status of Contract Award for:					
28	State Highway Projects, per Resolution G-06-08	3.2a.		I	D

Tab #	Item Description	Ref. #	Presenter	Status*	
29	Local Assistance STIP Projects, per Resolution G-13-07	3.2b.		I	D
30	Local Assistance ATP Projects, per Resolution G-15-04	3.2c.		I	D
31	Pre-Construction SHOPP Support Allocations, per Resolution G-06-08	3.3		I	D
32	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
33	Commission Comment Letters on Notices of Preparation and Draft Environmental Impact Reports	4.16		I	C
Quarterly Reports – Fiscal Year 2018-19 – First Quarter					
34	Caltrans' Rail Operations Report	3.6		I	D
Other Reports					
35	Final Expenditures for STIP Projects	3.7		I	D
36	Traffic Congestion Relief Program Annual Report	4.15		I	D
BEGIN CONSENT CALENDAR			Chris Traina		
37	<u>Approval of Project for Future Consideration of Funding:</u> 01 – Humboldt County Annie and Mary Trail: Phase 1 Construct a Class 1 multi-use trail. (MND) (PPNO 2505) (ATP) Resolution E-19-10 <i>(Related Item under Ref. 2.5w.(1).)</i>	2.2c.(2)		A	C
38	<u>Approval of Project for Future Consideration of Funding:</u> 03 – El Dorado County El Dorado Trail: Missouri Flat Road to El Dorado Construct a Class 1 multi-use trail. (MND) (PPNO 1224A – 1224B) (ATP, CMAQ) Resolution E-19-11 <i>(Related Item under Ref. 2.5w.(1).)</i>	2.2c.(3)		A	C
39	<u>Approval of Project for Future Consideration of Funding:</u> 03 – Sacramento County Folsom Boulevard Complete Streets: Phase 1 Construct pedestrian and bicycle infrastructure on Folsom Boulevard. (MND) (PPNO 1695) (ATP) Resolution E-19-12 <i>(Related Item under Ref. 2.5w.(1).)</i>	2.2c.(4)		A	C
40	<u>Approval of Project for Future Consideration of Funding:</u> 03 – Sacramento and Yolo Counties Downtown Riverfront Streetcar Project Construct a 4.4-mile streetcar alignment from West Sacramento to Midtown Sacramento. (MND) (PPNO 1695) (Proposition 1A, CMAQ) Resolution E-19-13 <i>(Related Item under Ref. 4.21.)</i>	2.2c.(5)		A	C

Tab #	Item Description	Ref. #	Presenter	Status*	
41	<p><u>Approval of Projects for Future Consideration of Funding:</u></p> <p>01-Lak-20, PM 5.8 Bachelor Creek Bridge Project Replace existing culverts on State Route 20 in Lake County. (ND) (PPNO 3107) (SHOPP) Resolution E-19-01 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>02-Tri-3, PM 58.7/60.7 Swift Creek Bridge Replacement Project Replace existing bridge on State Route 3 in Trinity County. (MND) (PPNO 3485) (SHOPP) Resolution E-19-02 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>03-Sac/SJ-5, PM Various State Route 160 and I-5 Bridge Seismic Retrofit Project Seismic retrofit of four bridges on I-5 in Sacramento and San Joaquin Counties. (MND) (PPNO 5832) (SHOPP) Resolution E-19-03 <i>(Related Item under Ref. 2.5b.(1).)</i></p> <p>05-Mon-1, PM 20.4 Replace Culvert at Limekiln Project Construct safety improvements on a portion of State Route 70 in Monterey County. (MND) (PPNO 2230) (SHOPP) Resolution E-19-04 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>06-Fre-99, R5.7/11.1 Selma to Fowler Rehab Project Rehabilitate a portion of State Route 99 in Fresno County. (ND) (PPNO 6800) (SHOPP) Resolution E-19-05 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>08-SBd/Riv - Various, PM Various Rehabilitation Activities on Six Bridges Project Rehabilitate six bridges on State Route 91 and Interstates 10 and 15 in San Bernardino and Riverside Counties. (ND)(PPNO 3002G) (SHOPP) Resolution E-19-06 <i>(Related Item under Ref. 2.5b.(1).)</i></p> <p>10-SJ-4, PM 4.1/4.9 Middle River Bridge Roadway Realignment Project Curve correction on the east end of Middle River Bridge on State Route 4 in San Joaquin County. (MND) (PPNO 3177) (SHOPP) Resolution E-19-07 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>10-SJ-88, PM 13.70/14.0, 10-Alp-88, PM 0.20/2.60 State Route 88 Drainage System Project Replace existing and construct new culverts along State Route 88 in San Joaquin and Alpine Counties. (MND) (PPNO 3141) (SHOPP) Resolution E-19-08 <i>(Related Item under Ref. 2.5b.(2).)</i></p> <p>12-Ora-605, PM 1.1/1.6 Interstate 605/Katella Avenue Interchange Improvements Project Construct roadway and interchange improvements on I-605 and Katella Ave in Orange County. (MND) (EA 0K870) (Local) Resolution E-19-09</p>	2.2c.(1)		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
42	<p><u>Four Relinquishment Resolutions:</u></p> <p>04-Ala-185-PM 0.9/3.2 Right of way on State Route 185 (E. 14th Street and Mission Boulevard) from the San Leandro city boundary to the Hayward city boundary, in the county of Alameda. Resolution R-4018</p> <p>06-Tul-216-PM 1.97/2.46 Right of way along State Route 216 (Houston Avenue) on North Lovers Lane, McAuliff Street, and McAuliff Court, in the city of Visalia. Resolution R-4019</p> <p>06-Kin-198-PM R9.47 Right of way along State Route 198 on 19th Avenue and Iona Avenue, in the city of Lemoore. Resolution R-4020</p> <p>09-Ker-14-PM 59.0/61.2 Right of way along Route 14 from 1.4 miles south of and 0.5 miles north of the junction with State Route 178, in the county of Kern. Resolution R-4021</p>	2.3c.		A	D
43	<p><u>One Vacation Resolution:</u></p> <p>03-Sut-70-PM R2.8/R3.3, SSH Vacation Right of Way along State Route 70 from 0.15 mile south of and 0.30 mile north of Marcum Road, in the county of Sutter. Resolution A-911</p>	2.3d.		A	D
44	<p><u>Two Rescinding Resolutions of Necessity:</u></p> <p>06-Tul-137-PM 16.5/16.6 Cynthia C. Gregory, Trustee of The Collen Gregory Revocable Trust, dated January 9, 2003, and Donald D. Gregory, as to an undivided one-half interest, and Paul C. Richter, III and Clara O. Richter, husband and wife as community property, as to an undivided one-half interest. Resolution CR-161</p> <p>06-Tul-137-PM 16.5/16.6 Donald D. Gregory, Trustee of the Donald D. Gregory Revocable Trust dated October 2, 2000, as to an undivided one-half interest, and Paul C. Richter, III and Clara O. Richter, husband and wife, as community property, as to an undivided one-half interest. Resolution CR-162</p>	2.4e.		A	D
45	<p>23 Resolutions of Necessity Resolutions C-21673 through C-21695</p>	2.4b.		A	D
46	<p>Director's Deeds Items 1 through 10 Excess Lands - Return to State: \$1,405,207 Return to Others: \$0</p>	2.4d.		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
47	<p><u>Allocation Amendments- Proposition 1B Traffic Light Synchronization Program Projects:</u> Request to deallocate a combined total of \$1,297,110 from the following projects, due to savings at project close out:</p> <ul style="list-style-type: none"> • \$16,000 from TLSP Project California Boulevard in Los Angeles County. (Project 07-6784) 2.5g.(7b) Resolution TLS1B-AA-1819-15 Amending Resolution TLS1B-A-1112-003 • \$10,000 from TLSP Project Hill Avenue in Los Angeles County. (Project 07-6787) 2.5g.(7c) Resolution TLS1B-AA-1819-16 Amending Resolution TLS1B-A-1112-003 • \$8,000 from TLSP Project Los Robles Avenue in Los Angeles County. (Project 07-6788) 2.5g.(7d) Resolution TLS1B-AA-1819-17 Amending Resolution TLS1B-A-1112-003 • \$291,913 from TLSP Project Smart Corridor Projects in San Mateo County. (Project 04-6805) 2.5g.(7e) Resolution TLS1B-AA-1819-18 Amending Resolution TLS1B-AA-1112-010 Resolution STIP1B-AA-1819-01, Amending Resolution STIP1B-A-1112-004 • \$960,764 from TLSP Project Smart Corridor Projects in San Mateo County. (Project 04-6805) 2.5g.(7f) Resolution TLS1B-AA-1819-19 Amending Resolution TLS1B-AA-1213-01 • \$10,433 from TLSP Project Smart Corridor Projects in San Mateo County. (Project 04-6805) 2.5g.(7g) Resolution TLS1B-AA-1819-20 Amending Resolution TLS1B-A-1112-004 	2.5g.(7b) -2.5g.(7g)		A	D
48	<p><u>Allocation Amendments - Proposition 1B Intercity Rail Improvement Program Projects:</u> Request to deallocate a combined total of \$617,000, from the following projects, due to savings from completion of the project:</p> <ul style="list-style-type: none"> • \$198,000 in PS&E from the Van Nuys North Platform Project (PPNO 75-2113) 2.5g.(8a) Resolution ICR1B-AA-1819-01, Amending Resolution ICR1B-AA-1314-01 • \$419,000 in PS&E from Raymer to Benson Double Track Project. (PPNO 75-2098) 2.5g.(8b) Resolution ICR1B-AA-1819-02, Amending Resolution ICR1B-A-1314-02 (Related Items under Ref. 4.24 & 2.5g.(8c).) 	2.5g.(8a) – 2.5g.(8b)		A	D
49	<p><u>Amendment – Local Partnership Program (Formulaic):</u> Amend Resolution LPP-A-1819-07 to revise the project description for the LPP Program Amendment approved in October 2018 under Resolution G-18-44. There is no change to the originally approved allocation amount. Resolution LPP-A-1819-19, Amending Resolution LPP-A-1819-07</p>	2.6s.(1)		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
50	<p><u>Allocation Amendment for Proposition 116 Rail Bond Program Projects:</u> Request to deallocate a combined total of \$2,250,344, from the following projects, due to savings at project close out:</p> <ul style="list-style-type: none"> • \$429,778 from the Sand Canyon Avenue Grade Separation project in Orange County. (PPNO 9651) <i>(2.6b.(1).)</i> Resolution BFA-18-01, Amending Resolution BFP-09-07 • \$1,820,566 from the Orange County Metrolink Fiber Optics Installation project in Orange County. (PPNO 9523) <i>(2.6b.(2).)</i> Resolution BFA-18-02, Amending Resolution BFP-09-03 <i>(Related Items under Refs 2.1d & 2.6b.(3).)</i> 	2.6b.(1) – 2.6b.(2)		A	D
<u>END OF CONSENT CALENDAR</u>					
<u>ENVIRONMENTAL MATTERS</u>					
51	<p><u>Approval of Project for Future Consideration of Funding:</u> 05-SCr-1, R7.24/16.13 Santa Cruz State Route 1 Project Roadway improvements on a portion of State Route 1 in Santa Cruz County. (FEIR) (PPNO 0073A) (STIP) Resolution E-19-14 <i>(Related Item under Ref. 2.5c.(2).)</i></p>	2.2c.(6)	Jose Oseguera Jeremy Ketchum	A	D
<u>RIGHT OF WAY MATTERS</u>					
52	<p>Wireless Program Renewal – Approve renewal of Caltrans' Wireless Program with minor change to the Master License Agreement and update pricing matrix. Resolution G-19-04, Amending Resolution G-18-25</p>	4.18	Teri Anderson Jennifer S. Lowden	A	D
<u>PROGRAM STATUS</u>					
53	<p>Caltrans' Project Delivery Update</p> <ul style="list-style-type: none"> • Project Delivery Quarterly Report – FY 18-19 – First Quarter 	3.5	Chris Traina Mike Keever	I	D
<u>Projects with Costs that Exceed the Programmed Amount by More Than 20 Percent</u>					
54	<p>Request for an allocation of \$27,800,000 (29 percent increase) in Construction Capital, and \$2,990,000 (8 percent increase) in Construction Support for a SHOPP Pavement Rehabilitation project on State Route 20 in Sutter County. (PPNO 8132) Resolution FP-18-43</p>	2.5d.(1)	Chris Traina Amarjeet Benipal	A	D
55	<p>Request for an allocation of \$1,817,000 (31 percent increase) in Construction Capital, and the originally programmed amount of \$970,000 in Construction Support, for a SHOPP drainage culvert replacement project on Interstate 5 in Los Angeles County. (PPNO 4847) Resolution FP-18-44</p>	2.5d.(2)	Chris Traina John Bulinski	A	D
<u>Supplemental Funds Request - Award</u>					
56	<p>Request for an additional \$952,000 in Construction Capital (25 percent increase) for a SHOPP Collision Severity Reduction project on State Route 68 in Monterey County. (PPNO 2378) Resolution FA-18-35</p>	2.5e.(1)	Chris Traina Tim Gubbins	A	D
57	<p>Request for an additional \$2,985,000 in Construction Capital (46 percent increase) for a SHOPP Collision Severity Reduction project on United States Highway 395 in Mono County, to re-advertise and award. (PPNO 0615) Resolution FA-18-36</p>	2.5e.(2)	Chris Traina Brent Green	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
Supplemental Funds Request - Complete Construction					
58	Request for an additional \$400,000 in Construction Capital (13 percent increase) for a SHOPP Roadside Safety Improvement project on State Route 97 in Siskiyou County, to complete construction. (PPNO 3477) Resolution FA-18-37	2.5e.(3)	Chris Traina Derek Willis	A	D
POLICY MATTERS					
59	Use of Senate Bill 1 Funds for Workforce Development	4.12	Garth Hopkins Tim Rainey	I	R
60	Draft State Highway Systems Management Plan	4.25	Chris Traina Michael Johnson	I	D
PROGRAM UPDATES					
Senate Bill 1 Program					
61	Caltrans' Senate Bill 1 Quarterly Report – FY 18-19 – First Quarter	4.13	Robert Nelson Jim Davis	I	D
Active Transportation Program					
62	Caltrans' Active Transportation Program Report	4.5	Laurie Waters Rihui Zhang	I	D
63	<u>ATP Amendment for Approval:</u> The County of San Bernardino proposes to amend Active Transportation Program Project Santa Ana River Trail Reaches B & C to revise the project scope. (PPNO 1202) Resolution ATP-A18-07	4.22	Laurie Waters	A	C
Baseline Agreements					
64	<u>SB 1 Baseline Agreements:</u> State Highway Operation and Protection Program - (SHOPP) 6 Baseline Agreements for Approval. Resolution SHOPP-P-1819-10B <i>(Related Item under Ref. 2.5b.(2).)</i>	4.19	Teri Anderson	A	C
65	Status of Baseline Agreements for the Active Transportation, Local Partnership, Solutions for Congested Corridors, and Trade Corridor Enhancement Programs.	4.23	Dawn Cheser	I	C
66	<u>Proposition 1B Baseline Agreement:</u> State Route 99 Bond Program Baseline Agreement – Northbound Livingston Widening Project Resolution R99-P-1819-03	4.20	Matthew Yosgott	A	C
Proposition 1A High Speed Passenger Train Bond Program					
67	<u>Proposition 1A High Speed Passenger Train Bond Program (Urban/Commuter) Amendment:</u> The Sacramento Regional Transit District proposes to reprogram the existing Sacramento Intermodal Facility Project as two separate projects, the Downtown/Riverfront Sac-West Sac Streetcar System project and the Sacramento Valley Station project. Resolution HST1A-P-1819-01, Amending Resolution HST1A-P-1718-01 <i>(Related Item under 2.2c.(5).)</i>	4.21	Teresa Favila	A	C
Proposition 116 Rail Bond Program					
68	<u>Proposition 116 Program Amendment:</u> Request to deprogram the savings from Sand Canyon Avenue Grade Separation Project and the Metrolink Fiber Optics Installation Project and increase program funds to the Laguna Niguel to San Juan Capistrano Passing and Siding Project in the Orange County Commuter/Intercity Rail Program of Projects. Resolution PA-19-01, Amending Resolution PA-14-01. <i>(Related Items under Ref. 2.6b.(1) & 2.6b.(3))</i>	2.1d.	Teresa Favila	A	C

Tab #	Item Description	Ref. #	Presenter	Status*	
69	Allocation Amendment - Proposition 116 Program: Request to increase the original allocation of Proposition 116 funding by \$2,250,344, from \$2,483,00 to \$4,733,344, for the Laguna Niguel to San Juan Capistrano Passing and Siding project in Orange County. (PPNO 2107) Resolution BFA-18-03, Amending Resolution BFP-18-01 <i>(Related Items under Ref. 2.1d. & 2.6b.(1).)</i>	2.6b.(3)	Teresa Favila Ron Sheppard	A	D
Proposition 1B Program					
70	Proposition 1B Intercity Rail Improvement Program Amendment: Request to reprogram a combined total in \$617,000 in PS&E to construction on the Van Nuys North Platform Project. Resolution ICR1B-P-1819-03 Amending Resolution ICR1B-P-1819-02 <i>(Related Item under 2.5g.(8a), 2.5g.(8b) & 2.5g.(8c))</i>	4.24	Teresa Favila Ron Sheppard	A	D
71	Allocation Amendment – Proposition 1B Intercity Rail Improvement Program Project: Request to increase the original allocation amount by \$617,000, from \$30,500,000 to \$31,117,000, for Construction on the Van Nuys North Platform Project. (PPNO 2113) Resolution ICR1B-AA-1819-03 Amending Resolution ICR1B-AA-1516-02 <i>(Related Item under 2.5g.(8a), 2.5g.(8b) & 4.24)</i>	2.5g.(8c)	Teresa Favila Ron Sheppard	A	D
SHOPP PROGRAM					
SHOPP Program Amendments for Approval					
72	Request to: --Add 14 new projects into the 2018 SHOPP. --Revise 20 projects currently programmed in the 2018 SHOPP. SHOPP Amendment 18H-007 <i>(Related Item under Ref. 2.5b.(2).)</i>	2.1a.(1)	Teri Anderson Bruce De Terra	A	D
73	Amendment to the Major Damage Restoration Reserve for Fiscal Year 2018-19 Request of \$200,000,000, from \$340,000,000 to \$540,000,000 for the FY 18-19 Major Damage Restoration Reserve. Resolution G-19-03, Amending Resolution G-18-46	4.17	Chris Traina Dennis Agar	A	D
STIP PROGRAM					
STIP Program Amendments for Approval					
74	The Department and San Mateo City/County Association of Governments, in concurrence with the Metropolitan Transportation Commission, propose to amend the San Mateo and Santa Clara US 101 Managed Lanes Project, programmed in the STIP, LPP and SCCP, to reassign a portion of the scope of work into a new segment for early delivery in FY 2018-19. (PPNO 0658D) STIP Amendment 18S-11	2.1a.(2)	Teresa Favila Bruce De Terra	A	D
STIP Amendments for Notice					
75	The Riverside County Transportation Commission and the City of Lake Elsinore propose to amend the 2018 STIP to program an AB 3090 replacement project (PPNO 3009Y) to advance the start of the Project Approval and Environmental Document (Environmental) phase of the I-15 Express Lanes – Southern Extension (PPNO 3009X) by using local measure funds. STIP Amendment 18S-15	2.1b.(2)	Teresa Favila Bruce De Terra	I	D

Tab #	Item Description	Ref. #	Presenter	Status*	
ALLOCATIONS					
SHOPP Allocations					
76	Request of \$5,211,000 for four District Minor projects. Resolution FP-18-45	2.5a.	Teri Anderson Bruce De Terra	A	D
77	Request of \$241,513,000 for 22 SHOPP projects. Resolution FP-18-46 <i>(Related Item under Ref. 2.2c.(1).)</i>	2.5b.(1)	Teri Anderson Bruce De Terra	A	D
SHOPP Capital Outlay Support Allocations					
78	Request of \$54,800,000 for 70 2018 SHOPP preconstruction project phases for environmental, design and R/W support: 2.5b.(2a) - \$23,700,000 for 34 2018 SHOPP phases 2.5b.(2b) - \$31,100,000 for 36 2018 SHOPP-SB1 phases Resolution FP-18-47 <i>(Related Item under Ref. 2.1a.(1) & 4.19.)</i>	2.5b.(2)	Teri Anderson Bruce De Terra	A	D
Seismic Retrofit Program – Phase II - Proposition 192					
79	Request of \$1,163,000 for mitigation on three Seismic Retrofit Program – Phase II – Proposition 192 projects, on the State Highway System. Resolution FP-18-50	2.5g.(15)	Chris Traina Bruce De Terra	A	D
STIP Allocations					
80	Request of \$4,051,000 for two locally-administered STIP projects, on the State Highway System. Resolution FP-18-48 <i>(Related Item under Ref. 2.2c.(6).)</i>	2.5c.(2)	Teresa Favila Bruce De Terra	A	D
81	Request of \$3,502,000 for four locally-administered STIP projects, off the State Highway System. 2.5c. (3a) -- \$3,378,000 for two STIP projects. 2.5c. (3b) -- \$124,000 for two STIP Planning, Programming, and Monitoring projects. Resolution FP-18-49	2.5c.(3)	Teresa Favila Rihui Zhang	A	D
Senate Bill 1 Program					
Local Partnership Program (LPP) Project Allocations					
82	Request of \$2,027,000 for the State-Administered US 101 Managed Lanes Project – Northern Segment SB1 LPP-Formulaic project, on the State Highway System, in San Mateo and Santa Clara Counties. (PPNO 0658D) Resolution LPP-A-1819-15	2.5s.(1)	Christine Gordon Bruce De Terra	A	D
83	Request of \$5,510,000 for the locally-administered State Route 99/Fulkerth Road Interchange Improvements SB1 LPP-Formulaic and Competitive project, on the State Highway System, in Stanislaus County. (PPNO 3414) Resolution LPP-A-1819-16	2.5s.(2)	Christine Gordon Bruce De Terra	A	D
84	Request of \$4,142,000 for two locally-administered LPP (Formulaic) projects, off the State Highway System. 2.5s.(3a) - \$4,142,000 for two LPP – Formulaic projects. Resolution LPP-A-1819-17	2.5s.(3)	Christine Gordon Bruce De Terra	A	D
Advance - LPP Project Allocation					
85	Request of \$4,597,000 for two locally-administered LPP (Formulaic) projects, off the State Highway System, programmed in FY 19-20. 2.5s.(4a) - \$4,597,000 for two LPP – Formulaic projects. Resolution LPP-A-1819-18 <i>(Related Item under Ref. 4.8)</i>	2.5s.(4)	Christine Gordon Bruce De Terra	A	D
Transit and Intercity Rail Capital Program Project Allocations					
86	Request of \$1,815,000 for three TIRCP projects. 2.6g.(1b) – \$1,815,000 for three TIRCP SB1 Augmentation for PTA projects. Resolution TIRCP-1819-06	2.6g.(1)	Teresa Favila Ron Sheppard	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
Active Transportation Program (ATP) Project Allocations					
87	Request of \$13,720,000 for 21 locally-administered ATP projects. 2.5w.(1a) -- \$7,046,000 for eight ATP projects. 2.5w.(1b) -- \$6,674,000 for 13 ATP SB1 Augmentation projects. Resolution FATP-1819-07 <i>(Related Item under Ref. 2.2c.(2), 2.2c.(3), & 2.2c.(4).)</i>	2.5w.(1)	Anja Aulenbacher Rihui Zhang	A	D
TIME EXTENSION REQUESTS					
Contract Award Time Extension					
88	Request to extend the period of contract award for 9 SHOPP projects, on the State Highway System, per Interim SHOPP Guidelines. Waiver 19-01	2.8b.(1)	Teri Anderson Bruce De Terra	A	D
89	Request to extend the period of contract award for eight ATP projects, per ATP Guidelines. Waiver 19-02	2.8b.(2)	Anja Aulenbacher Rihui Zhang	A	D
90	Request to extend the period of contract award for the Metrolink High Speed Readiness Program project (PPNO CP002) in Los Angeles County, per High Speed Passenger Train Bond Program Guidelines. Waiver 19-04	2.8b.(4)	Teresa Favila Ron Sheppard	A	D
Project Completion Time Extension					
91	Request to extend the period of project completion for three ATP projects, per ATP Guidelines. Waiver 19-05	2.8c.	Anja Aulenbacher Rihui Zhang	A	D
OTHER MATTERS / PUBLIC COMMENT					
ADJOURN					

HIGHWAY FINANCIAL MATTERS	
\$335,101,000	Total SHOPP/Minor
\$ 7,553,000	Total STIP
\$ 7,046,000	Total Active Transportation Program
\$ 22,950,000	Total Senate Bill 1
\$ 1,163,000	Proposition 192
\$ 38,037,000	Total Supplementals
\$411,850,000	Sub-Total Highway Allocations
\$ 31,145,000	Delegated Allocations
\$442,995,000	TOTAL VALUE
7,974	TOTAL JOBS CREATED
\$1,297,110	Total De-allocations/Project savings

MASS TRANS FINANCIAL MATTERS	
\$1,815,000	Transit and Intercity Rail Capital Program (SB1)
\$1,815,000	TOTAL VALUE
33	TOTAL JOBS CREATED

CALIFORNIA TRANSPORTATION COMMISSION

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

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

Ms. Fran Inman, Chair
Majestic Realty Company
13191 N. Crossroads Parkway, Sixth Floor
City of Industry, CA 91746-3497

Mr. Jim Earp, Vice Chair
1120 N Street MS-52
Sacramento, CA 95814

Mr. Bob Alvarado
Northern California Carpenters Regional Council
265 Hegenberger Road, Suite 200
Oakland, CA 94621-1480

Ms. Yvonne B. Burke
1120 N Street MS-52
Sacramento, CA 95814

Ms. Lucetta Dunn
Orange County Business Council
2 Park Plaza, Suite 100
Irvine, CA 92614

Mr. James C. Ghielmetti
Signature Homes, Inc.
4670 Willow Road, Suite 200
Pleasanton, CA 94588

Mr. Carl Guardino
Silicon Valley Leadership Group
2001 Gateway Place, Suite 101E
San Jose, CA 95110

Ms. Christine Kehoe
1120 N Street MS-52
Sacramento, CA 95814

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

Mr. Paul Van Konynenburg
Britton Konynenburg Partners
6373 Stoddard Road
Modesto, CA. 95356

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
1120 N Street, Room 2231 (MS-52)
Sacramento, CA 95814
(916) 654-4245

ELECTION OF COMMISSION CHAIR AND VICE CHAIR

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

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: January 30-31, 2019

Reference No.: 1.2
Action

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Douglas Remedios
Associate Governmental
Program Analyst

Subject: **MEETING MINUTES FOR DECEMBER 5-6, 2018**

ISSUE:

Should the California Transportation Commission (Commission) approve the meeting minutes for the December 5-6, 2018 Commission meeting?

RECOMMENDATION:

Commission staff recommends that the Commission approve the meeting minutes for the December 5-6, 2018 Commission meeting.

BACKGROUND:

California Code of Regulations, Title 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 Title 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: December 5-6, 2018 Meeting Minutes

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 1.13
Action

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Douglas Remedios
Associate Governmental
Program Analyst

Subject: **APPROVAL OF MINUTES FOR THE DECEMBER 4, 2018 JOINT MEETING OF THE CALIFORNIA TRANSPORTATION COMMISSION AND THE CALIFORNIA AIR RESOURCES BOARD**

ISSUE:

Should the California Transportation Commission (Commission) approve the meeting minutes for the December 4, 2018 Joint Meeting of the Commission and the California Air Resources Board (Board)?

RECOMMENDATION:

Commission staff recommends that the Commission approve the meeting minutes for the December 4, 2018 Joint Meeting of the Commission and the Board.

BACKGROUND:

California Code of Regulations, Title 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 Title 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 A: December 4, 2018 Joint Meeting Minutes of the California Transportation Commission and the California Air Resources Board

Minutes
Joint Meeting
California Transportation Commission
California Air Resources Board
Tuesday, December 4, 2018
10:00 AM – 3:30 PM
Los Angeles County Metropolitan Transportation Authority Board Room
One Gateway Plaza, Los Angeles, CA 90012

Assembly Bill 179 (Cervantes, Chapter 737, Statutes 2017) directs the California Transportation Commission and the California Air Resources Board to meet at least twice a year to coordinate implementation of transportation programs and policies. This was the second joint meeting of 2018.

For a detailed review of this meeting please view the archived video recording at:

http://ctc.dot.ca.gov/webcast/ctc/vod_ctc.asp

The presiding officer for this meeting was the Chair of the California Transportation Commission, except for those items pertaining exclusively to the California Air Resources Board Chair’s oversight, such as the roll call of California Air Resources Board members.

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

Item No.	Time	Description	Presenter	Status *
1	10:00 AM	Roll Call and Opening Remarks	Fran Inman, Chair California Transportation Commission Mary Nichols, Chair California Air Resources Board	I

The Transportation Commissioners and Air Resources Board Members led those attending in the Pledge of Allegiance Commission Chair Fran Inman, Board Chair Nichols, and Assemblymember Sabrina Cervantes provided welcome remarks for this informational item.

Chair Fran Inman	Present	Commissioner Carl Guardino	Present
Commissioner Bob Alvarado	Present	Commissioner Christine Kehoe	Present
Commissioner Yvonne Burke	Present	Commission Jim Madaffer	Present
Commissioner Lucetta Dunn	Present	Commissioner Joe Tavaglione	Present
Commissioner Jim Earp	Present	Commissioner Paul Van Konynenburg	Present
Commissioner Jim Ghielmetti	Present		
Assembly member Jim Frazier, Ex-Officio	Present	Senator Jim Beall, Ex-Officio	Absent
TOTAL	Present: 12 Absent: 1		

Chair Mary Nichols	Present	Vice-Chair Sandra Berg	Absent
Member Hector De La Torre	Present	Member Barbara Riordan	Present
Member John Eisenhut	Absent	Supervisor Phil Serna	Absent
Member Dean Florez	Absent	Member Dr. Alex Sherriffs	Present
Supervisor John Gioia	Present	Member Professor Dan Sperling	Present
Member Judy Mitchell	Present	Supervisor Ron Roberts	Absent
Physician Member John Balmes	Absent	Member Diane Takvorian	Present
Assembly member Eduardo Garcia, Ex-Officio	Absent	Senator Ricardo Lara, Ex-Officio	Absent
TOTAL	Present: 8 Absent: 8		

2	10:10 AM	Welcome to the Region	Phillip A. Washington Los Angeles County Metropolitan Transportation Authority	I
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Los Angeles County Metropolitan Transportation Authority Chief Executive Officer Phil Washington presented this informational item.

3	10:25 AM	Senate Bill 150 Report Findings	Carey Knecht California Air Resources Board	I
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Air Resources Board Air Pollution Specialist Carey Knecht presented this informational item.

Comments provided by:

- ARB Member – Professor Dan Sperling
- CTC Ex-Officio Commissioner – Assemblymember Jim Frazier
- CTC Commissioner – Jim Madaffer
- ARB Member – Judy Mitchell
- CTC Commissioner – Lucy Dunn
- ARB Chair – Mary Nichols
- CTC Commissioner – Paul Van Konyneburg
- CTC Commissioner – Yvonne Burke
- ARB Member Diane Takvorian
- CTC Vice Chair – Jim Earp
- CTC Chair – Fran Inman

4	11:00 AM	Overview of Regional Transportation Plan/Sustainable Communities Strategy Development	Maura Twomey Association of Monterey Bay Area Governments	I
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Association of Monterey Bay Area Governments Executive Director Maura Twomey presented this informational item.

Item No.	Time	Description	Presenter	Status *
5	11:15 AM	<p>Vision for State and Regional Transportation</p> <ul style="list-style-type: none"> • California Department of Transportation (Caltrans) • San Joaquin Council of Governments (SJCOG) • Sacramento Area Council of Governments (SACOG) • Metropolitan Transportation Commission (MTC) • Southern California Association of Governments (SCAG) • San Diego Association of Government (SANDAG) 	Ryan Chamberlain Andrew Chesley James Corless Alix Bockelman Darin Chidsey Kim Kawada	I

Caltrans Chris Schmidt, San Diego Association of Governments' Hasan Ikhata, San Joaquin Council of Governments' Andrew Chesley, Sacramento Area Council of Governments' James Corless, Metropolitan Transportation Commission's Alix Bockelman, Southern California Association of Governments' Darin Chidsey, and San Diego Association of Government's Kim Kawada presented this informational item.

Comments provided by:

- CTC Commissioner – Christine Kehoe
- ARB Member – Professor Dan Sperling
- CTC Commissioner – Jim Madaffer
- CTC Chair – Fran Inman
- CTC Commissioner – Bob Alvarado
- CTC Commissioner – Paul Van Konynenburg
- CTC Vice Chair – Jim Earp
- CTC Ex-Officio Commissioner– Assemblymember Jim Frazier
- CTC Commissioner – Jim Ghielmetti
- California Secretary for Transportation – Brian Annis

6	2:30 PM	Public Comment	Fran Inman California Transportation Commission	I
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Speakers:

Ted Smalley – Tulare County Association of Governments
 Duane Baker – San Bernardino County Transportation Authority
 Ahron Hakimi – Kern Council of Governments
 Rosa Park – Stanislaus Council of Governments
 Sarkes Khachek – Santa Barbara County Association of Governments
 Darrell Clarke – Sierra Club
 Tony Boren – Fresno Council of Governments
 David Grubb – Sierra Club of San Diego
 Will Barrett – American Lung Association
 Ana Castro Reynoso – Environmental Health Coalition
 Duane Baker – San Bernardino County Transportation Authority
 Nancy Pfeffer – Gateway Cities Council of Governments
 Jack Shu – Cleveland National Forest Foundation
 Kendal Asuncion – Los Angeles Area Chamber of Commerce
 Bryn Linblad – Climate Resolve
 Jonathan Matz – Safe Routes to School National Partnership
 Cody Rosenfield – Coalition for Clean Air
 Ericka Rincon – Policy Link
 Ella Wise – Climate Plan
 Esther Rivera – California Walks
 Jennifer Hernandez – The 200
 Richard Lyon – California Building Industry Association
 Keith Dunn – Self Help Counties Coalition
 John Gamboa – The 200
 Richard Lambros – Southern California Leadership Council
 Stacie Dabbs – Merced County Association of Governments
 Wes Reutiman – Active SGV
 Kurt Brotcke – Orange County Transportation Authority
 Andrew Henderson – Building Industry Association of Southern California
 Marisela Carabello DiRuggiero – The Port of Los Angeles
 Jared Sanchez – CalBike
 John Barna – Private Citizen
 Karissa Willette – Building Industry Association of Southern California
 Wes May – Engineering Contractor’s Association
 Sarah Wiltfong – Los Angeles County Business Federation
 Shirley Medina – Riverside County Transportation Commission
 Grecia Elenas – Leadership Counsel for Justice and Accountability

Comments provided by:

ARB Member Judy Mitchell
 ARB Member – Professor Dan Sperling

7	3:30 PM	Adjourn	Fran Inman California Transportation Commission	I
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Meeting adjourned at 4:24 pm.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 1.5
Action

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Douglas Remedios
Associate Governmental
Program Analyst

Subject: **COMMISSIONER MEETINGS FOR COMPENSATION**

ISSUE:

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

- 1) Meetings for Compensation for November 2018 (Attachment A)
- 2) Meetings for Compensation for December 2018 (Attachment B)
- 3) Amended Meetings for Compensation for August 2018 (Attachment C)
- 4) Amended Meetings for Compensation for September 2018 (Attachment D)
- 5) Amended Meetings for Compensation for October 2018 (Attachment E)

RECOMMENDATION:

Commission staff recommends that the Commission approve the Commissioner meetings for compensation as provided above.

BACKGROUND:

Per Government Code Section 14509, each member of the Commission shall receive compensation of one hundred dollars (\$100) per day, but not to exceed eight hundred dollars (\$800) 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 November 2018

Attachment B: Meetings for Compensation for December 2018

Attachment C: Amended Meetings for Compensation for August 2018

Attachment D: Amended Meetings for Compensation for September 2018

Attachment E: Amended Meetings for Compensation for October 2018

ATTACHMENT A

**MEETINGS FOR COMPENSATION
NOVEMBER 2018**

Bob Alvarado

- No meetings reported at this time.

Yvonne Burke

- November 29 – Teleconference with Los Angeles County Metropolitan Transportation Authority Staff Re: December Commission Agenda Items. Los Angeles.

Lucetta Dunn

- November 5 – Teleconference with Susan Bransen Re: Commission Matters. Irvine
- November 19 – Teleconference with Susan Bransen Re: Commission Matters. Irvine
- November 21 – Meeting with Roy Kim and Rick Alexander Re: Cost and Schedule Savings on Bridge Development. Irvine
- November 26 – Teleconference with Susan Bransen Re: Commission Matters. Irvine
- November 27 – Teleconference with the City of Laguna Beach Re: State Route 133/ El Toro. Irvine
- November 29 – Teleconference with Commission Staff Re: Project Delivery Briefing. Irvine
- November 30 – Meeting with Staff from the Orange County Transportation Authority Re: Orange County Street Car Project. Santa Ana

Jim Earp

- November 27 – Meeting with Amarjeet Benipal and John Ballantyne Re: Supplemental Funds Request. Rocklin
- November 29 – Teleconference with Commission Staff Re: Project Delivery Briefing. Sacramento

James Ghielmetti

- November 19 – Meeting with Tony Tavares Re: Supplemental Funds Request. Pleasanton
- November 20 – Teleconference with Debbie Hale Re: Proposition 116 Spending. Pleasanton
- November 29 – Teleconference with Commission Staff Re: Project Delivery Briefing. San Francisco

Carl Guardino

- November 1 – Meeting with staff from the California Water Service Company and Sam Liccardo Re: Transportation and Housing. San Jose
- November 13 – Meeting with Tony Tavares Re: Bay Area Transportation Priorities. San Jose
- November 14 – Meeting with Carolyn Gonot RE: Funding for BART Phase II. San Jose

Fran Inman

- November 1 – Attended the California Freight Advisory Committee Freight Scenario Planning Call. City of Industry
- November 7 – Attended a tour of the CR&R Biomass Fleet Solution Facility. Perris
- November 8 – Attended the City of Los Angeles Micromobility Workshop. Los Angeles
- November 14 – Meeting with Robert Weisenmiller Re: Transportation and Energy Commissions Collaboration. Los Angeles
- November 20 – Teleconference with Commission Staff Re: Joint Meeting with the Air Resources Board and Project Delivery Workshop Planning. Los Angeles
- November 26 – Teleconference with Commission Staff Re: Joint Meeting with the Air Resources Board Logistics. Los Angeles
- November 29 – Meeting with Robert Naylor Re: December Commission Meeting Agenda. Sacramento
- November 30 – Teleconference with Mary Nichols Re: Joint Meeting with the Air Resources Board Agenda. City of Industry.

Christine Kehoe

- No meetings reported at this time.

Jim Madaffer

- November 5 – Meeting with the Southern California Association of Governments Re: Transportation Committee Presentation. Palm Desert
- November 13 – Presenter at the Leonard Transportation Institute Re: Future of Transportation Funding. San Bernardino
- November 16 – Attended the Road Charge Technical Advisory Committee Meeting. Sacramento
- November 27 – Panel Moderator for the California State Association of Counties Annual Conference. San Diego
- November 29 – Meeting with San Diego Association of Governments Staff Re: December Commission Meeting and Joint Meeting Agendas. San Diego

Joseph Tavaglione

- No meetings reported at this time.

Paul Van Konynenburg

- November 1 – Attended the State Route 269 Ground Breaking Event. Huron
- November 5 – Attended the California Intercity Passenger Rail Service Briefing. Modesto
- November 8 – Attended the State Route 12 Bouldin Island Ribbon Cutting Event. Lodi
- November 29 – Teleconference with Susan Bransen Re: Turlock Local Partnership Program Project. Modesto
- November 30 – Meeting with the Rural Counties Task Force, Capital Southeast Connector and the Air Resources Board. Sacramento

ATTACHMENT B

**MEETINGS FOR COMPENSATION
DECEMBER 2018**

Regular Commission Meeting Activities:

- December 4 – Joint Commission and California Air Resources Board Meeting in Los Angeles (All Commissioners attended all or part of the meeting)
- December 5 – Commission Project Delivery Workshop in Riverside (All Commissioners attended all or part of the meeting)
- December 5 – Commission Meeting in Riverside (All Commissioners attended all or part of the meeting)
- December 6 – Commission Meeting in Riverside (Commissioners Burke and Madaffer were Absent. All other Commissioners attended all or part of the meeting)

Additional Meetings:

Bob Alvarado

- December 3 – Teleconference with Commission Staff Re: Chair Briefing. Oakland
- December 20 – Teleconference with Commission Staff Re: Active Transportation Program Cycle 4 Staff Recommendations. Oakland.

Yvonne Burke

- December 3 – Teleconference with Commission Staff Re: Agenda Briefing. Los Angeles

Lucetta Dunn

- December 3 – Teleconference with Commission Staff Re: Agenda Briefing. Irvine
- December 3 – Teleconference with Sheila DeBlonk and Jim Wunderman Re: Public Private Partnership Program Steering Committee. Irvine
- December 3 – Teleconference with Orange County Transportation Authority Re: December Commission Meeting Agenda. Irvine
- December 6 – Attended the Women in Transportation Seminar Orange County Event. Tustin
- December 13 – Meeting with the Southern California Partnership for Jobs Re: Senate Bill 1 Project Applications. Irvine
- December 14 – Meeting with Ryan Chamberlain Re: Caltrans Update. Irvine
- December 14 – Teleconference with Mobility 21 Re: Board Meeting. Irvine
- December 14 – Meeting with Metrolink Staff Re: Just One Trip a Week Program. Irvine
- December 17 - Teleconference with Sheila DeBlonk and Jim Wunderman Re: Public Private Partnership Program Steering Committee. Irvine
- December 19 – Meeting with Les Card and Tony Petros Re: Just One Trip a Week Program. Irvine

Jim Earp

- December 3 – Teleconference with Commission Staff Re: Agenda Briefing. Sacramento
- December 14 – Meeting with Caltrans Staff Re: Presidio Parkway Project. San Francisco
- December 20 – Teleconference with Commission Staff Re: Active Transportation Program Cycle 4 Staff Recommendations. Sacramento

James Ghielmetti

- December 3 – Teleconference with Commission Staff Re: Agenda Briefing. Pleasanton
- December 14 – Meeting with Caltrans Staff Re: Presidio Parkway Project. San Francisco

Carl Guardino

- December 3 – Teleconference with Commission Staff Re: Agenda Briefing. San Jose

Fran Inman

- December 3 – Teleconference with Commission Staff Re: Chair Briefing. City of Industry
- December 3 – Meeting with John Bulinski Re: December Commission Meeting Agenda Briefing. City of Industry
- December 7 – Speaker at the Coalition for Responsible Transportation Annual Meeting. Long Beach
- December 10 – Teleconference with Jennifer Fitzgerald Re: California Freight Advisory Committee Industry Survey. City of Industry.
- December 18 – Attended the Electric Bus Infrastructure Workshop. West Covina
- December 19 – Teleconference with Doran Barnes Re: Foothill Transit Update for the Commission. City of Industry
- December 20 – Meeting with Tom Skancke Re: Infrastructure and Alternative Transportation. Tustin

Christine Kehoe

- No additional meetings reported at this time.

Jim Madaffer

- December 7 – Teleconference with Commission Staff Re: Road Charge Technical Advisory Committee. San Diego

Joseph Tavaglione

- No additional meetings reported at this time.

Paul Van Konynenburg

- December 3 – Teleconference with Commission Staff Re: Agenda Briefing. Modesto
- December 7 – Attended the California Partnership for the San Joaquin Valley Board Meeting. Stockton
- December 13 – Meeting with the Tulare County Association of Governments. Sacramento
- December 14 – Meeting with Caltrans Staff Re: Presidio Parkway Project. San Francisco

ATTACHMENT C

**AMENDED MEETINGS FOR COMPENSATION
OCTOBER 2018**

Additional Meetings:

Joseph Tavaglione

- August 3 – Attended the California Highway Patrol Graduation. Sacramento
- August 8 – Teleconference with Commission Staff Re: Project Delivery Briefing. Riverside
- August 10 – Teleconference with Commission Staff Re: Agenda Briefing. Riverside
- August 12 – Meeting with Anne Mayer, Ray Wolfe and John Bulinski Re: Regional Transportation Projects. Riverside
- August 24 – Meeting with Al Zelinka and Cindy Roth Re: Columbia Entrance Grade Separation. Riverside

ATTACHMENT D

**AMENDED MEETINGS FOR COMPENSATION
SEPTEMBER 2018**

Additional Meetings:

Joseph Tavaglione

- September 11 – Meeting with the California Highway Patrol. Riverside
- September 12 – Teleconference with Caltrans Re: Pine Street Project. Riverside
- September 14 – Teleconference with Susan Bransen Re: Commission Matters. Riverside
- September 18 – Attended the Senate Bill 1 Meeting. Riverside
- September 25 – Meeting with Senator Richard Roth Re: State Route 60. Riverside
- September 26 – Meeting with Anne Mayer Re: State Route 71 Interchange. Riverside

ATTACHMENT E

**AMENDED MEETINGS FOR COMPENSATION
OCTOBER 2018**

Additional Meetings:

James Earp

- October 9 – Teleconference with Commission Staff Re: Project Delivery Briefing. Sacramento
- October 15 – Teleconference with Commission Staff Re: Agenda Briefing. Sacramento
- October 16 – Meeting with Amarjeet Benipal Re: Supplemental Funds Requests. Rocklin
- October 24 – Teleconference with Commission Staff Re: Annual Report to the Legislature. Sacramento
- October 28 – Teleconference with Susan Bransen Re: Focus on the Future Conference Presentation. Sacramento.

Joseph Tavaglione

- October 3 – Meeting with John Hagel Re: Southern California Partnership for Jobs. Riverside
- October 9 – Teleconference with Commission Staff Re: Project Delivery Briefing. Riverside
- October 11 – Meeting with Mike Buchamp Re: Caltrans. Riverside
- October 19 – Attended the Mobility 21 Annual Summit. Los Angeles
- October 19 – Teleconference with Commission Staff Re: Toll Bridge Program Oversight Committee Briefing. Riverside
- October 29 – Meeting with Al Zelinka Re: Grade Separation and State Route 91. Riverside

Paul Van Konynenburg

- October 4 – Teleconference with Dennis Agar Re: Supplemental Funds Request. Modesto
- October 9 – Meeting with Derek Kan Re: Alameda Corridor Express Train Service. Modesto
- October 10 – Teleconference with Susan Bransen Re: Annual Report to the Legislature. Modesto
- October 11 – Teleconferences with Laurie Berman and Shari Bender-Ehlert Re: Supplemental Funds Request. Modesto
- October 15 – Teleconference with Commission Staff Re: Agenda Briefing. Modesto
- October 23 – Meeting with the City of Tracy, Caltrans and Commission Staff Re: Trade Corridor Enhancement Program Projects. Stockton
- October 28 – Attended the Focus on the Future Conference. Indian Wells
- October 29 – Attended the Focus on the Future Conference. Indian Wells
- October 30 – Attended the Focus on the Future Conference. Indian Wells

2019 MEETING SCHEDULE
CALIFORNIA TRANSPORTATION COMMISSION

Proposed January 30, 2019

JANUARY 30(W) – JANUARY 31(TH), 2019 – ROCKLIN

January 29 – Project Delivery Workshop
January 30 - Commission Retreat

FEBRUARY 2019 – NO REGULARLY SCHEDULED COMMISSION MEETING

MARCH 13(W) – 14(TH), 2019 – LOS ANGELES

APRIL 2019 – NO REGULARLY SCHEDULED COMMISSION MEETING

April 9 – Joint CTC/CARB Meeting – Sacramento
April 10 ~~& 11~~ – Town Hall Meeting – North State Super Region – Chico

MAY 15(W) – 16(TH), 2019 – SAN DIEGO

JUNE 26(W) – 27(TH), 2019 – SACRAMENTO

JULY 2019 – NO REGULARLY SCHEDULED COMMISSION MEETING

AUGUST 14(W) – 15(TH), 2019 – SAN JOSE

SEPTEMBER 2019 – NO REGULARLY SCHEDULED COMMISSION MEETING

September 16 & 17 – Tri-State Commission Meeting – Stevenson, WA

OCTOBER 9(W) – ~~10(TH)~~, 2019 – MODESTO

October 10 – Joint CTC/CARB Meeting – Modesto

NOVEMBER 2019 – NO REGULARLY SCHEDULED COMMISSION MEETING

November 6 – Town Hall Meeting – Del Norte County

DECEMBER 4(W) – 5(TH), 2019 – RIVERSIDE

COMMISSION REPORTS

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

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.

REPORT BY CALTRANS' DIRECTOR
AND/OR DEPUTY DIRECTOR

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

REPORT BY UNITED STATES
DEPARTMENT OF TRANSPORTATION

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

**REPORT BY REGIONAL
AGENCIES MODERATOR**

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

REPORT BY RURAL COUNTIES
TASK FORCE CHAIR

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

1.10

REPORT BY SELF-HELP COUNTIES
COALITION MODERATOR

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

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 4.1
Action

Published Date: January 18, 2019

Prepared By: Paul Golaszewski
Deputy Director

From: SUSAN BRANSEN
Executive Director

Subject: **STATE AND FEDERAL LEGISLATIVE MATTERS**

ISSUE:

Should the California Transportation Commission (Commission):

1. Accept the staff report on the proposed state legislation identified and monitored by staff as presented in Attachment A?
2. Adopt a position of support and submit a letter (Attachment C) to Assembly Member Grayson on Assembly Bill (AB) 185? This bill would require the Department of Housing and Community Development to participate in the joint meetings held between the Commission and the California Air Resources Board.

RECOMMENDATION:

Staff recommends that the Commission:

1. Accept the staff report and provide direction on state legislation of interest in Attachment A.
2. Adopt a position of support and approve the transmission of the letter to Assembly Member Grayson supporting AB 185, included as Attachment C.

STATE LEGISLATION:

The Legislature reconvened on January 7, 2019 to begin its work in the new two-year session. As of January 16, Members have introduced seven new bills that staff have identified to monitor based on the Commission's legislative tracking policy. Attachment A is a list of the bills monitored at this time.

Of the bills monitored at this time, staff recommends the Commission adopt a position of support for AB 185 (Grayson). This bill would require the Department of Housing and Community Development to participate in the joint meetings held between the Commission and the California Air Resources Board pursuant to Chapter 737 of 2017 (AB 197, Cervantes). A copy of the bill is

included as Attachment B. AB 185 would implement the first part of a recommendation the Commission made to the Legislature in its 2018 Annual Report. Staff has drafted a letter to Assembly Member Grayson that expresses the Commission's support for AB 185, included as Attachment C. The letter also respectfully requests that Assembly Member Grayson consider amending the bill to include the second part of the Commission's recommendation, which is to require the California Energy Commission to also participate in the joint meetings.

Staff anticipates more transportation-related bills will be introduced in the coming weeks. The last day for Members to introduce bills is February 22. After bills are introduced and read on the floor, they are referred to the policy committees in each house for consideration. Attachment D contains a list of the membership of the Assembly Transportation Committee and the Senate Committee on Transportation.

STATE BUDGET:

On January 10, the Governor submitted his proposed 2019-20 budget to the Legislature. The budget includes \$4.8 billion in SB 1 funding. The proposed budget also says the state will encourage jurisdictions to contribute their share of the state's housing supply by linking housing production to certain transportation funds. The details of this proposal are to be worked out in the coming months through stakeholder discussions. Attachment E contains the Department of Finance's summary of the Governor's proposals for transportation and for linking housing production with transportation funds.

After the Governor introduces his proposed budget, legislative budget subcommittees in each house consider the proposals in their respective areas. Attachment F contains a list of the membership of the two budget subcommittees that consider transportation.

FEDERAL LEGISLATIVE MATTERS:

On January 3rd, the new 116th Congress convened. Attachment G contains a list of the membership of the Senate Committee on Commerce, Science, and Transportation. As of January 16, membership on the House Transportation & Infrastructure Committee is still being finalized but Representative Peter DeFazio of Oregon has been named the Chair.

Attachments:

- Attachment A: Legislative bills Commission staff is monitoring this session
- Attachment B: AB 185, as introduced
- Attachment C: Letter of support for AB 185
- Attachment D: Members of legislative transportation policy committees
- Attachment E: Summary of Governor's proposed budget for transportation
- Attachment F: Members of legislative transportation budget subcommittees
- Attachment G: Members of U.S. Senate Committee on Commerce, Science, and Transportation

**Legislative bills Commission staff is monitoring
Wednesday, January 16, 2019**

[AB 146](#) (Quirk-Silva D) State highways: property leases: County of Orange.

Current Text: Introduced: 12/14/2018 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize the Department of Transportation to lease airspace under a freeway, or real property acquired for highway purposes, in the County of Orange, that is not excess property, to a city located in the County of Orange, the County of Orange, a political subdivision of the state whose jurisdiction is located in the County of Orange, or another state agency for purposes of an emergency shelter or feeding program, subject to certain conditions. The bill would specifically authorize the Orange County Housing Finance Trust to enter into these leases.

[AB 185](#) (Grayson D) California Transportation Commission: transportation policies: joint meetings.

Current Text: Introduced: 1/10/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Existing law requires the commission and the State Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies. This bill would require the Department of Housing and Community Development to participate in those joint meetings.

[SB 7](#) (Portantino D) State Highway Route 710.

Current Text: Introduced: 12/3/2018 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require for surplus nonresidential properties for State Route 710 in the County of Los Angeles that purchases of those properties by tenants in good standing be offered at fair market value as determined relative to the current use of the property if the tenant is a nonprofit organization or a city.

[SB 59](#) (Allen D) Automated vehicle technology: Statewide policy.

Current Text: Introduced: 12/19/2018 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would establish the policy of the state relating to automated vehicles in order to ensure that these vehicles support the state's efforts to, among other things, reduce greenhouse gas emissions and encourage efficient land use. The bill would require the Office of Planning and Research in the Governor's office, in coordination with the State Air Resources Board, to convene an automated vehicle interagency working group of specified state agencies, including, among others, the California Environmental Protection Agency, the Transportation Agency, and the Department of Motor Vehicles, to guide policy development for automated vehicle technology consistent with statewide policies as specified.

[SB 127](#) (Wiener D) Transportation funding: active transportation: complete streets.

Current Text: Introduced: 1/10/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would establish a Division of Active Transportation within the Department of Transportation and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department's active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.

[SB 128](#) (Beall D) Enhanced infrastructure financing districts: bonds: issuance.

Current Text: Introduced: 1/10/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to

finance public capital facilities or other specified projects of communitywide significance. Current law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Current law requires the proposal submitted to the voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters.

SB 137

(Dodd D) Federal transportation funds: state exchange programs.

Current Text: Introduced: 1/15/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Current law establishes the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system, and funds that program from fuel taxes and an annual transportation improvement fee imposed on vehicles. This bill would authorize the Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department.

Total Measures: 7

Total Tracking Forms: 7

ASSEMBLY BILL**No. 185****Introduced by Assembly Members Grayson and Cervantes**

January 10, 2019

An act to amend Section 14516 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 185, as introduced, Grayson. California Transportation Commission: transportation policies: joint meetings.

Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Existing law requires the commission and the State Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies.

This bill would require the Department of Housing and Community Development to participate in those joint meetings.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 14516 of the Government Code is
- 2 amended to read:
- 3 14516. (a) The commission and the State Air Resources Board
- 4 shall hold at least two joint meetings per calendar year to

1 coordinate their implementation of transportation policies,
2 including interagency efforts, which shall include, but not be
3 limited to, implementation of the sustainable freight action plan
4 developed pursuant to Executive Order B-32-15, development of
5 the California Transportation Plan update pursuant to Section
6 65071, and the setting of targets pursuant to subparagraph (A) of
7 paragraph (2) of subdivision (b) of Section 65080.
8 *(b) The Department of Housing and Community Development*
9 *shall participate in joint meetings of the commission and the State*
10 *Air Resources Board held pursuant to subdivision (a).*

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STATE OF CALIFORNIA

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ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

SUSAN BRANSEN, Executive Director



CALIFORNIA TRANSPORTATION COMMISSION

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January 30, 2019

The Honorable Timothy Grayson
Member of the Assembly
State Capitol, Room 4164
Sacramento, CA 95814

Re: Support for Assembly Bill 185

Dear Assembly Member Grayson:

As part of its statutory charge, the California Transportation Commission (Commission) advises the Administration and the Legislature on state transportation policies and makes recommendations for legislation to improve the transportation system.

The Commission adopted a position to support Assembly Bill (AB) 185 at its meeting on January 30, 2019. This bill requires the Department of Housing and Community Development (DHCD) to participate in joint meetings held by the Commission and the California Air Resources Board (CARB) to coordinate their implementation of transportation policies. These joint meetings are required under Chapter 737 of 2017 (AB 197, Cervantes).

At the inaugural joint meeting between the Commission and CARB held in June 2018, it was evident from Commissioner, Board Member, and public comment that key state agencies and policy areas were missing from the discussion. Given the connection between transportation and housing, DHCD's participation in these joint meetings is critical for transportation policy discussions on issues such as land use decisions, growth patterns, and facility siting and permitting. For this reason, the Commission, in its 2018 Annual Report to the Legislature, recommended legislation to include DHCD in the joint meetings.

Assembly Member Grayson
RE: Support for Assembly Bill 185
January 31, 2019
Page 2

In its 2018 Annual Report, the Commission also recommended including the California Energy Commission (CEC) in the joint meetings, given CEC's role in promoting advanced transportation technologies to achieve state environmental goals. For example, CEC currently is leading an effort to complete a statewide network of electric vehicle charging stations along key interregional highway corridors. Because CEC administers this and other transportation-related programs, the Commission respectfully requests that you consider amending AB 185 to require CEC to participate in the joint meetings as well.

The Commission commends your leadership on further coordinating the implementation of transportation policy across key state agencies. Commissioners and staff are available to provide information that may assist you in moving this legislation forward. If we can be of assistance, please contact the Commission's Executive Director, Ms. Susan Bransen, at 916-654-4245.

Sincerely,

FRAN INMAN
Chair

c: Commissioners, California Transportation Commission
Susan Bransen, California Transportation Commission, Executive Director
The Honorable Jim Beall, Senate Transportation Committee, Chair
The Honorable Shannon Grove, Senate Transportation Committee, Vice Chair
The Honorable Jim Frazier, Assembly Transportation Committee, Chair
The Honorable Vince Fong, Assembly Transportation Committee, Vice Chair
The Honorable Sabrina Cervantes, Assembly Member
Brian Annis, California State Transportation Agency, Secretary

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2020 CENSUS

The upcoming 2020 Census is critical to California because the data collected by the decennial census is used to determine the number of seats California will have in the U.S. House of Representatives and federal funding levels for local communities. This will be the first census conducted online, and this and other aspects of the federal census design may adversely impact resident participation. California has the largest number of hard-to-count residents—putting its population at risk of being underreported. Launched in 2017-18, California's Complete Count effort will be an extensive statewide outreach and awareness campaign designed to encourage and support full participation by all Californians in the upcoming 2020 Census.

The Budget includes an additional \$50 million for statewide outreach efforts related to increasing the participation rate of Californians in the decennial census, bringing the total funding available to \$140.3 million. This effort will span multiple years, be conducted in multiple languages, and implement specific strategies to obtain a complete and accurate count of all California residents. The Budget also includes \$4 million for the California Housing and Population Sample Enumeration, which is a survey that will identify barriers to a complete count and successful approaches taken by the various outreach efforts and help develop recommendations for the 2030 Census.

TRANSPORTATION AND INFRASTRUCTURE

The Administration is continuing to implement the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017, SB 1), which provides stable, long-term funding for both state and local transportation infrastructure. SB 1 provides an average of \$5.4 billion per year over the next ten years for a strategic mix of state and local transportation projects. The sustained investment over the course of the next decade and beyond will support hundreds of thousands of jobs in California.

The Budget provides \$4.8 billion in new SB 1 funding. Of this amount, \$1.2 billion is available to all 479 cities and 58 counties for local road repairs, with another \$1.2 billion for the repair and maintenance of the state highway system. On top of this, \$400 million is available to repair and maintain the state's bridges and culverts, \$307 million is available to improve trade corridors, and \$250 million is available to increase throughput on congested commute corridors. The Budget also reflects \$458 million for local transit operations and \$386 million for capital improvements for transit, commuter, and intercity rail. SB 1 also provides annual funding for other local transportation

STATEWIDE ISSUES AND VARIOUS DEPARTMENTS

priorities, including \$200 million for Local Partnership projects, \$100 million for projects in the Active Transportation Program, \$25 million for expansion of freeway service patrols, and \$25 million in local planning grants.

The Administration will release a Five-Year Infrastructure Plan that will identify priorities for investments in the state's infrastructure later this year.

The Budget includes one-time resources of \$315.8 million (\$287.2 million General Fund and \$28.6 million Proposition 68 bond funds) to address the most critical statewide deferred maintenance projects. At present, the reported statewide deferred maintenance need is more than \$70 billion. These one-time resources will continue to address the statewide backlog of deferred maintenance and help departments reduce the need to build costlier new infrastructure. This funding will be provided to the entities listed below:

- Department of Corrections and Rehabilitation: \$112,200,000
- Department of Parks and Recreation: \$45,600,000 (\$34,000,000 General Fund and \$11,600,000 Proposition 68 bond funds)
- Judicial Branch: \$40,000,000
- Department of State Hospitals: \$35,000,000
- Department of General Services: \$16,000,000
- Department of Fish and Wildlife: \$10,000,000 (Proposition 68 bond funds)
- Network of California Fairs: \$7,000,000 (Proposition 68 bond funds)
- Department of Forestry and Fire Protection: \$6,000,000
- Department of Developmental Services: \$5,000,000
- California Military Department: \$5,000,000
- California Highway Patrol: \$5,000,000
- Department of Veterans Affairs: \$5,000,000
- State Special Schools: \$5,000,000
- Department of Motor Vehicles: \$3,000,000
- Exposition Park: \$3,000,000
- Department of Food and Agriculture: \$3,000,000

- Housing and Community Development: \$3,000,000
- Employment Development Department: \$2,000,000
- Office of Emergency Services: \$2,000,000
- California Conservation Corps: \$1,000,000
- Hastings College of the Law: \$1,000,000
- Tahoe Conservancy: \$1,000,000

LONG-TERM STATEWIDE HOUSING PRODUCTION STRATEGY

The Administration will develop a strategy to revamp the current Regional Housing Needs Assessment (RHNA) process, which determines the amount and type of housing regions and local jurisdictions must produce to meet their need. Under Chapter 370, Statutes of 2017 (AB 72) and Chapter 958, Statutes of 2018 (AB 686), HCD will be taking a more active role in housing element reviews. Moving from an advisory role, HCD will now oversee and enforce regional housing goals and production. HCD will determine a methodology for allocating housing needs to regions and local jurisdictions, with local input.

These long-term housing production targets will be more ambitious than the short-term housing goals mentioned above. As HCD develops these targets, local jurisdictions will have lead time to begin reformulating their housing plans, using the grants above to leverage other sources of funding, such as their general funds and private dollars, to meet their targets.

Going forward, the state will strongly encourage jurisdictions to contribute to their fair share of the state's housing supply by linking housing production to certain transportation funds and other applicable sources, if any. The Administration will convene discussions with stakeholders, including local governments, to assess the most equitable path forward in linking transportation funding and other potential local government economic development tools to make progress toward required production goals.

MODERATE-INCOME HOUSING PRODUCTION

The Budget makes a sizable investment of \$500 million General Fund one-time in the development of housing for moderate-income households. The California Housing Finance Agency (CalHFA) will expand its Mixed-Income Loan Program, which provides loans to developers for mixed-income developments that include housing for moderate-income households at a lower subsidy level than traditional state programs. This additional investment will jump-start the estimated \$43 million in annual Chapter 364, Statutes of 2017 (SB 2) revenues dedicated for this purpose, and pair with the proposed tax credit program targeting households with incomes between 60 to 80 percent of Area Median Income (see below).

EXPANDED STATE HOUSING TAX CREDIT PROGRAM

Tax credits garner private investment in affordable housing by offering a dollar-for-dollar credit against an investor's state or federal taxes owed. Two federal credits are

STREAMLINING CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The Administration will propose legislation to accelerate the construction of homeless shelters, navigation centers and new supportive housing units by allowing for a streamlined CEQA process with accelerated judicial review of challenges to an Environmental Impact Report. This is similar to the process outlined in Chapter 354, Statutes of 2011 (AB 900), and recent bills providing streamlined environmental reviews for sports stadiums.

AIRSPACE

The Administration will also develop a statewide policy for use of Department of Transportation (Caltrans) airspace for emergency shelters. Airspace is land located within the state's highway right-of-way limits used for non-transportation purposes. This expands on 2018 legislation allowing for up to 30 parcels to be used for emergency shelters in Oakland, San Jose, and Los Angeles, and additional parcels in San Diego and Stockton.

SUPPLEMENTAL SECURITY INCOME (SSI) ADVOCACY

Providing safe shelter for homeless populations coupled with housing supports generally leads to more positive outcomes than either on its own. Studies have shown that affordable housing combined with health and social services supports result in declines in the use of medical and other local services as well as in incarceration.

Many of the chronically homeless are eligible for federal SSI due to their disabling conditions, but the process for applying can be lengthy and difficult to complete. The Housing and Disability Advocacy Program (HDAP) was established as a county match program to assist homeless, disabled individuals with applying for disability benefit programs, while also providing housing supports. The program includes outreach, case management, benefits advocacy, and housing supports to all program participants. Participating counties are required to match any state funds on a dollar-for-dollar basis. The 2017 Budget Act included one-time funding of \$45 million General Fund, available over three years, for this program. The Budget proposes an annual appropriation of \$25 million General Fund beginning in 2019-20 to continue this program.

WHOLE PERSON CARE PILOT PROGRAMS

The Budget invests \$100 million General Fund (one-time with multi-year spending authority) for Whole Person Care Pilot programs that provide housing services.

**MEMBERS OF ASSEMBLY BUDGET SUBCOMMITTEE NO. 3 ON RESOURCES
AND TRANSPORTATION:**

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Senator Jon Tester, Montana
Tom Udall, New Mexico

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 4.3
Information

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Garth Hopkins
Deputy Director

Subject: **OVERVIEW OF UPCOMING ROUNDTABLE DISCUSSIONS SPONSORED BY THE UNIVERSITY OF CALIFORNIA INSTITUTE OF TRANSPORTATION STUDIES**

SUMMARY:

Daniel Sperling, Professor of Civil Engineering and Environmental Science and Policy, founding Director of the Institute of Transportation Studies at the University of California, Davis, and California Air Resources Board Member, will provide an overview of a series of upcoming roundtable discussions sponsored by the University of California Institute of Transportation Studies (UC ITS).

BACKGROUND:

UC ITS is a multi-campus research unit with branches on four UC campuses. It teams UC researchers from more than 30 disciplines on six UC campuses to address critical state goals in high priority areas such as climate change, urban sustainability and air quality, infrastructure and energy, transportation system performance/optimization, taxation and finance.

As part of its outreach efforts, UC ITS is in the process of developing a plan to identify priority policy and research needs related to the transition to shared, automated, connected and zero-emission mobility. UC ITS, in consultation with the California Transportation Commission and the California Air Resources Board, is scheduling a series of five roundtable discussions with select stakeholders to identify the most pressing areas for research and policy development. The five roundtable discussions will take place in various areas throughout California during February 2019.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 4.11
Action

Published Date: January 18, 2019

Prepared By: Paul Golaszewski

From: SUSAN BRANSEN
Executive Director

Subject: **WORKSHOPS TO DEVELOP POLICY RECOMMENDATIONS TO REDUCE GREENHOUSE GAS EMISSIONS FROM THE TRANSPORTATION SECTOR**

ISSUE:

At the December 5, 2018 California Transportation Commission (Commission) meeting, staff received direction to prepare a plan for a series of workshops to develop policy recommendations to reduce greenhouse gas emissions in the transportation sector. Should the Commission approve the plan prepared by staff?

RECOMMENDATION:

Staff recommends the Commission approve the plan prepared by staff for a series of workshops to develop policy recommendations to reduce greenhouse gas emissions from the transportation sector.

BACKGROUND:

According to the California Air Resources Board (CARB), greenhouse gas emissions from the transportation sector account for almost 40 percent of all such emissions—more than any other sector. In 2008, the Legislature enacted SB 375 (Steinberg) to reduce greenhouse gas emissions through the transportation planning process. Specifically, SB 375 requires each of California's 18 metropolitan planning organizations, as part of their long-range regional transportation plans, to develop a Sustainable Communities Strategy to reduce emissions from passenger vehicles. SB 375 also provides CEQA streamlining incentives for projects consistent with a Sustainable Communities Strategy, to encourage their implementation.

SB 150 of 2017 (Allen) requires CARB to prepare a report every four years to assess the progress made toward reducing greenhouse gas emissions through SB 375 and discuss best practices and challenges, including the effect of state policies and funding. CARB completed its first progress report in November 2018. In its report, CARB found that, on a statewide basis, SB 375-targeted

per capita greenhouse gas emissions decreased by only 2 percent from 2005 to 2016. CARB staff presented the findings from the report at the joint meeting of the Commission and CARB held on December 4, 2018. The presentation generated many comments from CARB members, Commissioners, partner agencies, stakeholders, and members of the public. Among the many issues raised were comments related to the need to balance environmental goals with other transportation goals (such as safety, mobility, economic growth, and goods movement), the importance of housing and land use policy in transportation planning, and the potential impact of advanced transportation technologies under development.

PLAN FOR WORKSHOPS TO DEVELOP POLICY RECOMMENDATIONS:

At the December 5, 2018 Commission meeting, Commission staff received direction to prepare a plan for a series of workshops to develop policy recommendations to reduce greenhouse gas emissions from the transportation sector. Pursuant to this directive, Commission staff has prepared the plan outlined below.

Kick Off Workshop

- In the spring, Commission staff will convene an initial workshop to identify a limited number of key policy issues for the workshop series to focus on. For example, key issues might include transportation funding, land use, or advanced transportation technology development.
- Commission staff will solicit input on the selection of the key issues from workshop participants. Staff will encourage broad participation in this workshop, including from all agencies that affect greenhouse gas emissions in the transportation sector, as well as stakeholder groups.

Policy Issue Workshops

- After the key issues have been identified through the initial workshop process, Commission staff will hold workshops throughout the state devoted to specific issues identified.
- The purpose of these workshops will be for Commission staff to receive input on the development of *specific, action-oriented* policy recommendations for the Commission to inform its 2019 Annual Report to the Legislature.
- Staff will encourage broad participation in these workshops, including from all agencies that affect greenhouse gas emissions in the transportation sector, as well as stakeholder groups.
- Staff anticipates concluding the workshops by the end of the summer to inform the Commission's 2019 Annual Report to the Legislature.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No: 4.2
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, 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 December 31, 2018, the Commission has allocated approximately \$3.7 billion toward 436 projects in Fiscal Year 2018-19. Adjustments totaled approximately negative \$52 million, leaving approximately \$3.3 billion (48 percent) in remaining allocation capacity.

2018-19 Capital Allocations vs. Capacity Summary through December 31, 2018 (\$ in millions)										
	SHOPP	STIP	AERO	LPP	SCCP	TCEP	ATP	TIRCP	BONDS	TOTAL
Allocation Capacity	\$3,149	\$520	\$5	\$355	\$486	\$729	\$316	\$1,160	209	\$6,929
Total Votes	1,959	459	1	176	329	291	23	402	18	3,659
Authorized Changes ¹	-56	3	0	0	0	0	0	0	0	-52
Remaining Capacity	\$1,245	\$58	\$4	\$179	\$157	\$438	\$294	\$757	\$191	\$3,323

Note: Amounts may not sum to totals due to independent rounding.

¹ Authorized changes include project increases and decreases through December 31, 2018, pursuant to the Commission's G-12 process and project rescissions.

PROJECT SAVINGS REPORT (G-12):

Through December 31, 2018, 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 STIP and SHOPP experienced a decrease of approximately \$52.4 million of the programmed amounts. This is the result of increases to 91 projects and decreases to 143 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.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No: 4.14
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **OVERVIEW OF THE DEVELOPMENT PROCESS FOR THE 2020 STIP FUND ESTIMATE**

ISSUE:

Over the next several months, the Department of Transportation (Department) will work closely with California Transportation Commission (Commission) staff to identify key issues and assumptions to prepare the 2020 State Transportation Improvement Program (STIP) Fund Estimate for adoption on August 14, 2019.

RECOMMENDATION:

Approve key milestone dates for the development of the 2020 STIP Fund Estimate as follows:

- January 2019 – Overview
- March 2019 – Present Draft Assumptions and Key Issues
- May 2019 – Approve Assumptions (pending 2019-20 May Revise changes)
- June 2019 – Present Draft 2020 STIP Fund Estimate
- August 2019 – Adopt 2020 STIP Fund Estimate

BACKGROUND:

The purpose of the Fund Estimate is to provide both an estimate of all federal and state resources expected to be available for programming in the subsequent STIP and a plan to manage these funds over the Fund Estimate period. The 2020 STIP Fund Estimate will include a five-year forecast from fiscal years 2020-21 through 2024-25 for the State Highway Account, the Federal Trust Fund, the Road Maintenance and Rehabilitation Account, the Public Transportation Account, Proposition 1A bond funds, and Proposition 1B bond funds. In addition to the STIP Fund Estimate, the Department will concurrently prepare a Fund Estimate for the Aeronautics Account.

Section 14525(a) of the California Government Code (GC) requires the Commission to adopt the STIP Fund Estimate by August 15 of each odd-numbered year. Section 14525(d) of the GC allows the Commission to postpone the issuance of the Fund Estimate for up to 90 days.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS	CTC Meeting: January 30-31, 2019
	Reference No.: 4.9 Information
	Published Date: January 18, 2019
From: SUSAN BRANSEN Executive Director	Prepared By: Meghan Pedroncelli Staff Services Analyst
Subject: <u>CALIFORNIA CONSERVATION CORPS</u>	

SUMMARY:

Bruce Saito, Director of the California Conservation Corps, will provide an overview of the California Conservation Corps and their role in the Active Transportation Program.

BACKGROUND:

The California Conservation Corps, the oldest and largest conservation corps in the nation, is a state agency that hires young men and women, ages 18 to 25, for a year of natural resource work and emergency response. The California Conservation Corps puts youth and the environment together to benefit both. The young women and men of the California Conservation Corps work hard protecting and restoring California's environment, responding to disasters becoming stronger workers, citizens and individuals through their service.

As required by Senate Bill 99 (Chapter 359, Statutes of 2013), the Active Transportation Program has always included in its application the requirement for every applicant to contact the California Conservation Corps and their Local Community Conservation Corps to offer participation in their project. If an applicant fails to contact either the California Conservation Corps or their Local Community Conservation Corps, the project application's total score is reduced by five points.

Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), signed by Governor Brown on April 28, 2017, directs \$100 million annually from the Road Maintenance and Rehabilitation Account to the Active Transportation Program beginning in the 2017-18 fiscal year. In addition, Assembly Bill 97 (Ting, Chapter 14, Statutes of 2017) directs \$4 million of the \$100 million annually, beginning in the 2017-18 fiscal year for the next five years, to the California Conservation Corps for active transportation projects to be developed and implemented by the California Conservation Corps and certified Local Community Conservation Corps. The availability of these funds is subject to annual appropriation by the Legislature. Not less than 50 percent of these funds shall be in the form of grants to certified Local Community Conservation Corps. In addition, in accordance with Active Transportation Guidelines, a minimum of 25 percent of all California

Conservation Corps and certified Local Community Conservation Corps proposals that are approved benefit a Disadvantaged Community.

The California Conservation Corps runs a project selection process outside of the Statewide competition that adheres to and conforms to the California Transportation Commission schedule for each Active Transportation Program funding cycle. Projects are selected by the California Conservation Corps on a competitive basis and scored and ranked on the applicant's ability to commence construction within six months of an award and be completed within two years from the project start date. A minimum of 25 percent of all proposals approved will benefit a disadvantaged community as defined by median household income, CalEnviroScreen, or Free or Reduced Priced School Meals, outlined in the Active Transportation Program Guidelines. In addition, projects must also show the ability to further the goals of Active Transportation Program and leverage other funds.

In 2017-18 and 2018-19, the California Conservation Corps programmed \$8 million for 37 projects. Twenty-four projects totaling \$5,233,325 (65 percent) will benefit disadvantaged communities and nineteen projects totaling \$4,377,772 (54 percent) will go to certified Local Community Conservation Corps.

In September 2015 Bruce Saito was appointed as Director of the California Conservation Corps by Governor Brown. In 1977 Bruce worked for the California Conservation Corps as a training instructor and became Center Director and Conservation Supervisor in the Los Angeles area. In 1986, Bruce helped create the Los Angeles Conservation Corp and later served as the Director for 30 years. He has served as board president for the California Conservation Corps Network and president of the California Association of Local Conservation Corps. Bruce grew up in Los Angeles, graduated from San Francisco State University and resides in Long Beach, CA.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 4.6
Information

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Anja Aulenbacher
Assistant Deputy Director

Subject: **HEARING ON THE 2019 ACTIVE TRANSPORTATION PROGRAM–
STATEWIDE AND SMALL URBAN & RURAL COMPONENTS STAFF
RECOMMENDATIONS**

SUMMARY:

The Commission adopted the 2019 Active Transportation Program guidelines and the program fund estimate at the May 2018 Commission meeting. Per legislation, the 2019 Active Transportation Program must benefit a minimum of 25 percent disadvantaged communities.

The 2019 Active Transportation Program includes four years of programming, 2019-20 through 2022-23, with \$445,560,000 in funding capacity for the following program components:

- Statewide (50 percent or \$218,780,000)
- Small Urban & Rural (10 percent or \$43,756,000)
- Ten large Metropolitan Planning Organizations (40 percent or \$175,024,000)
- California Conservation Corps (\$8,000,000 for 2019-20 and 2020-21)

The call for projects was released May 2018. Project applications were due on or before July 31, 2018. An extension was granted to applicants affected by wildfires. Applications were received for 554 projects, requesting over \$2.2 billion of Active Transportation Program funds. Fifty-one teams of volunteer evaluators reviewed applications and provided consensus scores for each application. The evaluators represent the northern and southern parts of the state equally. Evaluators are city/county transportation planners and engineers, advocates, California Transportation Commission and Department of Transportation employees. All evaluators attended a mandatory three-hour training session conducted by Commission staff that involves reviewing the evaluation process and scoring rubrics. Commission staff also reviewed every application to check the evaluator scores.

The Commission encouraged applicants to apply for larger projects in the 2019 Active Transportation Program because these projects have the potential to generate a more transformative change to a community's transportation environment. Applicants heeded this encouragement by applying for much larger projects than in past cycles. Eight percent of projects submitted in Cycle 4 requested \$10,000,000 or more, with the largest request amount being

\$39,600,000. The average fund request was over \$4,000,000 per project which is double the average fund request from the 2017 Active Transportation Program. Because of these large requests, the available funds were consolidated into fewer projects than in past cycles. Additionally, the funding cut-off score (a score of 89) was higher than in past cycles.

The geographic funding distribution has been varied over the years, in some cycles the majority of funds were distributed to the northern part of the state, and in others the majority of funds was distributed to the southern part of the state. Considering all four cycles together, the funding distribution generally breaks down to 59 percent south and 41 percent north.

Parallel to the application review process, Caltrans reviewed each project for eligibility and deliverability. Caltrans worked with project sponsors for projects recommended for funding in the 2019 Active Transportation Program to resolve any project component eligibility and deliverability issues. Through the Caltrans review and the Commission evaluation process, ten projects were determined to be ineligible and were not scored.

The staff recommendations are based on:

- Funding levels identified in the 2019 Active Transportation Program Fund Estimate;
- Eligibility for the program;
- Evaluation team project scores;
- Statutory requirements; and
- Commission policies as expressed in the Active Transportation Program guidelines.

In summary, the recommendations include:

Statewide Component – Active Transportation Program funds of \$237,566,000 for 51 projects valued at \$290,273,000 including:

- \$154,186,000 (65 percent) for 35 Safe-Routes-to-School projects
- \$232,936,000 (98 percent) for 50 projects that provide benefits to disadvantaged communities.

An additional \$18,786,000 in savings from lapsed funds or canceled projects from the last three cycles was added to the Statewide component, for an increased funding capacity of \$237,566,000.

Small Urban & Rural Component – Active Transportation Program funds of \$43,756,000 for 9 projects valued at \$53,270,000, including:

- \$24,239,000 (55 percent) for 6 Safe-Routes-to-School projects
- \$43,756,000 (100 percent) for 9 projects that provide benefits to disadvantaged communities.

Commission staff recommendations were revised on January 18, 2019 and differ from the recommendations initially released on December 28, 2018. The December recommendations conditionally awarded \$22,572,000 to the project submitted by the City of Compton, Blue Line First/Last Mile Improvements: Compton and Artesia Station Areas. The City of Compton did not meet the programming conditions to designate a replacement project implementor by January 16, 2019. As a result, the City of Compton will forego the award, and their requested amount of \$22,572,000 will be distributed to the next highest scoring applicants.

For those projects receiving the same score at the cut-off for funding, Commission staff applied a secondary ranking system to recommend projects. This secondary ranking system was adopted by the Commission in the 2019 Active Transportation Program Guidelines and consists of prioritizing project funding based on the following sequence: 1) infrastructure projects, 2) construction readiness, and 3) which applicant received the highest score on question 2, then question 3, then question 4.

The revised cut-off score for funding in the Statewide Component is 89. Programming capacity at the cut-off score is available to fully fund five of twelve projects that scored 89 and fund \$3,217,000 of the \$4,756,000 requested by the City of Santa Barbara for the U.S. 101 State Street Undercrossing Active Transportation Improvements project. Since the City of Santa Barbara also qualifies for the Small Urban and Rural Component, the remaining \$1,539,000 will be funded from that component to fully fund the project.

Many projects which are not recommended for the Statewide Component remain eligible for the metropolitan planning organization component. The metropolitan planning organizations will bring their programming recommendations forward at the June 26-27, 2019 Commission meeting for Commission adoption.

In the Small Urban & Rural Component, the cut-off score for funding was an 85. Four projects eligible for the Small Urban & Rural Component scored an 85 and were subject to the secondary ranking system described above. Enough programming capacity at the cut-off score was available to fund \$14,583,000 of the \$17,959,000 requested by the City of Goleta for the San Jose Multi-Purpose project in the City of Goleta. Commission staff will work with the City of Goleta to determine if the project can be delivered with the funding available.

BACKGROUND:

On September 26, 2013, the Governor signed legislation creating the Active Transportation Program (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). Senate Bill 1, signed by the Governor on April 28, 2017, directs an additional \$100 million annually from the Road Maintenance and Rehabilitation Account to the Active Transportation Program beginning in Fiscal Year 2017-18.

Commission staff recommendations include active transportation projects that will provide significant benefits throughout the state. Examples include, but are not limited to, the following:

Statewide Component Projects

- Doran Street Grade Separation Active Transportation Access Project, Los Angeles County – \$16,319,000. This Project will construct two bridges for shared use by pedestrians and bicyclists in the cities of Glendale and Los Angeles. The bridges will improve safety and increase non-motorized access between employment, residences, and recreational opportunities. The project area is currently blocked off by a river and a freeway and marred

by a railroad corridor with up to 90 train trips per day and a history of bicycle and pedestrian collisions. Train volumes in this corridor are expected to increase with improvements to commuter rail service and the introduction of high speed rail service. The proposed bridges are being designed to remove a major barrier to connectivity and build a safer, less intimidating railroad crossing, creating an environment that encourages more residents, employees, and visitors to choose non-motorized modes of transportation.

- California Street Separated Bikeway Project, Stockton, San Joaquin County - \$4,390,000. This project will be the “spine” of a proposed north/south bicycle travel network that will also support multiple east/west connections. The project will install 1.2 miles of Class IV protected bike lanes and 3.8 miles of Class II bike lanes that connect North and Central Stockton through downtown to South Stockton connecting multiple disadvantaged neighborhoods. The project will also include associated signal modifications, improvements to traffic control devices, street lighting, and ADA improvements. The project is expected to decrease Average Daily Traffic throughout Stockton while also decreasing bicyclist involved motor vehicle collisions and improving mobility for the City's most economically vulnerable residents.
- Central Community Mobility Enhancements, National City, San Diego County - \$1,286,000. The project will include the design and construction of a continuous 1.7 mile, low-stress bicycle boulevard, close a sidewalk gap, and provide pedestrian enhancements in National City between 4th Street and 30th Street. The proposed north/south alignment connects several dense neighborhoods (Central, Las Palmas, and Olivewood) to a major commercial and transit corridor, Plaza Boulevard. The commercial area has the highest employment density in the City and contains several super markets. The local streets are ideal for active transportation due to their low vehicular volumes and speeds and their connection to three east/west bicycle corridors. However, no bicycle infrastructure currently exists along the route and there is a large gap north of the commercial/transit area. Residents from the neighborhood north of Plaza Boulevard currently traverse a steep dirt hill to access public transit, shopping centers, and employment.
- Humboldt Bay Trail South, Humboldt County - \$13,296,000. The project will close the four-mile gap in the Humboldt Bay Trail between Eureka and Arcata by constructing a multi-use trail (Class I bike path) along the Humboldt Bay shoreline parallel to Highway 101. The project will provide the interconnecting link between recently completed trail projects and culminate the decades-long effort to connect the two largest cities in Humboldt County with a continuous, non-motorized transportation facility. Under existing conditions, people must travel in the shoulder along a four-lane expressway. The lack of bicycle and pedestrian facilities severely limits the number of non-motorized trips along the highway corridor due to safety concerns. This project is Humboldt County’s top priority for investing in active transportation and presents the greatest opportunity to enable a major mode shift in transportation within the county. The project will significantly increase the number of non-motorized trips, improve safety, enhance public health, and promote community vitality.

- South Chester Avenue Pedestrian Safety Project, Kern County - \$1,976,000. This project will improve an approximately 0.8-mile length of South Chester Avenue in a primarily unincorporated metropolitan Bakersfield area by bridging sidewalk gaps, completing ADA-accessibility upgrades, creating safer pedestrian paths across the railroad tracks (presently dirt shoulders), and increasing visibility of non-motorized users by installing rapid flashing beacons, signs, and lights at two uncontrolled crossing locations. The project will provide safer routes to school for hundreds of students attending South High, Sequoia Middle and Wayside Elementary schools. Additionally, the improvements will benefit the severely disadvantaged community residents living near the project location.
- Highway 49 Sidewalk Gap Closure, Placer County - \$14,403,000. The project will construct approximately 2.8 miles of sidewalks and ADA curb ramps in the 4.4-mile corridor of State Route 49. The project will close four significant gaps and create four new routes, which will provide direct connections for approximately 11,000 disadvantaged community residents who are otherwise forced to walk along the highway shoulder or dirt paths to six schools, local government services, seven bus routes, a hospital and supporting health clinics, social service agencies, multiple retail centers, two parks, and numerous neighborhoods. In addition to the sidewalk improvements, the Placer County Public Health Division will develop a multi-year Safe Routes to School program targeting the six area schools focusing on safety, education, encouragement, equity, enforcement, and evaluation.

Small Urban & Rural Component Projects

- Fort Ord Regional Trail & Greenway: Highway 218 Segment, Monterey County - \$10,379,000. This project is a 1.5-mile pedestrian and bicycle trail connection for the Southern Loop of the proposed 32-mile Fort Ord Regional Trail & Greenway in Monterey County. The proposed segment provides independent utility, connecting eleven project area destinations. The future connection to the Fort Ord Regional Trail & Greenway network will link residents to regional healthcare, employment and shopping centers, California State University Monterey and Monterey Peninsula College campuses, Fort Ord National Monument, and the Monterey Bay Coastal Trail. This project will construct the most difficult segment of the Fort Ord Regional Trail & Greenway network, separating students, residents, and visitors from the biggest barrier to mobility in the network – Highway 218.
- U.S. 101 State Street Undercrossing Active Transportation Improvements, Santa Barbara County - \$4,756,000. This project addresses a barrier to mobility and safety issues. Consistent with Vision Zero, the project improves the State Street Undercrossing by removing unnecessary vehicle travel lanes to widen sidewalks, upgrade the narrow Class II bike lanes to Class IV lanes with separation from vehicle traffic, and shorten the pedestrian crossing distance at State Street and Gutierrez Street. The project also provides a context-sensitive design that strengthens the visual active transportation connection between Santa Barbara's downtown and waterfront.

- Bikeway 99 Phase 5 - 20th Street Pedestrian/Bicycle Overcrossing, Chico, Butte County - \$12,356,000. Bikeway 99 is a 7-mile Class I and Class II/III regional bicycle/pedestrian facility paralleling State Route 99 from the City's northern to southern limits. Phase 5 construction will close the final gap in Bikeway 99 with a 2,800-linear foot Class I path, including a bicycle/pedestrian bridge over 20th Street and short connection to Business Lane, between the Class I portion of Bikeway 99 that terminates at the Chico Mall parking lot and the Phase 4 Class I facility along the State Route 99 frontage. The benefits of constructing Phase 5, located within a disadvantaged community, include: increase proportion of trips accomplished by biking and walking by addressing safety and mobility needs of nonmotorized users; implement Chico General Plan "Complete Streets" and sustainability goals/policies, including greenhouse gas reductions; enhance public health with active transportation, and reduce vehicle miles traveled.

The following tables provide a summary of proposed programming recommendations:

Overall Programming Recommendations (Amount in \$1000s)								
Component	Projects	19-20	20-21	21-22	22-23	Total	Fund Estimate Target	Under (Over) Target
Statewide	51	\$22,569	\$78,894	\$77,152	\$58,951	\$237,566	\$218,780	\$18,786
Small Urban & Rural	9	\$4,193	\$3,625	\$12,474	\$21,925	\$43,756	\$43,756	--
Total	60	\$26,762	\$82,519	\$89,626	\$80,876	\$281,322	\$281,322	\$18,786

Statutory Requirements (Amount in \$1000s)				
Project Type	Projects	Total	Target (25%)	Over Target
Benefit to Disadvantaged Communities (Statewide)	50	\$232,936	\$59,392	\$173,544
Benefit to Disadvantaged Communities (Small Urban & Rural)	9	\$43,756	\$10,939	\$32,817

Schedule

The following schedule lists the major milestones for the development and adoption of the 2019 Active Transportation Program:

Commission adopts 2019 Active Transportation Program Guidelines	May 16, 2018
Call for projects	May 16, 2018
Applications due to Caltrans	July 31, 2018
Commission Approves / Rejects MPO Optional Guidelines	August 15-16, 2018
Commission Staff posts recommendations for Statewide and Small Urban & Rural Components	December 31, 2018
Commission adopts Statewide and Small Urban & Rural Components	January 30-31, 2019
MPO final programming recommendations to CTC	April 30, 2019
Commission adopts MPO selected projects	June 26-27, 2019

Attachments:

- Attachment A: 2019 Active Transportation Program – Statewide Component Revised
- Attachment B: 2019 Active Transportation Program – Small Urban & Rural Component Revised
- Attachment C: Correspondence

2019 Active Transportation Program - Statewide Component
Revised Staff Recommendations
(\$1,000's)

Reference Item No.: 4.6
 January 30-31, 2019
 Attachment A

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score	
Active Transportation Resource Center	Various	Active Transportation Resource Center	\$4,630	\$4,630			2,310	2,320					4,630	Non-Infrastructure				
6-Parlier-1	Fresno	Parlier Bicycle and Trails Master Plan	\$209	\$209	209								209	Plan	X	X	98	
6-Kern County-4	Kern	South Chester Avenue Pedestrian Safety Project	\$2,257	\$1,976	283	102	1,591				283	102	1,591	Infrastructure - M	X	X	97	
3-Butte County-3	Butte	Butte County Safe Routes Resource Center and 5 Community Projects	\$1,140	\$985	985								985	Non-Infrastructure	X	X	97	
6-Mendota-1	Fresno	City of Mendota SRTS Master Plan	\$110	\$110	110								110	Plan	X	X	96	
1-Humboldt County-1	Humboldt	Humboldt Bay Trail South	\$22,600	\$13,296		13,296							13,296	Infrastructure - L	X		95	
11-National City-5	San Diego	Central Community Mobility Enhancements	\$1,483	\$1,286	43	148	1,095		43	104	44	1,095		Infrastructure - S	X		95	
7-LA Department of Transportation-13*	Los Angeles	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	\$29,000	\$23,198	2,959	986	1,096	18,157	2,959	986	1,096	18,157		Infrastructure - L	X	X	95	
8-Desert Hot Springs-1	Riverside	Hacienda Avenue SRTS Improvement Project	\$1,498	\$1,322				1,322					1,322	Infrastructure - S	X	X	95	
8-San Bernardino Assoc of Government-1*	San Bernardino	SBCTA Metrolink Station Accessibility Improvement Project - Phase II	\$6,983	\$6,132			6,132						6,132	Infrastructure - M	X	X	95	
11-National City-2*	San Diego	Bayshore Bikeway - Segment 5	\$6,391	\$5,421			5,421						5,421	Infrastructure - M	X		94.5	
9-Tehachapi-1	Kern	SRTS Snyder Avenue Gap Closure Project	\$1,495	\$1,490	190	1,300					190		1,300	Infrastructure - S	X	X	94	
10-Gustine-1	Merced	City of Gustine Active Transportation Plan	\$147	\$147	147								147	Plan	X		94	
10-Stanislaus County-1	Stanislaus	Airport Neighborhood Active Transportation Connectivity and Safety Project	\$6,161	\$4,926	19	4,907						4,907	19	Infrastructure + NI - M	X	X	93.5	
7-Pomona-2	Los Angeles	Pomona Multi-Neighborhood Pedestrian and Bicycle Improvements	\$9,864	\$9,269	220	515	8,534		220	490	25	8,534		Infrastructure - L	X		93	
7-Duarte-1	Los Angeles	Duarte Active Transportation Safety Project	\$2,293	\$2,270	97	150		2,023	97	150		2,023		Infrastructure - M	X	X	93	
7-LA Department of Transportation-14*	Los Angeles	112th Street and Flournoy Elementary Schools Safety Improvements Project	\$6,999	\$5,600	725	242	185	4,448	725	242	185	4,448		Infrastructure - M	X	X	93	
10-Stockton-3*	San Joaquin	Stockton SRTS Safety and Connectivity Improvements	\$3,225	\$2,838	127	380	2,331		127	380		2,331		Infrastructure - M	X	X	93	
5-Santa Barbara-2	Santa Barbara	Downtown De LaVina Street Safe Crosswalks and Buffered Bike Lanes	\$1,494	\$1,494	60		114	1,320	60	113	1	1,320		Infrastructure - S	X	X	93	
7-LA Department of Transportation-10	Los Angeles	Safe Routes for Seniors	\$1,750	\$1,750		1,750							1,750	Plan	X		93	
9-Inyo County-2	Inyo	Lone Pine Sidewalk Construction and ADA Improvements	\$1,939	\$1,939	350		1,589		106	241	3	1,589		Infrastructure - M	X	X	93	
8-Riverside County Transportation Department-7	Riverside	Active Transportation Improvements for the Communities of Thermal and Oasis	\$6,944	\$6,844	850		5,994		300	550		5,994		Infrastructure - M	X		93	
10-Stockton-1*	San Joaquin	California Street Separated Bikeway Project	\$6,390	\$4,390		4,390							4,390	Infrastructure - M	X	X	92.5	
3-Chico-2	Butte	Little Chico Creek Pedestrian/Bicycle Bridge Connection at Community Park	\$2,142	\$1,497		1,497							1,497	Infrastructure - M	X	X	92	
7-Long Beach-2	Los Angeles	Orange Avenue Backbone Bikeway and Complete Streets Improvements	\$15,526	\$13,363				13,363					13,363	Infrastructure - L	X		91.5	
8-Temecula-1	Riverside	Santa Gertrudis Creek Trail, Phase 2	\$2,085	\$1,502			1,502						1,462	40	Infrastructure + NI - M	X		91

2019 Active Transportation Program - Statewide Component
Revised Staff Recommendations
(\$1,000's)

Reference Item No.: 4.6
 January 30-31, 2019
 Attachment A

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
4-San Francisco Public Works-1 ^{**}	San Francisco	Alemaney Interchange Improvements, Phase 2	\$2,727	\$1,971		1,971						1,971		Infrastructure - M	X		91
5-Transportation Agency for Monterey County-2	Monterey	Every Child: Community-Supported SRTS	\$2,225	\$2,143	2,143								2,143	Non-Infrastructure	X	X	91
10-Oakdale-1	Stanislaus	High School G Street Bike/Pedestrian Corridor Improvements	\$703	\$703	45	658			5	40		658		Infrastructure - S	X	X	91
7-LA County Department of Public Health-1 [*]	Los Angeles	Pedestrian Plans for Disadvantaged Communities in Unincorporated Los Angeles County	\$1,550	\$1,550	1,550								1,550	Plan	X		91
7-LA County Metropolitan Transportation Authority-1	Los Angeles	Doran Street Grade Separation Active Transportation Access Project	\$22,219	\$16,319		16,319						16,319		Infrastructure - L	X		91
12-Santa Ana-4	Orange	Kennedy Elementary and Villa Fundamental Intermediate SRTS	\$1,482	\$1,482	191	1,291			23	168		1,291		Infrastructure - S	X	X	91
7-Palmdale-3	Los Angeles	Avenue R Complete Streets and Safe Routes Project – Construction Phase	\$9,630	\$5,150	5,150							5,150		Infrastructure - L	X	X	90
3-Placer County Transportation Planning Agency-1	Placer	Highway 49 Sidewalk Gap Closure	\$16,403	\$14,403	1,083		13,320				350	13,320	733	Infrastructure + NI - L	X	X	90
12-Santa Ana-1	Orange	Fremont Elementary and Spurgeon Intermediate SRTS	\$5,776	\$5,776	927	4,849			84	843		4,849		Infrastructure - M	X	X	90
11-National City-6	San Diego	National City Bike Wayfinding	\$942	\$942	15	95	832		15	95		832		Infrastructure - S	X		90
11-Vista-2 ^{**}	San Diego	Townsite Complete Street Improvements	\$4,177	\$3,968	100	400	3,468		100	400		3,468		Infrastructure - M	X		90
8-Jurupa Valley-3 [‡]	Riverside	Jurupa Valley Sunnyslope Area SRTS Sidewalk Gap Closure	\$3,173	\$2,855	1	388	2,466		1	388		2,466		Infrastructure - M	X	X	90
6-Kings County-2	Kings	SR 41 Pedestrian Crossing and Pathway Improvements	\$360	\$360	8	40	312		8	40		312		Infrastructure - S	X	X	90
8-Eastvale-1 [‡]	Riverside	North/South Bike Network Gap Closure & Connectivity to North Eastvale	\$8,091	\$6,471	414	457	5,600		114	457		5,600	300	Infrastructure + NI - L	X	X	90
7-South Gate-2	Los Angeles	Tweedy Boulevard Complete Streets Project	\$5,776	\$4,620			4,620					4,620		Infrastructure - M	X	X	90
12-Anaheim-2	Orange	Citywide SRTS Sidewalk Gap Closure	\$4,199	\$4,149	104	974	50	3,021	104	550	424	3,021	50	Infrastructure + NI - M	X	X	90
8-Colton-1	San Bernardino	Jehue Corridor and Eucalyptus Avenue Class I Bike Paths	\$2,820	\$2,720	195	417		2,108	195	292	125	2,079	29	Infrastructure + NI - M	X	X	90
6-Kern County-5	Kern	Walk Isabella	\$6,086	\$5,140		854		4,286		854		4,286		Infrastructure - M	X	X	90
7-LA Dept. of Transportation-11	Los Angeles	Alexandria Avenue Elementary School Neighborhood Safety Improvements Project	\$5,600	\$4,480	549	183	382	3,366	549	183	382	3366		Infrastructure - M	X	X	90
3-Rancho Cordova-2	Sacramento	Rancho Cordova School Zone Improvement Project	\$1,282	\$1,122		1,122						1,122		Infrastructure - S	X		89
8-Moreno Valley-1	Riverside	Juan Bautista de Anza Multi-Use Trail Project	\$8,653	\$8,403	1,010	7,393				350	660	7,393		Infrastructure - L	X	X	89

2019 Active Transportation Program - Statewide Component
Revised Staff Recommendations
(\$1,000's)

Reference Item No.: 4.6
January 30-31, 2019
Attachment A

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
4-San Jose-2	Santa Clara	Better BikewaySJ - San Fernando Corridor	\$11,919	\$9,992	357	1,427	8,208		357	1,427		8,208		Infrastructure - L	X	X	89
7-Monterey Park-1	Los Angeles	Monterey Park School and Crosswalk Safety Enhancement Project	\$1,367	\$1,367	155	1,212			15	140		1,212		Infrastructure - S	X	X	89
5-Transportation Agency for Monterey County-1	Monterey	Fort Ord Regional Trail & Greenway: Highway 218 Segment (Monterey County)	\$12,397	\$10,379	1,198	9,181					1,198	9,181		Infrastructure - L	X	X	89
5-Santa Barbara-1 [§]	Santa Barbara	U.S. 101 State Street Undercrossing Active Transportation Improvements	\$5,961	\$3,217				3,217				3,217		Infrastructure - M	X	X	89
			\$290,273	\$237,566	\$22,569	\$78,894	\$77,152	\$58,951									
* Prior to programming Caltrans will contact applicant for project clarifications.									CON: Construction Phase			RW: Right-of-Way Phase					
† Recommended funding year(s) programming differs from proposed for deliverability purposes.									DAC: Benefit to Disadvantaged Communities			SRTS: Safe Routes to School					
‡ This project requested \$4,756,000, however only \$3,217,000 of programming capacity remains. Since this project would be fully funded in the Small Urban and Rural Component, the remaining \$1,539,000 will be used from the SUR component to fully fund this project.									NI: Non-Infrastructure			S: Small					
									PA&ED: Environmental Phase			M: Medium					
									Plan: Active Transportation Plan			L: Large					
									PS&E: Plans, Specifications & Estimate Phase								

**2019 Active Transportation Program - Small Urban and Rural Component
Revised Staff Recommendations
(\$1,000's)**

Reference Item No.: 4.6
January 30-31, 2019
Attachment B

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
5-Santa Barbara County-1	Santa Barbara	Modoc Road Multimodal Path Gap Closure	\$6,990	\$5,351	388	621		4,342	388	543	78	4,342		Infrastructure - M	X	X	89
5-Santa Barbara-1 ^Δ	Santa Barbara	U.S. 101 State Street Undercrossing Active Transportation Improvements	\$5,961	\$1,539	412		596	531	412	551	45	531		Infrastructure - M	X	X	89
3-Chico-1	Butte	Bikeway 99 Phase 5 - 20th Street Pedestrian/Bicycle Overcrossing	\$15,464	\$12,356	2,252			10,104			2,252	10,104		Infrastructure - L	X		89
1-Willits-1	Mendocino	City of Willits Rail with Trail Project	\$6,362	\$6,362	350		400	5,612	350	400		5,423	189	Infrastructure + NI - M	X		87
2-Corning-2	Tehama	Olive View School Connectivity Project	\$1,123	\$1,118	30	150	80	858	30	150	80	858		Infrastructure + NI - S	X	X	86
5-UC Santa Cruz-1 [*]	Santa Cruz	UCSC Bike Path Safety Improvement Phase 2/Bike Safety Education	\$1,499	\$799	799							369	365	Infrastructure + NI - S	X		86
5-Santa Barbara-4	Santa Barbara	Lower Eastside Community Connectivity Active Transportation Plan	\$344	\$344	344								344	Plan	X	X	86
2-Corning-1	Tehama	West Street School Connectivity Project	\$1,309	\$1,304	30	185	80	1,009	30	185	80	1,009		Infrastructure + NI - S	X	X	86
5-Goleta-1 ^{*§}	Santa Barbara	San Jose Multi-Purpose Path	\$20,179	\$14,583		2,669	11,914			1,800	869	11,914		Infrastructure - L	X	X	85
			\$59,231	\$43,756	\$4,605	\$3,625	\$13,070	\$22,456									
* Prior to programming Caltrans will contact applicant for project clarifications.									CON: Construction Phase			RW: Right-of-Way Phase					
† Recommended programming funding year(s) differs from proposed for deliverability purposes.									DAC: Benefit to Disadvantaged Communities			SRTS: Safe Routes to School					
§ This project requested \$17,959,000, however only \$14,583,000 of programming capacity remains. Staff will work with the agency to ensure a fully funded project.									NI: Non-Infrastructure			S: Small					
Δ This project requested \$4,756,000, however only \$3,217,000 of programming capacity remains in the Statewide Component. Since this project would be fully funded in the Small Urban and Rural Component, the remaining \$1,539,000 will be used from the SUR component to fully fund this project.									PA&ED: Environmental Phase			M: Medium					
									Plan: Active Transportation Plan			L: Large					
									PS&E: Plans, Specifications & Estimate Phase								

Attachment C: Correspondence



January 4, 2019

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

Subject: Active Transportation Program (ATP) Cycle 4 Scoring for the City of Big Bear Lake

Dear Ms. Waters,

This joint letter is being submitted by the Southern California Association of Governments (SCAG) and San Bernardino County Transportation Authority (SBCTA) to request rescission of the ineligibility decision made on the City of Big Bear Lake – Lake Loop Non-Motorized Pathway ATP application. We would respectfully request that the CTC score the submitted application so that we can determine its rankings in the Metropolitan Planning Organization (MPO) portion of the ATP.

We fully understand that the main reason for the application receiving an ineligibility status was due to submittal of a small infrastructure application instead of a large infrastructure application. Since this is the first time different forms were introduced in the ATP process, mistakes were made by multiple applicants including the application from Big Bear Lake. However, the application did state its full project cost in the engineering estimate section of the application.

In addition, this is a project identified in the Big Bear Lake Active Transportation Plan as a priority, and thus the City has worked hard to come up with its implementation strategy, involving multiple strategy sessions with various stakeholders such as SBCTA, SCAG, and Caltrans District 8. Due to the geographical location of the City, there were multiple environmental and right-of-way issues identified that needed to be resolved before construction could occur. The only logical conclusion as a group was to have the City submit a pre-construction only application.

From the regional and countywide perspective, the City did everything right when it comes to preparing for an ATP application. SCAG and SBCTA have been involved in the development of the ATP grant process from the beginning, and the City should be commended for the quality of the ATP application they prepared. It is truly unfortunate to see such an exemplary application not even be considered for scoring based on a technicality.

For these reasons, both SCAG and SBCTA believe that the project application should at least be considered as a “project” and receive a score that mirrors the merits of the application.

Sincerely,

Kome Ajise, Planning Director, SCAG

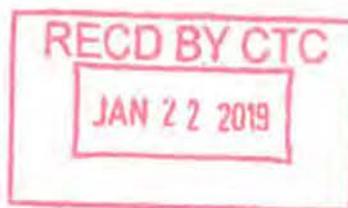
Steve Smith, Director of Planning, SBCTA



City of Avenal

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Avenal, CA 93204
Phone (559) 386-5766
Fax (559) 386-0629

January 18, 2019



California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

RE: Active Transportation Program (Cycle 4) Staff Recommendations for Awards

Dear Commissioners,

On behalf of the Avenal City Council and the residents of Avenal, please accept this letter for your consideration with regard to the 2019 Active Transportation Program (Cycle 4) Staff Recommendations. The City of Avenal respectfully challenges the CTC Staff's recommendations, specifically pertaining to the Small Urban and Rural Component (SUR), on the basis of a technical scoring error as explained below.

The City of Avenal submitted two project applications: 1) **6-AVENAL-1**: Avenal SRTS SR269 Improvement Project (\$537,000), and 2) **6-AVENAL-2**: Avenal Safe Routes to School and Bicycle Improvement Project (\$1.725m), which each scored 84 and 69, respectively. **6-AVENAL-1** contained an apparent technical error in the scoring which more than likely would have placed it among the awarded projects in the SUR.

The Small Infrastructure Scoring Rubric (attached as Exhibit A), against which 6-AVENAL-1 was evaluated, includes **Question #1: Disadvantaged Communities**. This question is broken down into five parts, each with their own maximum amount of attainable points:

- A) Map of Project Boundaries, Access and Destination **(0 points)**
 - B) Identification of Disadvantaged Community **(0 points)**
 - C) Direct Benefit **(0-4 Points)**
 - D) Project Location **(0-2 Points)**
 - E) Severity **(0-4 Points)**
- Total: 10 maximum points**

According to the Score Sheet for 6-AVENAL-1 (attached as "Exhibit B"), it received a **total of 6 points** for Question 1. The score sheet provided by CTC Staff does not indicate how those points are broken down but based on the information in the application and the rubric guidelines, it *should have* received the maximum points for Parts D - Project Location (2 points) and E-Severity (4 points). Our project is located fully (100%) within a DAC and >90% of students receive free or reduced lunches, as indicated in the application.



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Based on the assumption that we received full points for parts D and E, which we cannot confirm with the information provided by CTC Staff, we can deduce that the application received **0 points** for Part C (Direct Benefit). The scoring guidelines for Part C provided in the Rubric are as follows:

Points	Applicant's ability to demonstrate the project will result in a direct benefit to the Disadvantaged Community.
4 Points	The application clearly and convincingly : <ul style="list-style-type: none">Explains how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network and/or meets an important disadvantaged community need.
3 Points	The application convincingly : <ul style="list-style-type: none">Explains how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important disadvantaged community need.
2 Points	The application somewhat : <ul style="list-style-type: none">Explains how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network or meets an important disadvantaged community need.
1 Point	The application minimally : <ul style="list-style-type: none">Explains how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important disadvantaged community need.
0 Points	Evaluators can award a score of zero if they believe the application does not adequately make a convincing argument that the project will directly benefit a disadvantaged community.

As is apparent from the table above, the score appears to indicate that our application failed to "adequately make a convincing argument that the project will directly benefit a disadvantaged community", which presumably resulted in 0 points. However, our application scored highly in every other question, including:

Question 2: Potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools, transit facilities, community centers, employment centers, and other destinations; and including increasing and improving connectivity and mobility of nonmotorized users. **Total: 48** of 53 points

Question 3: Potential for reducing the number and/or rate or the risk of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists. **Total: 22** of 25 points



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Question 4: Public Participation and Planning. Total: 6 of 10 points

Question 5: Scope and Plan Consistency. Total: 2 of 2 points

The scores in all of the other questions clearly indicate that the application was successful in establishing a clear need in the disadvantaged community of Avenal and proposing a feasible and effective solution that would benefit the community in alignment with the goals of the ATP. It is thus puzzling that a score of "0" was given for Part C of Question 1, which if our assumption is correct, is inconsistent with the scoring of the rest of the application and **leads us to conclude that there was a technical error in the scoring for this section.**

It should also be noted that our decision to challenge CTC Staff's recommendations was further reinforced by the fact that the awards for the Small Urban and Rural Component (SUR) were extremely skewed to specific geographical areas of the state, with 60% of the Small Urban & Rural Component recommended to be awarded to applicants from only two counties, totaling 48% of the total funding for this component. No San Joaquin Valley communities were awarded in the SUR, though clearly not due to lack of merit.

With the above information in mind, we respectfully request that the Commission take the appropriate course of action, including rejecting Staff's Recommendations for the Small Urban and Rural Component, and ensure that the scoring of our application 6-Avenal-1 is correct, fair, and consistent with the guidelines and spirit of the Program, and that the awards are subsequently distributed accordingly.

Sincerely,

Dagoberto Ovalle, Mayor
City of Avenal

Attachments: Exhibit A: Small Infrastructure Scoring Rubric
Exhibit B: Score Sheet for 6-AVENAL-1
Exhibit C: 2019 ATP – Small Urban and Rural Component, Staff Recommendations

CC: Susan Bransen, Executive Director, California Transportation Commission
Laurie Waters, Associate Deputy Director, California Transportation Commission
Melissa Hurtado, CA State Senate, 14th District
Rudy Salas, CA State Assembly, 32nd District

2019 Active Transportation Program Small Infrastructure Scoring Rubric

The California Transportation Commission (CTC) has prepared these Scoring Rubrics in coordination with Caltrans to provide additional guidance on the evaluation process. This document is principally intended as a guide for the evaluators when scoring the 2019 ATP applications. Applicants may also find this a useful resource when developing applications. This document, however, is not intended as the definitive formula for how applications will be scored. Evaluators may take other factors into consideration when scoring applications, such as the overall application quality, project context and project deliverability.

Note: For combined projects the term "project" refers to both the infrastructure and non-infrastructure elements.

Index:

QUESTION #1:	Disadvantaged Communities	Page 2
QUESTION #2:	Potential to Increase Users	Page 5
QUESTION #3:	Potential to Reduce Collisions	Page 10
QUESTION #4:	Public Participation & Planning	Page 16
QUESTION #5:	Scope & Plan Consistency	Page 18

2019 Active Transportation Program Small Infrastructure Scoring Rubric

QUESTION #1: DISADVANTAGED COMMUNITIES (0-10 POINTS)

This project does not qualify as a Disadvantaged Community.

If this project does not qualify as a Disadvantaged Community, applicant will skip the question and move onto question 2.

Special Instructions & Expectations for Evaluators:

If the applicant checked the box for "This project does not qualify as a Disadvantaged Community" the evaluator will not evaluate sub-questions C, D and E. The score for Question #1 will be zero "0" if the box is checked.

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project is benefiting.

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 4 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- Median Household Income
- CalEnviroScreen
- Free or Reduced Priced School Meals - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- Other

C. Direct Benefit: (0 - 4 points)

Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community.

Special Instructions & Expectations for Evaluators:

Sub-questions A & B do not receive any points.

- If the applicant does not check the box "This project does not qualify as a Disadvantaged Community" they are required to provide the required project map(s) and provide the DAC information as required in both A & B.
- The evaluator should verify that the required information in both A & B is provided and complete. If the evaluator determines the information is incomplete, inconsistent, or has been manipulated to maximize the DAC criteria they should note this in their evaluation comments and score Question 1 accordingly.

When evaluating sub-question C the evaluator should consider:

- Does the project provide reasonable improvements to close missing gaps; increase needed routes or connections (such as access to and/or community safety for disadvantaged community residents to parks, greenways, open space, health care centers, transit stops, and other community assets) or address the poor conditions of an existing route?
- If developing a new route/connection, will the project result in a convenient and logical route that residents will want to use because it offers improved access to destinations the community commonly utilizes.
- Will the project address the lack of or need for active transportation planning? And/or does the project address the community concerns about the lack of pedestrian or bicycle safety education in their community?

2019 Active Transportation Program Small Infrastructure Scoring Rubric

- Will the project address an identified “need” that was identified by the local community and is it supported by backup documentation/attachments?

Points	Applicant’s ability to demonstrate the project will result in a direct benefit to the Disadvantaged Community.
4 Points	The application clearly and convincingly : <ul style="list-style-type: none"> • Explains how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network and/or meets an important disadvantaged community need.
3 Points	The application convincingly : <ul style="list-style-type: none"> • Explains how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important disadvantaged community need.
2 Points	The application somewhat : <ul style="list-style-type: none"> • Explains how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network or meets an important disadvantaged community need.
1 Point	The application minimally : <ul style="list-style-type: none"> • Explains how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important disadvantaged community need.
0 Points	Evaluators can award a score of zero if they believe the application does not adequately make a convincing argument that the project will directly benefit a disadvantaged community.

D. Project Location: (0 - 2 points)

Is your project located within a disadvantaged community?

Special Instructions & Expectations for Evaluators:

Evaluators should review the project location maps that are required with the application to determine the accuracy of the applicant’s response to the project location question.

- If the applicant failed to provide project location maps that clearly define and show all of the proposed projects locations, and the corresponding census track/block/place data that verifies the DAC community location status, the evaluator should not give full points for this sub-question and should use their best judgment to choose the least score they feel best represents the information given.

Points	Applicant’s ability to demonstrate the project is located within a DAC.
2 Points	Project location(s) are/is <u>fully</u> (100%) located within a DAC.
1 Point	Project location(s) are/is <u>partially</u> (less than 100%) within a DAC.
0 Points	None of the project location(s) are/is within a DAC.

2019 Active Transportation Program Small Infrastructure Scoring Rubric

E. Severity: (0-4 points)

Points	Median Household Income (MHI) Criteria – MHI = \$51,026	
0 points	Greater than 80% of the MHI	greater than \$51,025.59
1 Point	75% through <80% of MHI	\$47,836.50 through \$51,025.59
2 Points	70% through <75% of MHI	\$44,646.49 through \$47,835.99
3 Points	65% through <70% of MHI	\$41,458.30 through \$44,646.48
4 Points	< 65% of MHI	less than \$41,458.30
Points	CalEnviroScreen Criteria	
0 points	Above 25% most disadvantaged	less than 39.34
1 Point	20% through 25% most disadvantaged	39.34 through 42.86
2 Points	15% through < 20% most disadvantaged	42.87 through 46.63
3 Points	10% through < 15% most disadvantaged	46.64 through 51.18
4 Points	< 10% most disadvantaged	51.19 through 94.09
Points	Free or Reduced Lunches	
0 points	Less than 75% of students receive free or reduced lunches	
1 Point	≥ 75% through 80% of students receive free or reduced lunches	
2 Points	> 80% through 85% of students receive free or reduced lunches	
3 Points	> 85% through 90% of students receive free or reduced lunches	
4 Points	> 90% of students receive free or reduced lunches	

2019 Active Transportation Program Small Infrastructure Scoring Rubric

Points	Other DAC Criterion
Use MHI Criteria Severity Scoring Above	If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area, the applicant must submit for consideration a quantitative assessment, to demonstrate that the community's median household income is at or below 80% of that state median household income.
CTC Will Score	If the applicant used a Regional Definition, please do not score this Severity section. CTC staff will give the application the appropriate severity score.
4 Points	Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).

2019 Active Transportation Program Small Infrastructure Scoring Rubric

QUESTION #2: POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NONMOTORIZED USERS. **(0-53 POINTS)**

A. Statement of Project need. Describe the issue(s) that this project will address. How will the proposed project benefit the non-motorized users? What is the project's desired outcome and how will the project best deliver that outcome? (0-26 points)

Discuss:

- *Destinations and key connectivity the project will achieve*
- *How the project will increase walking and or biking*
- *The lack of mobility if applicable- Does the population have limited access to cars? Bikes? And transit?*
 - *Does the project have an unserved or underserved demand?*
- *The **local** health concerns responses should focus on:*
 - *Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e. "walking and biking increase physical activity").*
 - *Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (<http://healthyplacesindex.org/>).*
- *For combined I/NI: discuss the need for an encouragement, education, and/or enforcement program.*

Breakdown of points:

- **"Need"** must be considered in the context of the **"Potential** for increased walking and bicycling"
- **"Need"** must be considered in the context of one or more of the following:
 - Connectivity to key destinations
 - Mobility to access everyday destinations and services
 - Local public health concerns
- To receive the maximum points, applicants must demonstrate all of the above aspects of "need".

Special Instructions & Expectations for Evaluators:

The following checks and analysis must be done by the evaluator prior to awarding points:

- Review the data provided for reasonableness from the proposed project.
 - The evaluator should consult the attached photos, Google Maps, and any other information available to make an informed decision.
 - A project does not need to have, or create large numbers in order to cause great change to a community's active transportation increases, and this can be reflected in the scores given to a project.
- Evaluate the level to which the applicant demonstrated the need for improvements in the project area.

2019 Active Transportation Program Small Infrastructure Scoring Rubric

- Did the applicant identify specific local public health concerns, health disparity, and/or conditions in the built and social environment affecting the project community that can be addressed by increasing walking and biking, including:
 - ❖ Thorough and nuanced discussion of existing health condition(s) amongst targeted users AND
 - ❖ Responses should be more sophisticated than simply stating, "Walking and biking is good for health because it increases physical activity." AND
 - ❖ The physical or social conditions (known as the social determinants of health) in the target community that contribute to the current health conditions (beyond other elements already addressed in the application including bike/ped infrastructure gaps and barriers, collision rates, etc.) AND
 - ❖ Description and supporting data of the social determinants of health including, but not limited to, access to safe places to recreate, access to essential destinations (like childcare and work), tree canopy, and social cohesion AND
- Provides local public health data demonstrating the above public health concern or health disparity, including:
 - ❖ Inclusion of health data at the smallest geography available (i.e., census tract or possibly county level if census tract is not available) AND
 - ❖ Health status of targeted users given as percentages or rates using relevant and local health indicators AND stated as ranks or comparisons to non-targeted user data (e.g., the community has a higher/lesser obesity rate compared to both the state and other rural communities of similar size) AND
 - ❖ Citation of sources used for all health status information given.

Points	Applicant's ability to demonstrate a specific active transportation need.
19-24 Points	<p>The application <u>clearly and convincingly demonstrates "need" in the project area,</u> and documents <u>all</u> of the following:</p> <ul style="list-style-type: none"> • the lack of connectivity, • the lack of mobility for non-motorized users, • local health concerns, <u>AND if applicable</u> • For NI components- education, encouragement and/or enforcement
13-18 Points	<p>The application <u>convincingly demonstrates "need" in the project area,</u> and documents: (at least 2 of the following)</p> <ul style="list-style-type: none"> • the lack of connectivity, • the lack of mobility for non-motorized users, • local health concerns, <u>AND if applicable</u> • For NI components- education, encouragement and/or enforcement
7-12 Points	<p>The application <u>somewhat demonstrates "need" in the project area,</u> and documents: (at least 1 of the following)</p> <ul style="list-style-type: none"> • the lack of connectivity, • the lack of mobility for non-motorized users, • local health concerns <u>AND if applicable</u> • For NI components- education, encouragement and/or enforcement

2019 Active Transportation Program Small Infrastructure Scoring Rubric

1-6 Points	The application <u>minimally demonstrates “need” in the project area</u> , and documents: (partially 1 or more of the following) <ul style="list-style-type: none"> • the lack of connectivity, • the lack of mobility for non-motorized users, • local health concerns <u>AND if applicable</u> <ul style="list-style-type: none"> • For NI components- education, encouragement and/or enforcement
0 Points	The application <u>does not demonstrate “need” in the project area</u>

PLUS:

Points	Applicant’s ability to demonstrate the active transportation needs of STUDENTS.
2 Points	The application demonstrates the active transportation needs of students
0 Points	The application does not demonstrate the active transportation needs of students

B. Describe how the proposed project will address the active transportation need: (0-27 points)

1. Proposed project addresses:

- Close a gap?
- Creation of new routes?
- Removal of barrier to mobility?
- Other Improvements to existing routes?

2. Must provide a map of each gap closure identifying the gap and connections, and/or of the new route location, and/or the barrier location and improvement.

3. Referencing this map, describe the existing route(s) that currently connect the affected transportation related and community identified destinations and why the route(s) are not adequate.

4. Referencing this map, describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. Specific destination must be identified.

- For combined I/NI projects: discuss how the encouragement, education, and/or enforcement program will help address the needs.

Breakdown of points:

- “Need” must be considered in the context of the “Potential for increased walking and bicycling”
- “Will address” must be considered in the context of one or more of the following “needs”:
 - the lack of connectivity,
 - the lack of mobility for non-motorized users,
 - local health concerns

2019 Active Transportation Program Small Infrastructure Scoring Rubric

To receive the maximum points, applicants must demonstrate all of the above aspects of “need”. The amount of points an applicant/project receives on this sub-questions is **not impacted by the number of categories documented** for addressing the active transportation need.

- Applications only documenting one category has the potential of receiving full points as long as it can fully meet the scoring criteria. It is up to the applicant to demonstrate that additional categories are not appropriate for the project to better or more fully address the need.
- Applications documenting numerous categories should not automatically receive additional points. It is up to the applicant to demonstrate that the project scope connected to each category is relevant to the non-motorized users’ needs in the project limits.

Special Instructions & Expectations for Evaluators:

A “very important destination”, includes those that offer access to goods, services and activities that society considers particularly important i.e. a hospital, a grocery store, a transit station, or an employment center (where the community can reasonably expect to find employment). The applicant may be able to make a case for other very important destinations, with adequate documentation.

The following checks and analysis must be done by the evaluator prior to awarding points:

- Evaluate if the proposed improvements are the best solution to address the need described in sub-question A.
- Evaluate if the destinations shown in the application are reasonably accessible by non-motorized users.
- Determine if an increase in active transportation modes can be realized by the project.
- Determine if the local public health department and/or local non-profit that provides support for health equity/addressing health disparities
 - was involved in aspects of the application such as supporting public engagement, developing project scope, supporting data and statistics to highlight the public health need, etc. AND
 - will continue to be engaged in the implementation of the project/program
- Evaluators should award fewer points if the local public health department and/or local non-profit that provides support for health equity/addressing health disparities was just contacted for data or information, but not involved in a meaningful way in project development otherwise, or if the applicant did not contact the local public health department.

Points	Applicant’s ability to make a case that the project will address need for active transportation.
20-26 Points	<p>The application <u>clearly and convincingly demonstrates</u> that the <u>project will best result in meaningful increases</u> in the number (and/or percentage for rural/small communities) of walking and bicycling users in the project area by:</p> <ul style="list-style-type: none"> • creating or improving links or connections, • encouraging use of routes to very important destinations and community identified destinations.
13-19 Points	<p>The application <u>convincingly demonstrates</u> that the <u>project will likely result in meaningful increases</u> in the number (and/or percentage for rural/small communities) of walking and bicycling users in the project area by:</p> <ul style="list-style-type: none"> • creating or improving links or connections, • encouraging use of routes to very important destinations and community identified destinations.

2019 Active Transportation Program Small Infrastructure Scoring Rubric

7-12 Points	<p>The application somewhat demonstrates that the project will likely result in minor meaningful increases in the number (and/or percentage for rural/small communities) of walking and bicycling users in the project area by: (at least 1 of the following)</p> <ul style="list-style-type: none"> • creating or improving links or connections, • encouraging use of routes to very important destinations and community identified destinations.
1-6 Points	<p>The application minimally demonstrates that the project may result in some minor increases in the number (and/or percentage for rural/small communities) of walking and bicycling users by: (partially 1 or more of the following)</p> <ul style="list-style-type: none"> • creating or improving links or connections, • encouraging use of routes to very important destinations and community identified destinations.
0 Points	The application did not demonstrate the project would address the need.

PLUS:

Points	Applicant's ability to make a case that the proposal that will increase the number of active transportation trips accomplished by STUDENTS.
1 Point	The project will increase the proportion of active transportation trips accomplished by students
0 Points	The project will not increase the proportion of active transportation trips accomplished by students

2019 Active Transportation Program Small Infrastructure Scoring Rubric

QUESTION #3: POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OR THE RISK OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. *Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (0-12 points)*

8 points: *Based on applicant's ability to make a compelling case that the history of crash data (or Safety Data for projects without documented crash data) within project location represents one of the agency's top priorities for addressing ongoing safety and demonstrates the need for safety improvements.*

Breakdown of points:

The amount of points an applicant/project receives on this sub-question is based on the evaluators review of the following output files from the new UC Berkeley SafeTREC TIMS ATP tool (or if the agency prefers, they may use their own collision database data/software to produce equivalent documents).

- **The "County/City Heat Map" and the "Community Heat Map" of the area surrounding the project limits:** Points are based on the maps demonstrating that the relative collision history within the project limits is high when compared to the overall jurisdiction/community's collision history, suggesting that the project limits represent one of their highest safety needs.
- **Project Area Collision Map:** Points are based on the map demonstrating that the past collision locations are within the "**Influence area**" of the proposed safety improvements. Evaluators should consider the overall project limits AND the limits of the specific improvements/scope of the project.
- **Collision Summaries and collision lists/reports:** Points are based on summaries, lists and reports demonstrating the overall number of collisions and that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements.
 - ❖ Note: For applications that do not have the collision data OR that prefer to provide safety data in a different format are allowed to do so. If an application chooses not to provide the above output documents, then the evaluator must scrutinize why they did not provide these documents/data and then do their best to make an approximation/comparison of the data provided to the generally-expected output data.

Special Instructions & Expectations for Evaluators:

Applicants are **required** to respond to question **1 or 2**, and have the **option** to respond to **both**.

Sub-questions 1 and/or 2 and 3 do not receive any points. The evaluator should verify that the required information in 1 and/or 2 and 3 is provided and complete. If the evaluator determines the information is incomplete, inconsistent, or has been manipulated they should note this in their evaluation comments and score sub-question 4 accordingly.

The following "Minimum Requirements" must be met for the application to receive any of these points:

- Applicant must provide the output files from the new TIMS ATP tool (or if the agency prefers, they may use their own collision database data/software to produce equivalent documents)
- The output files provided by the Applicant must meet the following parameters:

2019 Active Transportation Program Small Infrastructure Scoring Rubric

- The project's "Influence area", as defined by the applicant and shown in the output documents, must be consistent with the project maps/plans attached to the application AND must be reasonable per the "Influence area" guidance below.
 - Evaluators should consider additional point reductions for this question if the applicant included crash data that does not reasonably tie to the influence area of the proposed "safety" improvements.
- The collisions represent the most recent 5-11 years of available crash data. (Note: SWITRS and TIMS crash data is typically 1.5 to 2.5 years old before it is loaded into the crash database).
- If the applicant does not use the TIMS ATP tool and instead uses their own collision database data/software, then the following additional checks and analysis must be done by the evaluators prior to awarding points:
 - Crashes are from official crash reports. The full crash reports do not have to be included, but their report number and agency must be identifiable.
 - Only pedestrian and bicycle crashes are included. All crashes that do not include a non-motorized user as one of the primary victims must be excluded.
 - The number of crashes entered into the table is directly supported by both the map and the listing.
- The data entered in the application-table is accurate and reflects the documentation the applicant provides abiding to the above requirements.

A project's expected safety "Influence Area" (i.e. Where a project has the potential to mitigate) must be reasonable. The project's "Influence area" is established by the applicant and in the TIMS ATP Tool is depicted by the "Project Area Collision Map". The following are some general criteria to guide applicants and evaluators in determining appropriate "influence-area" and/or overall project area for their proposed safety improvements/countermeasures (These criteria are defined in the Caltrans Highway Safety Improvement Program application Instructions). Prior to scoring the Safety Question, the evaluator should assess and try to confirm that the applicant's "project area" (or Influence Area) shown in their maps is reasonable with respect to the following criteria:

- New Traffic Signals: crashes within 250 feet of the new signal.
- For intersection or mid-block crossing improvements, collisions that occurred within 250 feet of the intersection/mid-block crossing in all directions affected by the improvement may be used.
- Longitudinal Improvements (bike lanes, sidewalks, road diets, etc.): crashes potentially effected by and within the limits of the improvement.
- If the improvements represent a new route and there is no past crash and safety data available within the limits of the proposed improvements, the applicant should consider the potential for the project to eliminate or reduce existing conflict points on parallel routes. The crash data from parallel routes can be included where the new facility/route can be reasonably expected to reduce the likelihood of past crashes from reoccurring. The overall applicant data provided in the Narrative Questions and various attachments must support the use of parallel crash data.

2019 Active Transportation Program Small Infrastructure Scoring Rubric

Points	Applicant's ability to demonstrate the project location represents one of the agency's top priorities for addressing ongoing safety.
6-8 Points	<p>The application clearly and convincingly shows:</p> <ul style="list-style-type: none"> ○ <u>Collision Heat-maps</u> demonstrating that the relative collision history within the project limits is high when compared to the overall jurisdiction/community's collision history, ○ <u>Project Area Collision Map</u> demonstrating that the past collision locations are within the "Influence area" of the proposed safety improvements. ○ <u>Collision Summaries and collision lists/reports</u> demonstrating that the overall number of collisions is significant and that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements.
3-5 Points	<p>The application somewhat shows:</p> <ul style="list-style-type: none"> ○ <u>Collision Heat-map</u> demonstrating that the relative collision history within the project limits is high when compared to the overall jurisdiction/community's collision history, ○ <u>Project Area Collision Map</u> demonstrating that the past collision locations are within the "Influence area" of the proposed safety improvements. ○ <u>Collision Summaries and collision lists/reports</u> demonstrating that the overall number of collisions is significant and that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements.
1-2 Points	<p>The application minimally shows:</p> <ul style="list-style-type: none"> ○ <u>Collision Heat-map</u> demonstrating that the relative collision history within the project limits is high when compared to the overall jurisdiction/community's collision history, ○ <u>Project Area Collision Map</u> demonstrating that the past collision locations are within the "Influence area" of the proposed safety improvements. ○ <u>Collision Summaries and collision lists/reports</u> demonstrating that the overall number of collisions is significant and that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements.
0 Points	<p>Evaluators can award a score of zero if they believe the application does not provide verifiable data and does not provide data-driven documentation to demonstrate that the propose project represents one of the jurisdiction/community's highest safety needs AND does not demonstrate that collision trends, collision types, and collision details will be positively impacted by the proposed safety improvements.</p>

4 points: Based on applicant's ability to make a compelling case that they have analyzed their past Crash Data (or Safety Data for projects without documented crash data) and can demonstrate that the proposed safety improvements correspond to the types and locations of the past collisions.

Special Instructions & Expectations for Evaluators:

The following checks and analysis must be done by the evaluator prior to awarding points:

- Evaluators are to verify that the applicant demonstrated that the past crash/safety data is within the expected influence area of the proposed project.
- Evaluators are to verify that the applicant demonstrated that they analyzed the past crash/safety data to identify the specific crash-type trends which will likely occur in the future if no action is taken.
- Evaluators are to verify that the applicant demonstrated there are significant safety threats to pedestrians and/or bicycles which can be mitigated by ATP eligible improvements.

2019 Active Transportation Program Small Infrastructure Scoring Rubric

Points	Applicant's ability to demonstrate that they have analyzed their past Crash/Safety Data and the proposed safety improvements correspond to the types and locations of the past collisions.
4 Points	<p>The application <u>clearly and convincingly shows:</u></p> <ul style="list-style-type: none"> • how the past crash/safety data is within the expected influence area of the proposed project, • that the past crash/safety data was analyzed by the applicant to identify the specific crash-type trends that will likely occur in the future if no action is taken, <u>AND</u> • there are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.
3 Points	<p>The application <u>convincingly shows:</u></p> <ul style="list-style-type: none"> • how the past crash/safety data is within the expected influence area of the proposed project, • that the past crash/safety data was analyzed by the applicant to identify the specific crash-type trends that will likely occur in the future if no action is taken, <u>AND</u> • there are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.
2 Points	<p>The application <u>somewhat shows:</u></p> <ul style="list-style-type: none"> • how the past crash/safety data is within the expected influence area of the proposed project, • that the past crash/safety data was analyzed by the applicant to identify the specific crash-type trends that will likely occur in the future if no action is taken, <u>AND</u> • there are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.
1 Point	<p>The application <u>minimally shows:</u></p> <ul style="list-style-type: none"> • how the past crash/safety data is within the expected influence area of the proposed project, • that the past crash/safety data was analyzed by the applicant to identify the specific crash-type trends that will likely occur in the future if no action is taken, <u>AND</u> • there are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.
0 Points	<p>Evaluators can award a score of zero if they believe that the application does not adequately prove the safety need of the proposed project.</p>

2019 Active Transportation Program Small Infrastructure Scoring Rubric

B. Safety Countermeasures (13 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

Breakdown of points:

- The amount of points an applicant/project receives on this sub-questions is not impacted by the number of “Potential safety hazards” and “Countermeasures” documented in the application.
 - Applications only documenting one “Potential safety hazard” / “Countermeasure” has the potential of receiving full points as long as it can fully meet the scoring criteria and demonstrate that implementing only one countermeasure is appropriate to fully address the existing hazards.
 - Applications documenting numerous “Potential safety hazards” / “Countermeasures” should not automatically receive additional points. It is up to the applicant to demonstrate that each safety hazard is relevant to the non-motorized users in the project limits and that each countermeasure being funded by the project is necessary to mitigate the potential for future crashes.
 - Projects that appear to include elements/costs with little safety benefits should not receive as many points as projects with highly effective & efficient use of limited funding.

Special Instructions & Expectations for Evaluators:

The following checks and analysis must be done by the evaluator prior to awarding points:

- Evaluators are to evaluate the level to which the applicant demonstrated the need for the safety improvements being proposed in the project.
- Evaluators are to evaluate the level to which the applicant demonstrated that they analyzed the past crash/safety data trends and appropriately selected safety countermeasure(s) with proven track record(s) for addressing the past trends.
- Evaluators are to evaluate the level to which the applicant demonstrated each proposed safety countermeasure(s) is appropriately included in the project to mitigate the potential for future non-motorized crashes in the area of the project.

Points	Applicant's ability to demonstrate the project will remedy (one or more) potential safety hazards with the project limits.
10-13 Points	<p>The applicant clearly and convincingly demonstrates that:</p> <ul style="list-style-type: none"> • there is an urgent need for the countermeasure(s) proposed – based on past crash/safety data trends, • the proposed countermeasure(s) have a proven track record for addressing the past crash/safety data trends, <li style="text-align: center;">AND • the proposed application of the countermeasure(s) should fully mitigate the potential for future non-motorized crashes in the area of the project.

2019 Active Transportation Program Small Infrastructure Scoring Rubric

7-9 Points	<p>The applicant convincingly demonstrates that:</p> <ul style="list-style-type: none"> • there is a significant need for the countermeasure(s) proposed – based on past crash/safety data trends, • the proposed countermeasure(s) have a proven track record for addressing the past crash/safety data trends, <p><u>AND</u></p> <ul style="list-style-type: none"> • the proposed application of the countermeasure(s) should significantly (but not fully) mitigate the potential for future non-motorized crashes in the area of the project.
4-6 Points	<p>The applicant somewhat demonstrates that:</p> <ul style="list-style-type: none"> • there is a moderate need for the countermeasure(s) proposed – based on past crash/safety data trends, • the proposed countermeasure(s) have a track record for addressing the past crash/safety data trends, <p><u>AND</u></p> <ul style="list-style-type: none"> • the proposed application of the countermeasure(s) should somewhat mitigate the potential for future non-motorized crashes in the area of the project.
1-3 Points	<p>The applicant minimally demonstrates that:</p> <ul style="list-style-type: none"> • there could be a need for the countermeasure(s) proposed – based on past crash/safety data trends, • the proposed countermeasure(s) have a track record for addressing the past crash/safety data trends, <p><u>AND</u></p> <ul style="list-style-type: none"> • the proposed application of the countermeasure(s) should somewhat mitigate the potential for future non-motorized crashes in the area of the project.
0 Points	<p>Evaluators can award a score of zero if they believe that the application does not adequately prove the safety need of the proposed project.</p>

2019 Active Transportation Program Small Infrastructure Scoring Rubric

QUESTION #4: PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that has and will continue to define the proposed project.

- A. *Include discussions of: What was the process to prepare for existing and future needs of users of this project? Who was engaged in the public participation and planning process? How will stakeholders continue to be engaged in the implementation of the project?*

General Guidance on stakeholders and their involvement in a project:

- Public stakeholders can include, but are not limited to, residents, targeted end users, and community leaders, elected officials, advocacy organizations, local businesses, and members of vulnerable or underserved populations (i.e. elderly, youth, physically and/or mentally disabled, members from disadvantaged communities).
- Governmental stakeholders can include other departments, agencies, jurisdictions, etc. impacted by the proposed project that are NOT the applicant (these can include, but are not limited to law enforcement, transportation, local health department, schools/school districts, emergency services, metropolitan planning organization, etc.)
- Meetings and/or events and how many were held to engage stakeholders is key to Public Participation. These can include, but are not limited to:
 - The type of meetings or events: open houses, community charrettes, city council meetings, planning commission meetings, etc.
 - How the meetings or events were noticed: local newspaper, county website, on the radio, at school parents group meetings, etc.
 - How the meetings or events were documented: Meeting sign-in sheets, meeting notes, letters of support, etc.
 - Where the meetings or events took place: school, community center, city council hall, etc.
 - The accessibility of the meetings or events: accessible by public transportation, translational services provided, and time of day the meetings or events were held, etc.
 - The stakeholders' involvement in the decision-making body: technical advisory committee, citizens' advisory committee, etc.

Special Instructions & Expectations for Evaluators:

The following checks and analysis must be done by the evaluator prior to awarding points. Evaluators are to:

- Consider whether or not the applicant appropriately used their agency's active transportation technical planning to develop and refine the project scope.
- Consider the level to which the technical planning considered both existing and future needs of the project users and transportation system.
- Consider the level to which the planning process was effectively integrated into the public participation process.
- Give consideration to any attachments the agency provided in connection with this sub-question, including but not limited to: any applicable public outreach process/proposal/plan, links to websites, meeting agenda, meeting sign-in sheet, meeting minutes, public service announcements, letters of support, new alternatives or major revisions that were identified, etc.
 - Consider the level to which the letters of support emphasize that the project represents the top or one of the top active transportation priorities for the community, targeted end users, or public stakeholders.

2019 Active Transportation Program Small Infrastructure Scoring Rubric

- Consider the extent that the public participation and planning process was utilized to identify and improve the effectiveness of the project and ensure the project is one of the highest community/regional active transportation priorities.
 - Additional consideration can be given for outreach which has been ongoing for a longer duration.
- Consider the magnitude of the proposed project when considering the extent to which the project represents one of the highest community/regional active transportation priorities.

Points	Applicant's ability to demonstrate the public participation process will be utilized as part of the development of a plan.
8-10 Points	The applicant clearly and convincingly demonstrates that: The project scope was developed through a comprehensive technical planning process (appropriate for the complexity and magnitude of the project) and the planning process considered the existing and future needs of the project users and transportation system and the planning process was effectively integrated into the public participation process.
5-7 Points	The applicant demonstrates that: The project scope was developed through a comprehensive technical planning process (appropriate for the complexity and magnitude of the project) and the planning process considered the existing and future needs of the project users and transportation system and the planning process was effectively integrated into the public participation process.
3-4 Points	The applicant somewhat demonstrates that: The project scope was developed through a technical planning process (appropriate for the complexity and magnitude of the project) and/or the planning process considered the existing and future needs of the project users and transportation system and/or the planning process was somewhat integrated into the public participation process.
1-2 Points	The applicant minimally demonstrates that: The project scope was developed through a technical planning process (appropriate for the complexity and magnitude of the project) and/or the planning process considered the existing and future needs of the project users and transportation system and/or the planning process was minimally integrated into the public participation process.
0 Points	Evaluators can award a score of zero if they believe that the application does not adequately prove the project scope is a result of technical planning.

2019 Active Transportation Program Small Infrastructure Scoring Rubric

QUESTION #5: SCOPE AND PLAN CONSISTANCY (0-2 POINTS)

A. The application, scope and plans are consistent with one another: (2 points max)

- **The scope and plans are consistent with one another including (2 points):**
 - Improvement location(s)*
 - Improvement element(s)*
- **Either the scope and plans are not consistent with one another including (0 points):**
 - Improvement location(s)*
 - Improvement element(s)*

Special Instructions & Expectations for Evaluators:

The following checks and analysis must be done by the evaluator prior to awarding points:

- Give consideration to all of the information contained in the application; but extra attention should be given to the written scope/project description and the plans/maps included in the application.
- Do the plans/maps show the complete project as described in the application?

1-2 Points	All elements are consistent
0 Points	Not all elements are consistent

For I/NI combination projects:

- Check the applicants 22-R Work Plan for 3 components:
 1. **Completeness:** a 22-R that includes a complete clear and organized work plan with in-depth detail that outlines the various tasks and costs of the program
 2. **Consistency:** a 22-R that is fully consistent and reflects the applicants responses throughout the application
 3. **Compliance:** the 22-R that complies with the eligibility and costs requirements provided in the ATP Non-Infrastructure Program Guidance

1 Point	Applicant submitted a 22-R Work Plan that is complete, consistent and compliant
0 Points	Applicant did not submit a 22-R Work Plan that is complete, consistent and compliant

ATP 2019 Consensus Score Sheet

County: Kings County
Application ID: 6-Avenal-1
Project Name: Avenal SRTS SR269 Improvement Project
Project Applicant: City of Avenal
Evaluator Team Number: 43
Date: October 5, 2018

CONSENSUS SCORE
84

Breakdown:

QUESTION	TEAM SCORE	NOTES
Q1	6	
Q2	48	
Q3	22	
Q4	6	
Q5	2	
Q6		
Q7		
Total Score	84	

OVERALL COMMENTS:



January 23, 2019

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

Dear Ms. Bransen & Members of the California Transportation Commission:

The Central Coast Coalition supports the California Transportation Commission (CTC) staff recommendations for Cycle 4 the Active Transportation Program. We highly value the Active Transportation Program as a valuable asset to increase safety and mobility of non-motorized users. Projects recommended for funding from the Active Transportation Program will help increase walking and bicycling and improve safety on the Central Coast. There are also transformative projects recommended for funding that will help close gaps on the California Coastal Trail. We greatly appreciate the Commission's support in helping fund these critical projects.

The projects recommended for ATP funding from the Central Coast include:

Sponsor Agency by Region	Project Title
Monterey County	
Transportation Agency for Monterey County	Fort Ord Regional Trail & Greenway: Highway 218 Segment Every Child: Community-Supported SRTS
Santa Barbara County	
City of Goleta City of Santa Barbara	San Jose Multi-Purpose Path Downtown De La Vina Street Safe Crosswalks and Buffered Bike Lanes

County of Santa Barbara	U.S. 101 State Street Undercrossing Active Transportation Improvements Lower East Side Community Connectivity Active Transportation Plan Modoc Road Multimodal Path Gap Closure
Santa Cruz County	
Santa Cruz County Regional Transportation Commission	UCSC Bike Path Safety Improvement Phase 2/Bike Safety Education

The Central Coast Coalition understands the Active Transportation Program is an extremely competitive program with limited funding available for local jurisdictions. Therefore, several very high priority projects were not funded this cycle. Moving forward, the Coalition would like the Commission to consider that projects of statewide significance such as coastal access receive due attention.

The Central Coast Coalition agencies are excited to apply for projects under the Cycle 5 call for projects. Once again, we support the CTC staff recommendations for Cycle 4 and urge the Commission to consider funding for the priority projects listed above. Thank you for accepting our support for the Cycle 4 Active Transportation staff recommendations.

If you have any questions, please contact SBCAG Director of Programming, Sarkes Khachek, at (805) 961-8913.

Sincerely,



Marjie Kirn, Executive Director
Santa Barbara Association of Governments



Pete Rodgers, Executive Director
San Luis Obispo Council of Governments

Debra L. Hale, Executive Director
Transportation Agency for Monterey County
Commission

Guy Preston, Executive Director
Santa Cruz Co. Regional Transportation

Mary Gilbert, Executive Director
San Benito Council of Governments

Maura Twomey, Executive Director
Association of Monterey Bay Area Governments

cc: Mr. Brian Annis, Secretary, California State Transportation Agency
Ms. Laurie Berman, Director, California Department of Transportation
Mr. Mitch Weiss, Chief Deputy Director, California Transportation Commission
Mr. Robert Nelson, Deputy Director, California Transportation Commission
Ms. Laurie Waters, Associate Deputy Director, California Transportation Commission
Ms. Anja Aulenbacher, Assistant Deputy Director, California Transportation Commission
Ms. Meghan Pedroncelli, Staff Service Analyst, California Transportation Commission



January 24, 2019

Ms. Laurie Waters
ATP Program Manager
California Transportation Commission
1120 N Street
Sacramento CA 95814

RE: City of Chico's SR 99 Bikeway Project

Ms. Waters:

Please accept this letter as confirmation of support for the City of Chico's SR 99 Bikeway Project being considered for Active Transportation Program funding. The Mechoopda Indian Tribe of the Chico Rancheria has nearby Tribal housing located in a disadvantaged community as defined by Senate Bill 535 along 20th Street west of State Route 99. The bike crossing bridge would allow for our tribal members and the rest of the residents in the disadvantaged community to safely cross one of Chico's busiest major streets. This bridge is essential to allow for residents, especially kids to safely cross to access goods and services including Butte Community College.

As part of the application process, we provided a letter of support for the City of Chico. However, since the application was prepared, the recent Camp Fire displaced thousands of families into Chico. Increased traffic congestion and accidents throughout the urbanized area of Chico has risen drastically. We are in need of a safer bicycle, and pedestrian infrastructure and the proposed project represents a significant gap closure.

We look forward to meeting you in person when you come to Chico for a Town Hall meeting in April.

Thank you,

Sandra M. Knight
Vice Chairwoman

CITY OF MONTEREY PARK

320 West Newmark Avenue • Monterey Park • California 91754-2896
www.montereypark.ca.gov



City Council
Peter Chan
Mitchell Ing
Stephen Lam
Hans Liang
Teresa Real Sebastian

City Clerk
Vincent D. Chang

City Treasurer
Joseph Leon

January 25, 2019

California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814
Attn: Laurie Waters

RE: ATP Funding for Monterey Park and LA County

Dear Ms. Waters:

On behalf of the City of Monterey Park, we would like to thank you, the California Transportation Commission (CTC), and the project evaluators for their time in reviewing the many applications received and expanding the recommendations list and for their consideration and recommendation of our project for ATP Funding.

The Monterey Park School and Crosswalk Safety Enhancement Project will enhance conditions at approximately 17 intersections throughout the City, adjacent to schools and city parks, where there are a high number of pedestrians and school aged children crossing and walking. The locations receiving improvements provide direct links to seven (7) public schools, with 5,550 plus enrolled students, many of whom walk to school. This project will increase the overall safety and mobility of non-motorized users, enhance public health, and improve access for pedestrian crossings in the community.

We sincerely appreciate the CTC's recommendation of our project in the City of Monterey Park and for their consideration of other projects in LA County. The City looks forward to working together to implement this project.

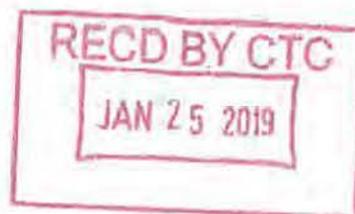
Respectfully,

A blue ink signature of Ron Bow, the City Manager, is written over the word "Respectfully,".

Ron Bow
City Manager

January 20, 2019

Ms. Laurie Waters
ATP Program Manager
California Transportation Commission
1120 N St. # 2231
Sacramento CA 95814



Dear Ms. Waters:

I am writing to bring your attention again to a proposal for \$12.9 million bike and pedestrian bridge that has been submitted to ATP by the city of Chico CA. I have contacted Nima Kabirinissab, but have not heard back after the last letter I sent him in early December.

The proposal, in my view, represents an astonishing waste of money. The bridge is planned for the southeast corner of Chico, where very few people ride bikes now or are likely to in the foreseeable future, and will not be far from an existing safe street crossing the occasional cyclists use now. The bridge's exceptional cost arises because it will be above the street (East 20th St.) near on and off ramps for Chico's one freeway (CA99), over 5 lanes of traffic. The intersection is one of the city's busiest, carrying traffic between CA99 and both the Chico Mall (north side of East 20th St.) and Target (south side). The existing bike crossing is at the next intersection to the east (East 20th St. and Forest Ave.), where traffic is far lighter and both bike lanes and a safe street crossing have existed for years.

The proposed bridge is intended as the south end of the city's "Bikeway 99", dating back about 20 years. The city's bike maps show the existing route along Forest Ave. described above as the Bikeway, with the new route essentially relocating the Bikeway to follow the original concept. Until ATP funding became a possibility, no Chico maps or documents placed a bridge at the CA 99 / East 20th St. Intersection. None would now, if our city of 90,000 was expected to pay for it. A price tag of \$12.9 million plus \$2.6 million in local funds translates to nearly \$175 per resident, with \$150 of that being the state share. How is a bridge that will replace a safe and I think better located street crossing worth that expense?

To be fair, Chico is a bike city. The reason for that is Chico State University, with about 15,000 students, located just to the northwest of downtown Chico. It gives the city many cyclists, and the amenity of challenging bike paths in Upper Bidwell Park northeast of the downtown certainly helps. Bikeway 99, unfortunately, is not a significant part of that. At its north and south ends it has few riders and no reason for there to be more. The hopes for the Bikeway read far better than the reality.

The planning process leading to the bridge proposal also left out its most important part. The critical study (the *20th Street Pedestrian / Bicycle Overcrossing Feasibility Study*, Dec. 2017) that preceded the proposal managed to omit any estimates of current or prospective ridership. I am a retired demographer (Assoc. Professor, University of Texas School of Public Health 1981-2005): numbers are not something we overlook. How the *Feasibility Study* fell short on that is a puzzle. Their focus groups did manage to endorse a \$13 million bridge over a less appealing \$7 million alternative, but seem to have been flying blind on the question of the number of users the bridge would actually see.

On that score I can suggest about zero pedestrians, since there are few in that part of Chico, and they are likely to prefer the existing street crossings to a somewhat out of the way bridge with a 20 or 25' climb by stairs or ramp to be over the street. As to cyclists, I spent 2 hours (7:30-9:30 a.m. on a summer workday) at the Forest Ave. crossing on East 20th St., and

counted 15 bikes. That is not a healthy number for a morning rush hour, even if all 15 of them were to make an extra effort to use the bridge. Because I am in the area often, my count did not greatly surprise me. I had expected a few more, but not numbers that would justify multimillion dollar costs. Chico is 90 minutes from Sacramento, so my assessment is something you can easily check.

I have not seen the Bikeway proposal itself, and don't know if the city has managed to incorporate credible estimates for pedestrians and cyclists, or if it has acknowledged my other concerns. To do that and have a viable proposal would require some finesse. We are dealing with very small numbers, and with a bike route that was poorly thought out from its beginnings.

I hope that you will see that the proposal is analyzed carefully. Toward that end, I am attaching copies of one of the analyses I sent to Nima Kabirinassab, Regional Liaison, and Amarjeet Benipal, District Director, and am providing the url for the *Feasibility Study*. The document speaks directly to the review criteria for ATF funding as given in the *Study*, several of which (remember, I'm a demographer) cannot be scored on missing or unsupported numbers, and one of which (Benefits to disadvantaged communities) is fully met by the *existing* bike route along Forest Avenue. I also attach copies of two letters I sent to the Chico Enterprise Record when the city was considering whether to support the bridge proposal.

You may contact me if anything I have written requires clarification. I received an appropriate and cautious reply from Mr. Benipal after my first letter back in June, but at this point don't know if the reviewers for the city's proposal have or will have access to my assessment, or whether they will see its significance. I trust my own credentials, but not everyone's, and am deeply concerned about seeing the ATP succeed. In Chico we seem to be on the wrong path. And as a Chico resident capable enough and concerned enough to offer a critical and hopefully balanced perspective, it bothers me that I don't even know if what I have written is being read.

Thank you.



David P. Smith
321 Mesa Verde Ct.
Chico CA 95973
therealdavesmith@gmail.com

Attachments:

Two letters to Chico Enterprise Record
My notes to Nima Kabirinassab Dec. 6, 2018
The *Feasibility Study* url is:
http://www.chico.ca.us/capital_project_services/documents/Bikeway99Ph5FinalFSR.pdf

cc Ms. Laurie Berman
Director, California Department of Transportation
1120 N Street, Sacramento CA 95814
cc Mr. Amarjeet Benipal, District 3 Director
cc Mr. Nima Kabirinassab, Regional Liaison

D Smith Jan 20 2019

Two letters sent to Chico ER, published Apr. 11 and July 5 of last year.
David P Smith 1-20-2019 (Titles supplied by Chico ER)

Letter: \$15.5 million bike bridge a waste of taxpayer money

By [Chico Enterprise-Record](#) | news@chicoer.com |
April 11, 2018 at 6:55 pm

If the City Council decides to push forward this month with plans for our (mostly state money) \$15.5 million bike bridge over East 20th Street, I hope the E-R will offer a friendly editorial. Maybe addressing the \$2.6 million the city will be spending as its share. Good thing we keep the occasional pile of money on hand for stuff like this. I mean, we can't get the upper Bidwell Park road reopened even though it's our park and it will be dirt cheap to do it, and we can't seem to get a handle on the massive pension deficit we are facing, but a decorative bike bridge in a part of Chico where few of us ride bikes is a winner.

It's all a little strange, starting with the whole area already has bike lanes and safe street crossings. Those are why, apart from its astronomical price tag, we wouldn't need the bridge even if we could find riders for it somewhere.

That part might trouble the state. Its \$12.9 million chunk of the cost is intended for making biking safer and work commutes easier. This bit of whimsy flunks on both counts. For Chico to even be in the running, the proposal will need to be highly creative. You know, forgetting to note the low actual ridership there, fulsome enthusiasm for the splendid future it heralds, that sort of thing. Creative.

Council needs to be smarter than that with our money. And our state's.

— *David P. Smith, Chico*

Letter: No stats provided on how many will use bike bridge

By [Chico Enterprise-Record](#) | news@chicoer.com |
July 5, 2018 at 10:04 pm

If the City Council decides to push forward with plans for a \$15 ½ million bike bridge over East 20th Street, I hope E-R will offer a friendly editorial. Maybe addressing the \$2.6 million the city will spend as its share, with more trails and maybe a Skyway bridge still ahead. Good thing we keep the occasional pile of money on hand for stuff like this. I mean, we can't get the upper Bidwell Park road reopened even though it's our park and it will be dirt cheap to do it, and we're barely addressing the large pension deficit we face, but a decorative bike bridge in a part of Chico where few of us ride bikes is a winner.

It's a bit strange, starting with Chico's 2017 Overcrossing Feasibility Study that omits any statistics on current bike traffic in the East 20th Street area and any estimates of the number of bikes likely to use the bridge once it opens. I'm a demographer, and I do kind of understand. It's hard to project future numbers when the baseline is about zero.

That part might trouble the state though. Its \$12.9 million chunk of the cost is intended for making biking safer, and work commutes easier. How does that play out with no numbers on riders?

Council should scrap the proposal and make Bikeway 99 an Eaton to the Mall bike route. It's enough. We can reconsider the bridge when we find \$15 ½ million worth of bike riders to use it.

— *David P. Smith, Chico*

D Smith Jan 20 2019

PDF accompanying letter to Nima.Kabirinassab Dec. 6, 2018

Mr. Nima Kabirinassab
District 3
703 B Street,
Marysville CA 95901

Dear Mr. Kabirinassab:

I learned last week that Chico sent in its bike and pedestrian bridge proposal ahead of the July deadline. I assume that means the proposal is now under review.

Let me ask again: will the persons reviewing the proposal be given access to my earlier comments to you?

For the record, I am a retired demographer (University of Texas School of Public Health, 1981-2005), I believe my comments are both honest and accurate, and every point I have made about the bridge project is within your ability to check out.

Here again is my earlier review and Bikeway Maps:

First: Almost no pedestrians will likely use the bridge. They do not belong in the proposal.

The bridge is for bikes, not pedestrians, and will need to be at least 25 ft. above street level. For pedestrians that will mean stairs or ramps. In addition, the bridge location near Hwy 99 puts it a fair distance from the two street level crossings at the Mall that pedestrians use now, the main one at the Mall / Target entrance and at the other at the east end of the Mall on Forest Avenue. Both crossings are seen clearly on the second map, along with the original plan for the Bikeway crossing as a street-level crossing at the Mall entrance. There is no reason pedestrians would care to cross at the west end of the Mall and Hwy 99 even if it was at street level and not something like 25 feet up. It's a slog, and in no way convenient for them. I have noted before that I rarely see more than an occasional pedestrian in this area, which makes their inclusion in the proposal doubly puzzling. If you have it, what pedestrian numbers does the proposal show?

Second: Where are the bikes?

The *Feasibility Study* doesn't give numbers for bike use in the Mall area, but I can. In July, on a workday, I counted 15 bikes crossing East 20th on Forest between 7:30 and about 9:30 a.m. That's the "Bikeway" now, and it's grim. Other parts of the day when I'm there I rarely see more than a couple of bikes in the whole Mall area. The *Feasibility Study* version is for a brighter future for biking after the bridge is built, but few demographers would buy that: the area has few people and fewer university students, the main population Chico's bike routes serve. That is unlikely to change in the years ahead.

On the second map, the Forest Crossing is immediately east of the Mall, on what is now the Bikeway. That is where I did my bike count.

Third: The East 20th Street bike crossing we already have is safe. It is on the quieter part of East 20th Street, away from both Hwy 99 and the Mall entrance. The intersection has bike lanes, and includes pedestrian crossing signals which some cyclists also use.

As I noted above, following the Bikeway on the 2014 Bike Map it crosses from Teichert Ponds to Springfield Drive behind Kohl's. From Springfield Drive it follows Forest Avenue to Notre Dame Blvd. and continues on Notre Dame to the Skyway. It is missing Bikeway signage, but it exists and it works. Replacing the current route with a freeway-hugging route requiring a \$13 million bridge to make the East 20th Street crossing would be odd even with substantial bike traffic. With the extraordinarily low volume of bike traffic the area has, it is frankly puzzling.

Fourth: With low or missing numbers on riders and pedestrians, can the bridge even be scored under ATP criteria?

The *Feasibility Study* that preceded the bridge proposal offered no baseline estimates for either cyclists or pedestrians, and whatever numbers the proposal will offer will be low. With that in mind, I present below the **ATP Goals and Scoring Criteria** and the **Response** as given in the Feasibility Study (p. 54). The **Comments** that follow are my assessment of the scores the goals should earn.

Potential for reducing the number and/or rate or the risk of pedestrian and bicycle fatalities and injuries (0-25 points). Response: The recommended Overcrossing Alternative 2 provides a completely separated bikeway, greatly reducing the number and rate of injuries. Comment: The Feasibility Study has no numbers for traffic injuries affecting cyclists and pedestrians in the Mall area in general, or for the existing Bikeway 99 crossing at East 20th and Forest. Without those numbers, and realistic projections of bridge usage, the score for this goal must be recorded as zero.

Benefits to disadvantaged communities (0-10 points). Response: Using Phase 5 and the existing bikeway network, several low-income areas in the City of Chico will be linked to the Chico Mall and other businesses in the area. Comment: The areas in question are *already* linked to the Mall and other businesses in the area by the existing Bikeway 99 route along Forest Avenue. Because these are shopping areas, they are places residents at all income levels are more likely to drive to than walk or bike to. On both counts the bridge does not introduce any new benefits and should be scored as zero.

Public participation and planning (0-10 points). Response: The recommendations included in this study were based in part on input from the public during three community workshops. Comment: I believe this goal was addressed competently.

Improved public health (0-10 points). Response: The project will sponsor active transportation, promoting public health and improving air quality. Comment: The prospects for improved public health from a \$13 million bridge that will be largely unused are near zero.

Cost-effectiveness (0-5 points). Response: the recommended Overcrossing Alternative 2 uses the most efficient and direct separated alignment to connect Phases 3 and 4. Comment: The Bikeway 99 route along Forest Avenue already connects Phases 3 and 4. It also already

completes Phase 5 (East 20th Street to the Skyway). The proposal is actually an alternative routing of the Bikeway, at a \$13 million price tag. Its cost-effectiveness would be about zero unless it could demonstrate major effects on bicycle and pedestrian safety. With few probable users that is not a likely outcome.

Leveraging of non-ATP funds (0-5 points). Response: the community outreach effort and this feasibility study were funded by local funds. Additionally, CMAQ funding is anticipated to be used for the preliminary engineering phase. Comment: I believe this goal was addressed competently.

On my personal assessment, it would be hard to make a case that the Pedestrian/Bicycle Overcrossing merits a score much above 15 points, out of 65 points possible. Chico already has a Bikeway 99 route running from Eaton Road in the north down to the Skyway, and ATP staff are I think obligated to consider its existence in assessing the need for a competing route and the reasonableness of its cost. That assessment must recognize that the bridge is proposed for a part of Chico with few pedestrians and little bike use, and not much prospect of increases in either in the foreseeable future. The reasonableness part should include that assessment, and recognize as well that no bridge was even considered for the proposed area until the prospect of state funding arose. The plan prior to that was for a street crossing at the Mall / Target entrance, as shown on the maps. If it were me, I would have kept the Bikeway on Forest. Unfortunately, in the *Feasibility Study*, which owes its existence to the opportunity for ATP money, the existing Bikeway on Forest is not even acknowledged. To me, why it needs to be relocated at all is a 13 million dollar question.

Chico has no street overcrossings for pedestrians or bicycles now, and I am not sure where one might be of some benefit. As to the Hwy 99 and East 20th Street location, all we have in the *Feasibility Study* is a \$13 million funding request, for a city with something like 90,000 people, with no pedestrian or bike numbers whatsoever to back up the supposed need for it. That amounts to about \$125 or \$150 for every man, woman and child in Chico. It is not how we would spend that amount of local money.

Fifth: The Bikeway itself doesn't actually have much value for Chico.

If you review the *Feasibility Study*, you will find it highly endorsed as a 15 or more year project to provide cyclists with a sterling north-south bikeway through Chico. A more realistic appraisal would be that the original design was badly flawed. The part above Lassen Street that hugs Hwy 99 is virtually unused. The part hugging Hwy 99 south of Hwy 32 by Teichert Ponds does modestly better, but as a link to the proposed bridge and the Bikeway continuation to the Skyway it falls dramatically short of reasonable use. The center section, running from East Avenue and Orchard Road through Lower Bidwell Park and across Hwy 32, is bike lanes along quiet side streets: 6 of them north of Bidwell Park and 2 south of it. I suspect it sees little more use than the north and south segments it connects to. The rare times I have been on it, it has been as empty of bikes as other Bikeway sections. The attached map will suggest the cobbled appearance of the Bikeway, but doesn't hint at the poor numbers of riders I believe it sees or at the clumsiness of a design that placed eventual Bikeway crossings at 1 or perhaps 2 (East 20th Street and the Skyway) of the busiest traffic areas in Chico. The other routing, along Forest Avenue, has always been a better option. It is the route cyclists use now, and has a safe street crossing on East 20th Street.

In the end what ATP is being asked to do is to donate a \$13 million bike bridge to Chico **so it can continue a little used Bikeway past a congested intersection where there is no reason for the bike path it to be**, while quietly ignoring the existence of safe alternate bike route that more than accommodates the low bike traffic this part of Chico sees now and is likely to see in the years ahead. You are being asked to buy Chico what I think is merely a pretty bauble. That is not what the taxpayers who approved ATP had in mind.

In closing, let me add that all of the information I have given here is, I think, highly relevant for the persons carrying out the review of this proposal. If it is approved, and this bauble is built, both they and you could find yourselves in a position that is more than a little awkward. It will not be enough to argue that an almost unused bike bridge with a \$13 million price tag was approved in good faith and on reasonable expectations. You have my candid and honest review of its excessive shortcomings, and I believe I have at least reasonable credentials for making the statements here. The critical issue, whether the number of cyclists and the number of pedestrians in this corner of Chico are any size at all, is one your office can easily check. It also wouldn't hurt for one of your staff to ride the length of the bikeway and consider how much more money needs to be thrown at it. This is voter-approved funding. It deserves to be spent with greater wisdom than Chico is showing.

Yours,

David P. Smith
therealdavesmith@gmail.com

cc: Amarjeet S. Benipal
District Director
Department of Transportation, District 3
703 B Street
Marysville, CA. 95901
www.dot.ca.gov/dist3



Chico 2014 Bike Map Mall area detail. The violet outline identifies the existing and proposed Bikeway routing as of 2014. The section I identify as "open" runs along the northwest side of Kohl's and is a parking lot shortcut used by cyclists. I don't believe it is part of the Bikeway as yet as it carries no bike lane markings or signage.



M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 4.7
Action

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Anja Aulenbacher
Assistant Deputy Director

Subject: **ADOPTION OF THE 2019 ACTIVE TRANSPORTATION PROGRAM - STATEWIDE AND SMALL URBAN & RURAL COMPONENTS (RESOLUTION G-19-01)**

ISSUE:

Should the California Transportation Commission (Commission) adopt the 2019 Active Transportation Program Statewide and Small Urban & Rural components as recommended by staff?

RECOMMENDATION:

Commission staff recommends that the Commission adopt the 2019 Active Transportation Program, Statewide and Small Urban & Rural components, in accordance with the attached resolution and the revised staff recommendations; and authorize staff to make any specific technical changes, corrections, or exceptions to staff recommendations, with report of any substantive changes back to the Commission for approval at the March 13-14, 2019 meeting.

BACKGROUND:

Applications were received for 554 Active Transportation Program projects, requesting over \$2.2 billion of Active Transportation Program funds. The 2019 Active Transportation Program includes four years of programming, Fiscal Year 2019-20 through Fiscal Year 2022-23, with \$464,346,000 in funding capacity. In summary, the recommendations include:

Statewide Component – Active Transportation Program funds of \$237,566,000 for 51 projects valued at \$290,273,000 including:

- \$154,186,000 (65 percent) for 35 Safe-Routes-to-School projects
- \$232,936,000 (98 percent) for 50 projects that provide benefits to disadvantaged communities.

Small Urban & Rural Component – Active Transportation Program funds of \$43,756,000 for 9 projects valued at \$53,270,000, including:

- \$24,239,000 (55 percent) for 6 Safe-Routes-to-School projects
- \$43,756,000 (100 percent) for 9 projects that provide benefits to disadvantaged communities.

Commission staff recommendations were revised on January 18, 2019 and differ from the recommendations initially released on December 28, 2018. The December recommendations conditionally awarded \$22,572,000 to the project submitted by the City of Compton, Blue Line First/Last Mile Improvements: Compton and Artesia Station Areas. The City of Compton did not meet the programming conditions to designate a replacement project implementor by January 16, 2019. As a result, the City of Compton will forego the award, and their requested amount of \$22,572,000 will be distributed to the next highest scoring applicants.

For those projects receiving the same score at the cut-off for funding, Commission staff used a secondary ranking system to recommend projects. This secondary ranking system was adopted by the Commission in the 2019 Active Transportation Program Guidelines. This ranking is based on the following sequence of priority: 1) infrastructure projects, 2) construction readiness, and 3) which applicant received the highest score on question 2, then question 3, then question 4.

The revised cut-off score for funding in the Statewide Component is 89. Programming capacity at the cut-off score is available to fully fund five of twelve projects that scored 89 and fund \$3,217,000 of the \$4,756,000 requested by the City of Santa Barbara for the U.S. 101 State Street Undercrossing Active Transportation Improvements project. Since the City of Santa Barbara also qualifies for the Small Urban and Rural Component, the remaining \$1,539,000 will be funded from that component to fully fund the project.

In the Small Urban & Rural Component, the cut-off score for funding was an 85. Four projects eligible for the Small Urban & Rural Component scored an 85 and were subject to the secondary ranking system described above. Enough programming capacity at the cut-off score was available to fund \$14,583,000 of the \$17,959,000 requested by the City of Goleta for the San Jose Multi-Purpose project in the City of Goleta. Commission staff will work with the City of Goleta to determine if the project can be delivered with the funding available.

Further background information is included in Tab 18, item reference number 4.6.

The Commission's adoption of the 2019 Active Transportation Program Statewide and Small Urban & Rural Components is not authorization to begin work on a project. Contracts may not be awarded nor may work begin until an allocation is approved by the Commission for a project in the adopted program.

Attachments:

- Attachment A: Resolution G-19-01
- Attachment B: 2019 Active Transportation Program – Statewide Component Revised
- Attachment C: 2019 Active Transportation Program – Small Urban & Rural Component Revised

CALIFORNIA TRANSPORTATION COMMISSION

**Adoption of the 2019 Active Transportation Program
Statewide and Small Urban & Rural Components**

Resolution No. G-19-01

- 1.1 **WHEREAS**, Streets and Highways Code Section 2384 requires the California Transportation Commission (Commission) to adopt a program of projects to receive allocations under the Active Transportation Program; and
- 1.2 **WHEREAS**, pursuant to Section 2384, the 2019 Active Transportation Program is a four-year program covering program years 2019-20, 2020-21, 2021-22, and 2022-23; and
- 1.3 **WHEREAS**, pursuant to Streets and Highways Code Section 2381, the program will be funded by state and federal funds from appropriations in the annual budget, as estimated in the Active Transportation Program Fund Estimate adopted by the Commission on May 16, 2018; and
- 1.4 **WHEREAS**, pursuant to Streets and Highways Code Section 2382, the Commission adopted Active Transportation Program Guidelines on May 16, 2018 with applicability to the 2019 Active Transportation Program development process; and
- 1.5 **WHEREAS**, the 2019 Active Transportation Program Fund Estimate provided \$445.560 million in Active Transportation Program programming capacity to be apportioned to Statewide (50%), Small Urban & Rural (10%) and MPO (40%) Components; and
- 1.6 **WHEREAS**, pursuant to Section 2382(c), no less than 25% of overall program funds will benefit disadvantaged communities during each program cycle; and
- 1.7 **WHEREAS**, the Commission staff recommendations for the 2019 Active Transportation Program, Statewide and Small Urban & Rural components, were published and made available to the Commission, the California Department of Transportation (Department), regional transportation agencies, and county transportation commissions on December 28, 2018; and
- 1.8 **WHEREAS**, the Commission staff recommendations for the 2019 Active Transportation Program, Statewide and Small Urban & Rural components, were revised on January 18, 2019 since the City of Compton did not meet the programming conditions to designate a replacement project implementor for the Blue Line First/Last Mile Improvements: Compton and Artesia Station Areas project by January 16, 2019; as a result, the City of Compton will forego the award, which will be distributed to the next highest scoring applicants; and
- 1.9 **WHEREAS**, the staff recommendations conform to the Fund Estimate and other requirements of statute for the Active Transportation Program; and
- 1.10 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its January 30, 2019 meeting.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the California Transportation Commission hereby adopts the 2019 Active Transportation Program, Statewide and Small Urban & Rural Components, to include the program described in the staff recommendations, including the attachments to this resolution; and

- 2.2 **BE IT FURTHER RESOLVED**, that the Department will continue to work with project sponsors to resolve any project component eligibility and deliverability issues, and provide an update to Commission staff within six months with project specific programming recommendations to resolve those issues; and
- 2.3 **BE IT FURTHER RESOLVED**, that having a project included in the adopted 2019 Active Transportation Program, Statewide and Small Urban & Rural Components, is not authorization to begin work on that project. Contracts may not be awarded nor work begin until an allocation is approved by the Commission for a project in the adopted program; and
- 2.4 **BE IT FURTHER RESOLVED**, that if available funding is less than assumed in the Fund Estimate, the Commission may be forced to delay or restrict allocations using interim allocation plans, or, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed; and
- 2.5 **BE IT FURTHER RESOLVED**, that Commission staff, in consultation with the Department and regional agencies, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2019 Active Transportation Program Statewide and Small Urban & Rural Components, consistent with the Fund Estimate, in order to reflect the most current information, or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for approval at the March 13-14, 2019 meeting.

2019 Active Transportation Program - Statewide Component
Revised Staff Recommendations
(\$1,000's)

Reference Item No.: 4.7
 January 30-31, 2019
 Attachment B

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score	
Active Transportation Resource Center	Various	Active Transportation Resource Center	\$4,630	\$4,630			2,310	2,320					4,630	Non-Infrastructure				
6-Parlier-1	Fresno	Parlier Bicycle and Trails Master Plan	\$209	\$209	209								209	Plan	X	X	98	
6-Kern County-4	Kern	South Chester Avenue Pedestrian Safety Project	\$2,257	\$1,976	283	102	1,591				283	102	1,591	Infrastructure - M	X	X	97	
3-Butte County-3	Butte	Butte County Safe Routes Resource Center and 5 Community Projects	\$1,140	\$985	985								985	Non-Infrastructure	X	X	97	
6-Mendota-1	Fresno	City of Mendota SRTS Master Plan	\$110	\$110	110								110	Plan	X	X	96	
1-Humboldt County-1	Humboldt	Humboldt Bay Trail South	\$22,600	\$13,296		13,296							13,296	Infrastructure - L	X		95	
11-National City-5	San Diego	Central Community Mobility Enhancements	\$1,483	\$1,286	43	148	1,095		43	104	44	1,095		Infrastructure - S	X		95	
7-LA Department of Transportation-13*	Los Angeles	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	\$29,000	\$23,198	2,959	986	1,096	18,157	2,959	986	1,096	18,157		Infrastructure - L	X	X	95	
8-Desert Hot Springs-1	Riverside	Hacienda Avenue SRTS Improvement Project	\$1,498	\$1,322				1,322					1,322	Infrastructure - S	X	X	95	
8-San Bernardino Assoc of Government-1*	San Bernardino	SBCTA Metrolink Station Accessibility Improvement Project - Phase II	\$6,983	\$6,132			6,132						6,132	Infrastructure - M	X	X	95	
11-National City-2*	San Diego	Bayshore Bikeway - Segment 5	\$6,391	\$5,421			5,421						5,421	Infrastructure - M	X		94.5	
9-Tehachapi-1	Kern	SRTS Snyder Avenue Gap Closure Project	\$1,495	\$1,490	190	1,300					190		1,300	Infrastructure - S	X	X	94	
10-Gustine-1	Merced	City of Gustine Active Transportation Plan	\$147	\$147	147								147	Plan	X		94	
10-Stanislaus County-1	Stanislaus	Airport Neighborhood Active Transportation Connectivity and Safety Project	\$6,161	\$4,926	19	4,907						4,907	19	Infrastructure + NI - M	X	X	93.5	
7-Pomona-2	Los Angeles	Pomona Multi-Neighborhood Pedestrian and Bicycle Improvements	\$9,864	\$9,269	220	515	8,534		220	490	25	8,534		Infrastructure - L	X		93	
7-Duarte-1	Los Angeles	Duarte Active Transportation Safety Project	\$2,293	\$2,270	97	150		2,023	97	150		2,023		Infrastructure - M	X	X	93	
7-LA Department of Transportation-14*	Los Angeles	112th Street and Flournoy Elementary Schools Safety Improvements Project	\$6,999	\$5,600	725	242	185	4,448	725	242	185	4,448		Infrastructure - M	X	X	93	
10-Stockton-3*	San Joaquin	Stockton SRTS Safety and Connectivity Improvements	\$3,225	\$2,838	127	380	2,331		127	380		2,331		Infrastructure - M	X	X	93	
5-Santa Barbara-2	Santa Barbara	Downtown De LaVina Street Safe Crosswalks and Buffered Bike Lanes	\$1,494	\$1,494	60		114	1,320	60	113	1	1,320		Infrastructure - S	X	X	93	
7-LA Department of Transportation-10	Los Angeles	Safe Routes for Seniors	\$1,750	\$1,750		1,750							1,750	Plan	X		93	
9-Inyo County-2	Inyo	Lone Pine Sidewalk Construction and ADA Improvements	\$1,939	\$1,939	350		1,589		106	241	3	1,589		Infrastructure - M	X	X	93	
8-Riverside County Transportation Department-7	Riverside	Active Transportation Improvements for the Communities of Thermal and Oasis	\$6,944	\$6,844	850		5,994		300	550		5,994		Infrastructure - M	X		93	
10-Stockton-1*	San Joaquin	California Street Separated Bikeway Project	\$6,390	\$4,390		4,390							4,390	Infrastructure - M	X	X	92.5	
3-Chico-2	Butte	Little Chico Creek Pedestrian/Bicycle Bridge Connection at Community Park	\$2,142	\$1,497		1,497							1,497	Infrastructure - M	X	X	92	
7-Long Beach-2	Los Angeles	Orange Avenue Backbone Bikeway and Complete Streets Improvements	\$15,526	\$13,363				13,363					13,363	Infrastructure - L	X		91.5	
8-Temecula-1	Riverside	Santa Gertrudis Creek Trail, Phase 2	\$2,085	\$1,502			1,502						1,462	40	Infrastructure + NI - M	X		91

2019 Active Transportation Program - Statewide Component
Revised Staff Recommendations
(\$1,000's)

Reference Item No.: 4.7
 January 30-31, 2019
 Attachment B

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
4-San Francisco Public Works-1 ^{**}	San Francisco	Alemaney Interchange Improvements, Phase 2	\$2,727	\$1,971		1,971						1,971		Infrastructure - M	X		91
5-Transportation Agency for Monterey County-2	Monterey	Every Child: Community-Supported SRTS	\$2,225	\$2,143	2,143								2,143	Non-Infrastructure	X	X	91
10-Oakdale-1	Stanislaus	High School G Street Bike/Pedestrian Corridor Improvements	\$703	\$703	45	658			5	40		658		Infrastructure - S	X	X	91
7-LA County Department of Public Health-1 [*]	Los Angeles	Pedestrian Plans for Disadvantaged Communities in Unincorporated Los Angeles County	\$1,550	\$1,550	1,550								1,550	Plan	X		91
7-LA County Metropolitan Transportation Authority-1	Los Angeles	Doran Street Grade Separation Active Transportation Access Project	\$22,219	\$16,319		16,319						16,319		Infrastructure - L	X		91
12-Santa Ana-4	Orange	Kennedy Elementary and Villa Fundamental Intermediate SRTS	\$1,482	\$1,482	191	1,291			23	168		1,291		Infrastructure - S	X	X	91
7-Palmdale-3	Los Angeles	Avenue R Complete Streets and Safe Routes Project – Construction Phase	\$9,630	\$5,150	5,150							5,150		Infrastructure - L	X	X	90
3-Placer County Transportation Planning Agency-1	Placer	Highway 49 Sidewalk Gap Closure	\$16,403	\$14,403	1,083		13,320				350	13,320	733	Infrastructure + NI - L	X	X	90
12-Santa Ana-1	Orange	Fremont Elementary and Spurgeon Intermediate SRTS	\$5,776	\$5,776	927	4,849			84	843		4,849		Infrastructure - M	X	X	90
11-National City-6	San Diego	National City Bike Wayfinding	\$942	\$942	15	95	832		15	95		832		Infrastructure - S	X		90
11-Vista-2 ^{**}	San Diego	Townsite Complete Street Improvements	\$4,177	\$3,968	100	400	3,468		100	400		3,468		Infrastructure - M	X		90
8-Jurupa Valley-3 [‡]	Riverside	Jurupa Valley Sunnyslope Area SRTS Sidewalk Gap Closure	\$3,173	\$2,855	1	388	2,466		1	388		2,466		Infrastructure - M	X	X	90
6-Kings County-2	Kings	SR 41 Pedestrian Crossing and Pathway Improvements	\$360	\$360	8	40	312		8	40		312		Infrastructure - S	X	X	90
8-Eastvale-1 [‡]	Riverside	North/South Bike Network Gap Closure & Connectivity to North Eastvale	\$8,091	\$6,471	414	457	5,600		114	457		5,600	300	Infrastructure + NI - L	X	X	90
7-South Gate-2	Los Angeles	Tweedy Boulevard Complete Streets Project	\$5,776	\$4,620			4,620					4,620		Infrastructure - M	X	X	90
12-Anaheim-2	Orange	Citywide SRTS Sidewalk Gap Closure	\$4,199	\$4,149	104	974	50	3,021	104	550	424	3,021	50	Infrastructure + NI - M	X	X	90
8-Colton-1	San Bernardino	Jehue Corridor and Eucalyptus Avenue Class I Bike Paths	\$2,820	\$2,720	195	417		2,108	195	292	125	2,079	29	Infrastructure + NI - M	X	X	90
6-Kern County-5	Kern	Walk Isabella	\$6,086	\$5,140		854		4,286		854		4,286		Infrastructure - M	X	X	90
7-LA Dept. of Transportation-11	Los Angeles	Alexandria Avenue Elementary School Neighborhood Safety Improvements Project	\$5,600	\$4,480	549	183	382	3,366	549	183	382	3366		Infrastructure - M	X	X	90
3-Rancho Cordova-2	Sacramento	Rancho Cordova School Zone Improvement Project	\$1,282	\$1,122		1,122						1,122		Infrastructure - S	X		89
8-Moreno Valley-1	Riverside	Juan Bautista de Anza Multi-Use Trail Project	\$8,653	\$8,403	1,010	7,393				350	660	7,393		Infrastructure - L	X	X	89

2019 Active Transportation Program - Statewide Component
Revised Staff Recommendations
(\$1,000's)

Reference Item No.: 4.7
January 30-31, 2019
Attachment B

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
4-San Jose-2	Santa Clara	Better BikewaySJ - San Fernando Corridor	\$11,919	\$9,992	357	1,427	8,208		357	1,427		8,208		Infrastructure - L	X	X	89
7-Monterey Park-1	Los Angeles	Monterey Park School and Crosswalk Safety Enhancement Project	\$1,367	\$1,367	155	1,212			15	140		1,212		Infrastructure - S	X	X	89
5-Transportation Agency for Monterey County-1	Monterey	Fort Ord Regional Trail & Greenway: Highway 218 Segment (Monterey County)	\$12,397	\$10,379	1,198	9,181					1,198	9,181		Infrastructure - L	X	X	89
5-Santa Barbara-1 [§]	Santa Barbara	U.S. 101 State Street Undercrossing Active Transportation Improvements	\$5,961	\$3,217				3,217				3,217		Infrastructure - M	X	X	89
			\$290,273	\$237,566	\$22,569	\$78,894	\$77,152	\$58,951									
* Prior to programming Caltrans will contact applicant for project clarifications.									CON: Construction Phase				RW: Right-of-Way Phase				
[§] Recommended funding year(s) programming differs from proposed for deliverability purposes.									DAC: Benefit to Disadvantaged Communities				SRTS: Safe Routes to School				
[§] This project requested \$4,756,000, however only \$3,217,000 of programming capacity remains. Since this project would be fully funded in the Small Urban and Rural Component, the remaining \$1,539,000 will be used from the SUR component to fully fund this project.									NI: Non-Infrastructure				S: Small				
									PA&ED: Environmental Phase				M: Medium				
									Plan: Active Transportation Plan				L: Large				
									PS&E: Plans, Specifications & Estimate Phase								

2019 Active Transportation Program - Small Urban and Rural Component
Revised Staff Recommendations
(\$1,000's)

Reference Item No.: 4.7
January 30-31, 2019
Attachment C

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
5-Santa Barbara County-1	Santa Barbara	Modoc Road Multimodal Path Gap Closure	\$6,990	\$5,351	388	621		4,342	388	543	78	4,342		Infrastructure - M	X	X	89
5-Santa Barbara-1 ^Δ	Santa Barbara	U.S. 101 State Street Undercrossing Active Transportation Improvements	\$5,961	\$1,539	412		596	531	412	551	45	531		Infrastructure - M	X	X	89
3-Chico-1	Butte	Bikeway 99 Phase 5 - 20th Street Pedestrian/Bicycle Overcrossing	\$15,464	\$12,356	2,252			10,104			2,252	10,104		Infrastructure - L	X		89
1-Willits-1	Mendocino	City of Willits Rail with Trail Project	\$6,362	\$6,362	350		400	5,612	350	400		5,423	189	Infrastructure + NI - M	X		87
2-Corning-2	Tehama	Olive View School Connectivity Project	\$1,123	\$1,118	30	150	80	858	30	150	80	858		Infrastructure + NI - S	X	X	86
5-UC Santa Cruz-1 [*]	Santa Cruz	UCSC Bike Path Safety Improvement Phase 2/Bike Safety Education	\$1,499	\$799	799					65		369	365	Infrastructure + NI - S	X		86
5-Santa Barbara-4	Santa Barbara	Lower Eastside Community Connectivity Active Transportation Plan	\$344	\$344	344								344	Plan	X	X	86
2-Corning-1	Tehama	West Street School Connectivity Project	\$1,309	\$1,304	30	185	80	1,009	30	185	80	1,009		Infrastructure + NI - S	X	X	86
5-Goleta-1 ^{*§}	Santa Barbara	San Jose Multi-Purpose Path	\$20,179	\$14,583		2,669	11,914			1,800	869	11,914		Infrastructure - L	X	X	85
			\$59,231	\$43,756	\$4,605	\$3,625	\$13,070	\$22,456									
* Prior to programming Caltrans will contact applicant for project clarifications.									CON: Construction Phase			RW: Right-of-Way Phase					
† Recommended programming funding year(s) differs from proposed for deliverability purposes.									DAC: Benefit to Disadvantaged Communities			SRTS: Safe Routes to School					
§ This project requested \$17,959,000, however only \$14,583,000 of programming capacity remains. Staff will work with the agency to ensure a fully funded project.									NI: Non-Infrastructure			S: Small					
Δ This project requested \$4,756,000, however only \$3,217,000 of programming capacity remains in the Statewide Component. Since this project would be fully funded in the Small Urban and Rural Component, the remaining \$1,539,000 will be used from the SUR component to fully fund this project.									PA&ED: Environmental Phase			M: Medium					
									Plan: Active Transportation Plan			L: Large					
									PS&E: Plans, Specifications & Estimate Phase								

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 4.8
Action

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Christine Gordon
Assistant Deputy Director

Subject: **AMENDMENT TO THE 2019 LOCAL PARTNERSHIP FORMULAIC PROGRAM
RESOLUTION G-19-02, AMENDING RESOLUTION G-18-44**

ISSUE:

Should the California Transportation Commission (Commission) amend the 2019 Local Partnership Formulaic Program to program one new project totaling \$4.5 million in Fiscal Year 2019-20?

RECOMMENDATION:

Commission staff recommends that the Commission approve the amendment to the 2019 Local Partnership Formulaic Program to program \$4,497,000 in Fiscal Year 2019-20 Local Partnership Program funding for the Montague Expressway Pedestrian Overcrossing (Milpitas BART Station) project.

BACKGROUND:

Enabling Legislation

Senate Bill 1 (Chapter 5, Statutes of 2017), which created the Local Partnership Program, was signed by the Governor on April 28, 2017. Assembly Bill 115 (Chapter 20, Statutes of 2017), signed by the Governor on June 27, 2017, clarified Senate Bill 1 language regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program. The objective of the Local Partnership Formulaic Program is to reward counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements.

Local Partnership Formulaic Program

The 2019 Local Partnership Formulaic Program is funded from \$100 million annually in state funds authorized by Senate Bill 1 that are appropriated from the Road Maintenance and Rehabilitation Account for Fiscal Year 2019-20. Only agencies with Commission-adopted shares and committed local matching funds are eligible to receive funding.

On June 27, 2018, the Commission adopted the 2019 Local Partnership Formulaic Program Funding Share Distribution for Fiscal Year 2019-20, which included shares for 40 agencies. On October 17, 2018, the Commission adopted the 2019 Local Partnership Formulaic Program.

Among the 40 agencies eligible for the program, 22 agencies received programmed funds for 33 projects.

The adopted cycle 2 formulaic program totals \$72.6 million, over Fiscal Year 2019-20. The remaining \$32.4 million can be programmed through June 30, 2021. Agencies with unprogrammed shares must submit eligible project proposals to the Commission to receive their distribution share of funding. If these project funding requests are in accordance with the Local Partnership Program Guidelines, the Commission will adopt an agency's programming request through an amendment to the initial program of projects.

The following project nominated for funding in the 2019 Local Partnership Formulaic Program is consistent with the Local Partnership Program Guidelines:

- Santa Clara County Valley Transportation Authority - *Montague Expressway Pedestrian Overcrossing (Milpitas BART Station)*, nominated for available formulaic programming shares of \$4,497,000 in Fiscal Year 2019-20.

Approval of this amendment to the current program of projects would result in a new total of 23 agencies programmed with \$77.2 million for Fiscal Year 2019-20 for 34 projects. The remaining \$27.8 million is available for programming through June 30, 2021.

Attachments:

- Attachment A: Resolution G-19-02, Amending Resolution G-18-44
- Attachment B: Changes to Adopted 2019 Local Partnership Formulaic Program
- Attachment C: Amended 2019 Local Partnership Formulaic Program

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of Amendment to the 2019 Local Partnership Formulaic Program
January 30-31, 2019

RESOLUTION G-19-02
Amending Resolution G-18-44

- 1.1 **WHEREAS**, on April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), enacted as the Road Repair and Accountability Act of 2017, creating the Local Partnership Program to provide funding to jurisdictions that have sought and received voter approved taxes and enacted fees for road maintenance and rehabilitation and other transportation improvement projects; and
- 1.2 **WHEREAS**, on June 27, 2017, 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**, the Commission adopted the amended 2019 Local Partnership Program Guidelines on June 27, 2018; and
- 1.4 **WHEREAS**, the Commission adopted the 2019 Local Partnership Formulaic Program funding share distribution on June 27, 2018; and
- 1.5 **WHEREAS**, the Commission adopted the 2019 Local Partnership Formulaic Program on October 17, 2018; and
- 1.6 **WHEREAS**, the program of projects programmed \$72.6 million, over Fiscal Year 2019-20. The remaining balance of \$32.4 million can be programmed through June 30, 2021; and
- 1.7 **WHEREAS**, agencies with unprogrammed shares must submit eligible project proposals to the Commission to receive their distribution share of funding; and
- 1.8 **WHEREAS**, if subsequent project funding requests are made in accordance with the Local Partnership Program Guidelines, the Commission will adopt an agency's programming through an amendment to the initial program of projects; and
- 1.9 **WHEREAS**, the Santa Clara County Valley Transportation Authority requests that the *Montague Expressway Pedestrian Overcrossing (Milpitas BART Station)* project be amended into the 2019 Local Partnership Formulaic Program for programming their available formulaic shares of \$4,497,000 in Fiscal Year 2019-20; and
- 1.10 **WHEREAS**, the Santa Clara County Valley Transportation Authority request is consistent with the Local Partnership Program; *and*

Page 2

- 1.11 **WHEREAS**, the aforementioned nominated project has been determined to be eligible for Local Partnership Formulaic Program funding.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission approves the amendment to the 2019 Local Partnership Formulaic Program, as reflected in the Attachment; and
- 2.2 **BE IT FURTHER RESOLVED**, that, with this amendment, the 2019 Local Partnership Formulaic Program includes 23 agencies programmed with \$77.2 million for Fiscal Year 2019-20, and a total of 34 projects. The remaining \$27.8 million is available for programming through June 30, 2021; and
- 2.3 **BE IT FURTHER RESOLVED**, that the Commission staff is authorized to make minor technical changes as needed to the program of projects; and
- 2.4 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the amended 2019 Local Partnership Formulaic Program of Projects on the Commission's website.

Resolution G-19-02, Amending Resolution G-18-44
Changes to the Adopted 2019 Local Partnership Formulaic Program
 (\$1,000s)

County	Applicant Agency	Project Title	Implementing Agency	Total Project Cost	Total Proposed Cycle 1 and 2	Cycle 2 Shares	Cycle 1 Unprogrammed Shares	Unprogrammed balance
Various	Bay Area Toll Authority	Richmond San Rafael Structural Steel Paint - lower deck and towers	Caltrans	\$85,000	\$19,885	\$9,649	\$10,236	\$0*
Contra Costa	Contra Costa Transportation Authority	Innovate 680: I-680 Northbound HOT/HOV	CCTA	\$478,600	\$2,286			
		Central Avenue and Carlson Boulevard Pavement Rehabilitation	El Cerrito	\$909	\$100	\$2,486	\$0	\$0
		Arnold Drive Sidewalk Gap Closure	Martinez	\$200	\$100			
		2019 Annual Pavement Rehabilitation	Orinda	\$700	\$100	\$100	\$0	\$0
Fresno	Fresno County Transportation Authority	Veterans Boulevard Interchange and Extension Phase 4a	Fresno	\$6,737	\$2,173	\$2,173	\$0	\$0
Madera	Madera County Transportation Authority	Avenue 7 Road Rehabilitation	Madera Co.	\$750	\$341	\$341	\$0	\$0
Marin	Transportation Authority of Marin County	Downtown SMART Station Phase 2	SMART/Novato	\$5,214	\$483	\$483	\$0	\$0
Mendocino	Fort Bragg	2020 Maple Street Storm Drain and Street Rehabilitation	Fort Bragg	\$650	\$100	\$100	\$0	\$0
		Point Arena	Point Arena	\$256	\$100	\$100	\$0	\$0
		Willits	Willits	\$202	\$100	\$100	\$0	\$0
Monterey	Transportation Agency for Monterey County Monterey-Salinas Transit District	Regional Wayfinding Program	TAMC	\$1,931	\$724	\$724	\$0	\$0
		Bus Replacements	MST	\$1,500	\$241	\$241	\$0	\$0
Nevada	Truckee	2019 Slurry Seal	Truckee	\$1,058	\$100	\$100	\$0	\$0
Sacramento	Sacramento Transportation Authority	Circulator Bus Service Expansion	RT	\$1,982	\$991			
		ADA Accessibility and Drainage Improvements	Citrus Heights	\$641	\$123			
		2020 Pavement Resurfacing	Elk Grove	\$3,754	\$254			
		East Bidwell Street Widening and Sidewalk	Folsom	\$548	\$123	\$3,304	\$0	\$0
		Sunrise Boulevard Roadway Rehabilitation	Rancho Cordova	\$4,368	\$407			
		Folsom Boulevard Roadway Rehabilitation	Sacramento	\$2,222	\$722			
		Complete Streets Rehabilitation	Sacramento Co.	\$2,500	\$973			
San Francisco	San Francisco Transportation Authority	Sunset and Parkside Streets Pavement Renovation	SFPW	\$4,972	\$2,340	\$2,007	\$333	\$0
Santa Clara	Santa Clara Valley Transportation Authority	Montague Expressway Pedestrian Overcrossing (Milpitas BART Station)	SCVTA	\$19,231	\$4,497	\$4,497	\$0	\$0
San Joaquin	San Joaquin County Transportation Authority	Turner Road Interchange Operational Improvements	Caltrans	\$4,171	\$1,629	\$1,629	\$0	\$0
Sonoma	Sonoma County Transportation Authority	2019 Pedestrian and Surfacing Improvements	Sonoma Co.	\$1,352	\$551	\$551	\$0	\$0
Sonoma/Marin	Sonoma-Marin Area Rail Transit District	SMART Rail Maintenance Equipment Expansion Phase 2	SMART	\$1,486	\$743	\$743	\$0	\$0
Yuba	Yuba County	Erle Road Rehabilitation	Yuba County	\$678	\$300	\$100	\$200	\$0
Los Angeles	Los Angeles County Metropolitan Transportation Authority	West Santa Ana Branch Transit Corridor (WSAB)	LACMTA	\$1,250,200	\$5,441			
		Transit Access Pass (TAP) Bus Farebox Upgrade - Municipal Transit Operators	LACMTA	\$10,000	\$5,000	\$29,973	\$2,686	\$2,473
		Green Line Extension (Redondo Beach-Torrance)	LACMTA	\$1,167,273	\$19,745			
Orange	Orange County Transportation Authority	I-5 Improvement, Alicia Parkway - El Toro Road (Segment 3)	Caltrans	\$154,052	\$9,388	\$9,388	\$0	\$0
Riverside	Riverside County Transportation Commission	I-215/Placentia Avenue Interchange	RCTC	\$76,975	\$7,090	\$7,042	\$48	\$0
Santa Barbara	Santa Barbara County Local Transportation Authority	Cabrillo Boulevard Pedestrian Improvements	Santa Barbara	\$4,220	\$822	\$1,322	\$0	\$0
		Santa Claus Lane Streetscape, Coastal Access Parking and Railroad Crossing	Santa Barbara Co.	\$8,040	\$500			
Total Recommended for 2019 Formulaic Program				\$3,283,144	\$83,975	\$72,656	\$13,503	\$2,473
				\$3,302,372	\$88,472	\$77,153		

* Cycle 2 Shares include a \$5 million incentive grant

No Projects Proposed			
Applicant Agency	Cycle 1 Unprogrammed Shares	Cycle 2 Unprogrammed Shares	Unprogrammed Total Shares
Alameda-Contra Costa Transit District	\$0	\$480	\$480
Alameda County Transportation Commission	\$0	\$3,802	\$3,802
Bay Area Rapid Transit District	\$0	\$845	\$845
City/County Association of Governments of San Mateo County	\$0	\$122	\$122
City of Clearlake	\$0	\$100	\$100
Imperial County Local Transportation Authority	\$1,076	\$556	\$1,632
Merced County Transportation Authority	\$1,253	\$599	\$1,852
Napa Valley Transportation Authority	\$323	\$311	\$634
Nevada City	\$200	\$100	\$300
Stanislaus County Transportation Authority	\$0	\$1,196	\$1,196
Santa Clara County Valley Transportation Authority	\$0	\$4,497	\$4,497
San Mateo County Transportation Authority	\$0	\$840	\$840
San Mateo County Transit District	\$1,757	\$840	\$2,597
Santa Cruz County Regional Transportation Commission	\$0	\$302	\$302
Santa Cruz Metropolitan Transit District	\$0	\$302	\$302
San Bernardino County Transportation Authority	\$0	\$6,339	\$6,339
San Diego County Regional Transportation Commission	\$5,340	\$9,727	\$15,067
Tulare County Transportation Authority	\$0	\$1,387	\$1,387
Total	\$9,949	\$32,345	\$42,294
		\$27,848	\$37,797

Funding cycles - detailed breakdown		
Cycle 1	Cycle 2	Funding year(s)
2017-18 - 2019-20	2019-20	Programmed
\$187,575	\$72,656	Programmed
\$12,425	\$32,344	Unprogrammed
6/30/2020	6/30/2021	End of cycle

**Resolution G-19-02, Amending Resolution G-18-44
Amended 2019 Local Partnership Formulaic Program
(\$1,000s)**

County	Applicant Agency	Project Title	Implementing Agency	Total Project Cost	Total Proposed Cycle 1 and 2	Cycle 2 Shares	Cycle 1 Unprogrammed Shares	Unprogrammed balance	
Various	Bay Area Toll Authority	Richmond San Rafael Structural Steel Paint - lower deck and towers	Caltrans	\$85,000	\$19,885	\$9,649	\$10,236	\$0*	
Contra Costa	Contra Costa Transportation Authority	Innovate 680: I-680 Northbound HOT/HOV	CCTA	\$478,600	\$2,286	\$2,486	\$0	\$0	
		Central Avenue and Carlson Boulevard Pavement Rehabilitation	El Cerrito	\$909	\$100				
		Arnold Drive Sidewalk Gap Closure	Martinez	\$200	\$100				
	Orinda	2019 Annual Pavement Rehabilitation	Orinda	\$700	\$100	\$100	\$0	\$0	
Fresno	Fresno County Transportation Authority	Veterans Boulevard Interchange and Extension Phase 4a	Fresno	\$6,737	\$2,173	\$2,173	\$0	\$0	
Madera	Madera County Transportation Authority	Avenue 7 Road Rehabilitation	Madera Co.	\$750	\$341	\$341	\$0	\$0	
Marin	Transportation Authority of Marin County	Downtown SMART Station Phase 2	SMART/Novato	\$5,214	\$483	\$483	\$0	\$0	
Mendocino	Fort Bragg	2020 Maple Street Storm Drain and Street Rehabilitation	Fort Bragg	\$650	\$100	\$100	\$0	\$0	
		Point Arena	Windy Hollow Road & Riverside Drive Repaving and Drainage Improvements	Point Arena	\$256	\$100	\$100	\$0	\$0
		Willits	2019 Asphalt Maintenance	Willits	\$202	\$100	\$100	\$0	\$0
Monterey	Transportation Agency for Monterey County	Regional Wayfinding Program	TAMC	\$1,931	\$724	\$724	\$0	\$0	
	Monterey-Salinas Transit District	Bus Replacements	MST	\$1,500	\$241	\$241	\$0	\$0	
Nevada	Truckee	2019 Slurry Seal	Truckee	\$1,058	\$100	\$100	\$0	\$0	
Sacramento	Sacramento Transportation Authority	Circulator Bus Service Expansion	RT	\$1,982	\$991	\$3,304	\$0	\$0	
		ADA Accessibility and Drainage Improvements	Citrus Heights	\$641	\$123				
		2020 Pavement Resurfacing	Elk Grove	\$3,754	\$254				
		East Bidwell Street Widening and Sidewalk	Folsom	\$548	\$123				
		Sunrise Boulevard Roadway Rehabilitation	Rancho Cordova	\$4,368	\$407				
		Folsom Boulevard Roadway Rehabilitation	Sacramento	\$2,222	\$722				
		Complete Streets Rehabilitation	Sacramento Co.	\$2,500	\$973				
San Francisco	San Francisco Transportation Authority	Sunset and Parkside Streets Pavement Renovation	SFPW	\$4,972	\$2,340	\$2,007	\$333	\$0	
Santa Clara	Santa Clara Valley Transportation Authority	Montague Expressway Pedestrian Overcrossing (Milpitas BART Station)	SCVTA	\$19,231	\$4,497	\$4,497	\$0	\$0	
San Joaquin	San Joaquin County Transportation Authority	Turner Road Interchange Operational Improvements	Caltrans	\$4,171	\$1,629	\$1,629	\$0	\$0	
Sonoma	Sonoma County Transportation Authority	2019 Pedestrian and Surfacing Improvements	Sonoma Co.	\$1,352	\$551	\$551	\$0	\$0	
Sonoma/Marin	Sonoma-Marin Area Rail Transit District	SMART Rail Maintenance Equipment Expansion Phase 2	SMART	\$1,486	\$743	\$743	\$0	\$0	
Yuba	Yuba County	Erle Road Rehabilitation	Yuba County	\$678	\$300	\$100	\$200	\$0	
Los Angeles	Los Angeles County Metropolitan Transportation Authority	West Santa Ana Branch Transit Corridor (WSAB)	LACMTA	\$1,250,200	\$5,441	\$29,973	\$2,686	\$2,473	
		Transit Access Pass (TAP) Bus Farebox Upgrade - Municipal Transit Operators	LACMTA	\$10,000	\$5,000				
		Green Line Extension (Redondo Beach-Torrance)	LACMTA	\$1,167,273	\$19,745				
Orange	Orange County Transportation Authority	I-5 Improvement, Alicia Parkway - El Toro Road (Segment 3)	Caltrans	\$154,052	\$9,388	\$9,388	\$0	\$0	
Riverside	Riverside County Transportation Commission	I-215/Piacentia Avenue Interchange	RCTC	\$76,975	\$7,090	\$7,042	\$48	\$0	
Santa Barbara	Santa Barbara County Local Transportation Authority	Cabrillo Boulevard Pedestrian Improvements	Santa Barbara	\$4,220	\$822	\$1,322	\$0	\$0	
		Santa Claus Lane Streetscape, Coastal Access Parking and Railroad Crossing	Santa Barbara Co.	\$8,040	\$500				
Total Recommended for 2019 Formulaic Program				\$3,302,372	\$88,472	\$77,153	\$13,503	\$2,473	

* Cycle 2 Shares include a \$5 million incentive grant

No Projects Proposed			
Applicant Agency	Cycle 1 Unprogrammed Shares	Cycle 2 Unprogrammed Shares	Unprogrammed Total Shares
Alameda-Contra Costa Transit District	\$0	\$480	\$480
Alameda County Transportation Commission	\$0	\$3,802	\$3,802
Bay Area Rapid Transit District	\$0	\$845	\$845
City/County Association of Governments of San Mateo County	\$0	\$122	\$122
City of Clearlake	\$0	\$100	\$100
Imperial County Local Transportation Authority	\$1,076	\$556	\$1,632
Merced County Transportation Authority	\$1,253	\$599	\$1,852
Napa Valley Transportation Authority	\$323	\$311	\$634
Nevada City	\$200	\$100	\$300
Stanislaus County Transportation Authority	\$0	\$1,196	\$1,196
San Mateo County Transportation Authority	\$0	\$840	\$840
San Mateo County Transit District	\$1,757	\$840	\$2,597
Santa Cruz County Regional Transportation Commission	\$0	\$302	\$302
Santa Cruz Metropolitan Transit District	\$0	\$302	\$302
San Bernardino County Transportation Authority	\$0	\$6,339	\$6,339
San Diego County Regional Transportation Commission	\$5,340	\$9,727	\$15,067
Tulare County Transportation Authority	\$0	\$1,387	\$1,387
Total	\$9,949	\$27,848	\$37,797

Funding cycles - detailed breakdown		
Cycle 1	Cycle 2	
2017-18 - 2019-20	2019-20	Funding year(s)
\$187,575	\$77,153	Programmed
\$12,425	\$27,847	Unprogrammed
6/30/2020	6/30/2021	End of cycle

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 4.4
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Jeremy Ketchum, Chief (Acting)
Division of Environmental
Analysis

Subject: **ADVANCE MITIGATION PROGRAM GUIDELINES UPDATE**

SUMMARY:

The California Department of Transportation (Department) will provide an update to the California Transportation Commission (Commission) on changes from the “Informal Draft Advance Mitigation Program Guidelines” to the “Draft Formal Guidelines”, as an informational item at its January 2019 meeting.

BACKGROUND:

At its June 2018 meeting, the Department presented to the Commission its “Informal Draft Advance Mitigation Program Guidelines” (Guidelines) for review and comment. Then at the August 2018 meeting, the Commission provided comments to the Department on the Guidelines.

As of December 2018, the Department has transmitted to the Commission its response to the comments received on the Guidelines, which were used to help develop the “Draft Formal Guidelines”. In addition, the Department has scheduled public workshops to provide an opportunity for the public to review and provide comments on the “Draft Formal Guidelines”. These workshops are scheduled for January 14 and January 16, 2019.

HISTORY

The Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1), amended by SB 103 (2017), and codified in California Streets and Highway Code (SHC) Section 800 et. seq, established the Advance Mitigation Program (Program).

The purpose of the Program is to enhance communications between the Department and stakeholders to protect natural resources through project mitigation, to meet or exceed applicable environmental requirements, accelerate project delivery, and to mitigate, to the maximum extent required by law, environmental impacts from transportation infrastructure projects.

SB 1 also established the Advance Mitigation Account (AMA), a revolving account, to support the Program. The Program has received the first of four annual \$30,000,000 installments from the State Highway Account for the planning and implementation of advance mitigation projects. Annual reporting regarding AMA activity to the Commission will begin in August 2019.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 4.26
Action

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Laura Pennebaker
Associate Deputy Director

Subject: **PROPOSED STATE WETLAND DEFINITION AND AMENDMENTS TO PROCEDURES FOR DISCHARGES OF DREDGED OR FILL MATERIAL TO WATERS OF THE STATE**

ISSUE:

Should the California Transportation Commission (Commission) provide comments in response to the California State Water Resources Control Board's (SWRCB) proposed Procedures for Discharges of Dredged or Fill Material to Waters of the State (procedures)?

RECOMMENDATION:

Staff recommends that the Commission approve the attached letter for submission to the SWRCB as the proposed regulations may potentially increase the cost and schedule of delivering transportation infrastructure projects.

BACKGROUND:

The SWRCB and the Regional Water Quality Control Boards (Water Boards) are the agencies with primary responsibility for control of water quality. For more than three decades, and under the authority of the Porter-Cologne Water Quality Act, state regulations and policy have directed the Regional Water Quality Control Boards to protect all waters of the state, including wetlands. The federal government shares in these responsibilities for those waters of the state that are also designated as waters of the United States under the federal Clean Water Act.

The SWRCB is considering proposed regulations regarding the state wetland definition and procedures for discharges of dredged or fill material to waters of the state. The SWRCB has been working on the development of these procedures since 2007. According to the SWRCB, these proposed procedures are needed to strengthen protections for waters of the state due to the diminishing jurisdiction of the federal government related to water protection. Traditionally, California has heavily relied on the federal regulatory program under Section 404 of the Clean Water Act to govern the discharge of dredged or fill material into waters of the state. This program

is administered by the U.S. Environmental Protection Agency and the U.S. Army Corps of Engineers.

According to the SWRCB, as a result of U.S. Supreme Court decisions, federal law and its application over waters of the U.S. have proven insufficient to protect the diverse array of California's wetlands. In addition, there is statewide inconsistency across the nine regional water boards regarding requirements for discharges of dredged or fill material into waters of the state, including wetlands. There is no single accepted definition of wetlands at the state level, and the water boards may have different requirements and levels of analysis with regard to the issuance of dredge or fill orders. Finally, the SWRCB states that current regulations have not been adequate to prevent losses in the quantity and quality of wetlands in California.

To uniformly protect all waters of the state, the SWRCB is proposing to add new procedures to the current regulatory program for the discharge of dredged or fill material to address the issues identified above. The proposed procedures consist of the following components: 1.) a wetland definition, 2.) wetland delineation procedures, and 3.) procedures for applications as well as the review and approval of Water Quality Certifications, Waste Discharge Requirements, and waivers of Waste Discharge Requirements for dredged and fill activities. The Commission last received an update on these procedures and provided comments in August 2016.

At that time the Commission noted that the SWRCB had produced limited information related to the potential cost implications of these proposed procedures and had only provided a qualitative assessment of potential costs or consequences associated with the proposal. Given the magnitude of the new program created by these procedures, the broad consequences for both public and private sector entities could be significant in both project cost and delay. The Commission recommended that the SWRCB work closely with the Department and other stakeholders to quantitatively estimate the potential costs of these proposed procedures, fully analyze the potential consequences for project delivery, and to carefully weigh the estimated costs against the expected benefits before taking any formal action.

In July 2017 the SWRCB circulated another draft of the proposed procedures allowing for comment through September 2017. Extensive stakeholder feedback was received during this time including comments from the California Department of Transportation. On January 3, 2019, a final draft version of the procedures was noticed. It is Commission staff's understanding that no additional written comments are being solicited by the SWRCB at this time. The revised procedures are scheduled to be presented and considered for adoption by the SWRCB at their February 5, 2019 meeting.

Commission staff has prepared the attached draft letter to the SWRCB advising that the SWRCB consider providing additional opportunity for public comment and reiterating our previous concerns related to the proposed procedures especially the need to estimate the potential costs and carefully weigh the costs against the expected benefits before taking formal action. The letter also acknowledges that the final draft procedures include a process for the Department to use an alternative written agreement in lieu of the proposed procedures and recommends that the SWRCB

consider offering this provision to regional and local transportation agencies as well given their key role in project delivery.

Please see https://www.waterboards.ca.gov/water_issues/programs/cwa401/wrapp.html for the “State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State” link to the notice and procedures.

Attachment A: Draft Comment Letter for the Final Draft Proposed State Wetland Definition and Procedures of Discharges of Dredged or Fill Material to Waters of the State

FRAN INMAN, Chair
JAMES EARP, Vice Chair
BOB ALVARADO
YVONNE B. BURKE
LUCETTA DUNN
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CARL GUARDINO
CHRISTINE KEHOE
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STATE OF CALIFORNIA

GAVIN NEWSOM, Governor

SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

SUSAN BRANSEN, Executive Director



CALIFORNIA TRANSPORTATION COMMISSION

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January 30, 2019

Ms. Jeanine Townsend, Clerk of the Board
State Water Resources Control Board
P.O. Box 100
Sacramento, CA 95812-2000

RE: Comment Letter – Final Draft State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State

Dear Ms. Townsend,

The California Transportation Commission (Commission) considered the State Water Resources Control Board's (SWRCB) Final Draft State Wetland Definition and Procedures for Discharge of Dredged or Fill Material to Waters of the State as noticed on January 3, 2019 at its January 30-31, 2019 meeting. The Commission is primarily concerned with the effect this new policy will have on the time and cost required to complete environmental analysis and permitting of transportation infrastructure projects delivered by the California Department of Transportation as well as local and regional agencies.

The Road Repair and Accountability Act of 2017 (Senate Bill 1, Beall, 2017) provided critically needed funding for multimodal transportation projects statewide and has resulted in an increased volume of transportation projects going through the project development and delivery process. It is imperative that changes in the permitting process do not delay or otherwise impede the delivery of these projects that are critical to improving safety, mobility, environmental sustainability, economic vitality, and quality of life in California.

Ms. Jeanine Townsend

January 30, 2019

Page 2

The Commission commends the SWRCB efforts to work with all stakeholders throughout the long and intensive process of developing the final draft procedures. In particular, the Commission supports the inclusion in the final draft of a six-month delay in the effective date for the new procedures as well as an option for the California Department of Transportation and other state agencies to utilize an alternative written agreement in lieu of the proposed procedures. However, in recognition that regional and local agencies also play a key role in transportation project construction, the Commission recommends that the SWRCB consider extending the written agreement provision (identified in footnote 8 on p. 4) to these agencies as well.

Given the magnitude and complexity of this program, and the potential impact on transportation project delivery, the Commission urges the SWRCB to provide additional opportunity for written comments and to work with the California Department of Transportation and all transportation stakeholders including regional and local agencies to fully analyze the potential permitting cost and schedule implications of these procedures prior to adoption.

Careful deliberation and analysis of the proposed procedures is critical prior to adoption to prevent delay and increased costs for the delivery of important multimodal transportation infrastructure and the associated economic and environmental benefits that these projects provide.

The Commission appreciates the opportunity to convey our concerns and to request the SWRCB's consideration of all comments received. If you have any questions, please do not hesitate to contact Susan Bransen, Commission Executive Director, at (916) 654-4245.

Sincerely,

FRAN INMAN
Chair

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 4.26
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Jeremy Ketchum, Chief (Acting)
Division of Environmental
Analysis

Subject: COMMENTS ON THE PROCEDURES FOR DISCHARGES OF DREDGED OR FILL MATERIALS TO WATERS OF THE STATE

ISSUE:

The California State Water Resources Control Board (Water Board) has published its final draft procedures for discharges of dredged or fill materials to waters of the state, and will be considering adoption at a February 5 board meeting. The California Department of Transportation (Department) has worked with the Water Board and provided comments as guidance was developed, and is assessing impacts to project delivery.

BACKGROUND:

On January 3, 2019, the Water Board publicly noticed that they are considering to adopt procedures for discharges of dredged or fill material to waters of the state (Proposed Procedures).

The Proposed Procedures consist of the following components: (1) a wetland definition, (2) wetland delineation procedures, and (3) procedures for applications, and the review and approval of Water Quality Certifications, Waste Discharge Requirements, and waivers of Waste Discharge Requirements for dredged and fill activities.

The Water Board developed the Proposed Procedures not only due to the diminishing jurisdiction of the federal government, but to also address the inconsistency across the Regional Water Boards regarding requirements for discharges of dredged or fill material into waters of the state, including wetlands. There is no single accepted definition of wetlands at the state level, and the Regional Water Boards may have different requirements and levels of analysis with regard to the issuance of dredge or fill orders.

The Department has been an active stakeholder in the development of these Proposed Procedures. The Department has had several opportunities to submit comment letters on the drafts released in 2007, 2008, 2010, 2011, 2016, and 2017. Following up on the Department's September 2017 comment letter, the Department and Water Board staff have engaged in ongoing discussions regarding revisions to the Proposed Procedures and measures to reduce the impact to the Department's programs. The Department and Water Board staff will continue working toward an agreement of alternative procedures and requirements, as permitted under the Proposed Procedures.

The Water Board is holding informational public workshops on January 9 and 22, 2019; and considering adoption at a February 5, 2019 board meeting.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 4.10
Information

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Laura Pennebaker
Associate Deputy Director

Subject: CALTRANS AND CALIFORNIA TRUCKING ASSOCIATION PUSHER TRUCK PARTNERSHIP PROGRAM

SUMMARY:

Eric Sauer, Senior Vice-President of Government Affairs for the California Trucking Association will provide an overview of the California Pusher Truck Program.

BACKGROUND:

The California Pusher Truck Program is a partnership effort between the California Trucking Association, the California Department of Transportation (Caltrans), and the California Highway Patrol. The program uses modified Class 8 trucks known as “pusher trucks” operated by Caltrans to move semi-trucks out of traffic or give them the momentum needed to move through the snow after a loss of traction on the steep inclines of Donner Pass along Interstate 80. This service, which is provided free of charge to disabled trucks, is instrumental in keeping traffic moving as smoothly as possible. This is critical on the Interstate 80 corridor where it is estimated that on average, 3,500 trucks and 29,000 cars per day traverse Donner Pass, and \$4.7 million per hour in commerce moves through the corridor.

As part of this partnership, the California Trucking Association provides maintenance, parts, and service for the pusher trucks. Caltrans, in return, provides fuel, insurance, operational inspections, and qualified operators. Financial support for this program comes from voluntary donations from California Trucking Association members. The program recently received a donation from FedEx of two newer diesel trucks that have been retrofitted to serve as new pusher trucks for the program. The program provides a great example of a public-private partnership effort that is helping to support the efficient movement of freight and increase safety for the travelling public on the state highway system.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No: 2.5f.
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **INFORMATIONAL REPORTS – DELEGATED ALLOCATIONS**
EMERGENCY G-11-16, 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:

- \$22,153,000 for construction and \$4,015,000 for construction engineering for 12 emergency construction projects, pursuant to the authority granted under Resolution G-11-16 (2.5f.(1)).
- \$2,579,000 for construction and \$1,640,000 for construction engineering for four safety projects, pursuant to the authority granted under Resolution G-03-10 (2.5f.(3)).
- \$758,000 for two 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 December 27, 2018, the Department has allocated or sub-allocated the following for construction in the Fiscal Year 2018-19:

- \$181,548,000 for 52 emergency construction projects.
- \$164,532,000 for 29 safety delegated projects.
- \$8,087,000 for 13 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 2018 meeting, the funding and project listing for the FY 2018-19 Lump Sum Minor Construction Program was approved by the Commission under Resolution FM-17-05.

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 No.	Allocation Amount	County	Dist-Co-Rte	Postmile	Location	Project Description	Allocation History	PPNO Program/Year Phase	Prgm'd Amount	Project ID	Adv Phase	Budget Year	Item # Fund Type	Program Code	Amount by Fund Type
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2.5f.(3) Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations

1	\$1,408,000	San Bernardino	08-SBd-62	34.1/34.6	In Twentynine Palms, from 0.1 mile west to 0.4 mile east of Utah Trail. <u>Outcome/Output:</u> Install traffic signals meeting current Americans with Disabilities Act (ADA) Standards, crosswalks and flashing beacon system. This project will improve safety and reduce the number and severity of collisions.			08-3005K SHOPP/18-19 CON ENG \$590,000 CONST \$826,000 0815000238 4 1G450				2018-19	001-0042 SHA 001-0890 FTF 20.10.201.010 302-0042 SHA 302-0890 FTF 20.20.201.010		\$12,000 <u>\$578,000</u> \$590,000 \$16,000 <u>\$802,000</u> \$818,000
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Performance Measure:
Planned: 13, Actual: 13 Collision(s) reduced

Preliminary

Engineering	Budget	Expended
PA&ED	\$397,000	\$241,340
PS&E	\$636,000	\$541,522
R/W Sup	\$42,000	\$29,960

(CEQA - CE, 6/26/2017; Re-validation 10/1/2018)
(NEPA - CE, 6/26/2017; Re-validation 10/1/2018)

Allocation Date: 11/30/18

2	\$1,159,000	Orange	12-Ora-73	16.8/17.1	In Laguna Beach, on southbound Route 73, from Route 133 to 0.2 mile north of Route 133. <u>Outcome/Output:</u> Modify roadway cross slope, install drainage inlets, place Open Graded Asphalt Concrete (OGAC) and place pavement delineation. This project will improve safety and reduce the number and severity of collisions.			12-4096P SHOPP/18-19 CON ENG \$410,000 CONST \$980,000 1214000115 4 0N840				2018-19	001-0042 SHA 001-0890 FTF 20.10.201.010 302-0042 SHA 302-0890 FTF 20.20.201.010		\$41,000 <u>\$369,000</u> \$410,000 \$75,000 <u>\$674,000</u> \$749,000
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Performance Measure:
Planned: 57, Actual: 57 Collision(s) reduced

Preliminary

Engineering	Budget	Expended
PA&ED	\$0	\$0
PS&E	\$637,000	\$535,347
R/W Sup	\$0	\$0

(CEQA - CE, 4/13/2016; Re-validation 12/4/2018)
(NEPA - CE, 4/13/2016; Re-validation 12/4/2018)

Allocation Date: 12/26/18

2.5 Highway Financial Matters

Project No. 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
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2.5f.(3) Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations

3 \$860,000 Orange 12-Ora-91 R2.8	In Buena Park, on the 91 eastbound connector from northbound Route 39 (Beach Boulevard). <u>Outcome/Output:</u> Improve safety during wet weather conditions by placing Open Graded Friction Course (OGFC) pavement. This project will reduce the number and severity of collisions during wet conditions.	12-4533A SHOPP/18-19 CON ENG \$320,000 CONST \$540,000 1216000078 4 0Q040	001-0042 SHA 001-0890 FTF 20.10.201.010 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.010	\$6,000 <u>\$314,000</u> \$320,000 \$11,000 <u>\$529,000</u> \$540,000
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Performance Measure:
Planned: 17, Actual: 17 Collision(s) reduced

Preliminary

<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>
PA&ED	\$0	\$0
PS&E	\$360,000	\$275,778
R/W Sup	\$0	\$0

(CEQA - CE, 3/27/2017; Re-validation 5/16/2018)
(NEPA - CE, 3/27/2017; Re-validation 5/16/2018)

Allocation Date: 11/07/18

4 \$792,000 Orange 12-Ora-261 0.0/0.3	In Irvine, from Walnut Road to 0.1 mile north of northbound Jamboree Road Overcrossing. <u>Outcome/Output:</u> Install double thrie-beam barrier to prevent cross-median collisions. This project will improve safety and reduce the number and severity of collisions.	12-4926F SHOPP/18-19 CON ENG \$320,000 CONST \$510,000 1216000091 4 0Q130	001-0042 SHA 001-0890 FTF 20.10.201.010 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.010	\$6,000 <u>\$314,000</u> \$320,000 \$9,000 <u>\$463,000</u> \$472,000
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Performance Measure:
Planned: 3, Actual: 3 Collision(s) reduced

Preliminary

<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>
PA&ED	\$0	\$0
PS&E	\$412,000	\$267,828
R/W Sup	\$0	\$0

(CEQA - CE, 12/16/2016; Re-validation 10/29/2018)
(NEPA - CE, 12/16/2016; Re-validation 10/29/2018)

Allocation Date: 12/07/18

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	44	R0.2	Install free right turn.	2H730	201.310	\$400,000	\$362,000
2	03	Sie	89	25.2/27.6	Install shoulder under drains and connects to existing culverts.	0H820	201.151	\$350,000	\$396,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 3.2a.
Information Item

From: STEVEN KECK
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 informational item to provide the status of construction contract award for projects on the State Highway System allocated in Fiscal Years 2017-18 and 2018-19.

In 2017-18, the Commission voted 399 State-Administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of January 14, 2019, 376 projects totaling \$2.36 billion have been awarded. Funds for one project have lapsed.

In 2018-19, the Commission voted 186 State-Administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of January 14, 2019, 132 projects totaling \$646 million have been awarded.

BACKGROUND:

In accordance with the STIP Guidelines, and Interim SHOPP Guidelines, projects are required to be ready to proceed to construction within six months of allocation.

FY 2017-18 Allocations

Month Allocated	No. of Projects Voted	Voted Projects \$x1000 CONST	No. of Projects Awarded	Awarded Projects \$x1000	No. of Projects Pending /Award	No. of Projects Funds Lapsed
Aug-17	116	\$928,504	115	\$865,321	1	0
Oct-17	34	\$147,145	33	\$143,233	0	1
Dec-17	36	\$156,677	35	\$107,879	1	0
Jan-18	35	\$178,910	34	\$185,613	1	0
Mar-18	41	\$159,071	40	\$194,085	1	0
May-18	60	\$549,407	49	\$283,595	11	0
Jun-18	77	\$608,738	70	\$580,930	7	0
TOTAL	399	\$2,728,452	376	\$2,360,656	22	1

Note: 1. Total awarded amount reflects total project allotment, including G-12 and supplemental funds.
2. FY 2017-18 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

FY 2018-19 Allocations

Month Allocated	No. of Projects Voted	Voted Projects \$x1000 CONST	No. of Projects Awarded	Awarded Projects \$x1000	No. of Projects Pending /Award	No. of Projects Funds Lapsed
Aug-18	118	\$1,389,697	95	\$486,565	23	0
Oct-18	37	\$312,425	21	\$102,869	16	0
Dec-18	31	\$164,816	16	\$56,631	15	0
TOTAL	186	\$1,866,938	132	\$646,065	54	0

Note: 1. Total awarded amount reflects total project allotment, including G-12 and supplemental funds.
2. FY 2018-19 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

Attachment

Voted Not Awarded Project Status

FY 2017-18 Project Award Status

No.	Dist PPNO	EA	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
1	04-0730E	1G840	In Sebastopol, from Keating Avenue to Willow Street in southbound direction (Main Street); also from McKinley Street to Joe Rodora Trail in northbound direction (Petaluma Avenue). Upgrade curb ramps, driveways and sidewalks.	8/16/17	10/31/19	\$4,091,000	Project was advertised on 10/9/17. Bids were opened on 11/15/17. The Department delayed the award to address concerns from the City of Sebastopol and other stakeholders. A 20-month time extension was approved at the March 2018 CTC Meeting.
2	04-0064A	15500	In Alameda, Contra Costa, and Solano Counties, on Routes 80, 580 and 980 at various locations. Install traffic operations systems (TOS).	10/18/17	6/30/19	\$40,973,000	Project was advertised on 3/12/18. Bids were opened on 5/10/18. A 14-month time extension was approved at the May 2018 CTC Meeting.
3	11-1035	28882	In and near San Diego, at the Route 11/125/905 Separation. Construct southbound freeway to freeway connectors from Route 125 to eastbound Route 905 and Route 11.	12/6/17	8/31/19	\$49,747,000	Project was scheduled to be advertised on 1/22/18. However, the Department has determined that it will delay the advertisement of this project to update federal funding. A 14-month time extension was approved at the May 2018 CTC Meeting.
4	09-0615	35780	Near Bridgeport, from 0.3 mile south of Route 108 to 2 miles north of Route 108. Widen shoulders and install rumble strips.	1/31/18	7/31/19	\$7,822,000	Project was advertised on 3/19/18. Bids were opened on 4/25/18. All bids were rejected on 5/16/18. The Department will update and re-package in September 2018 and re-advertise in November 2018. A 12-month time extension was approved at the June 2018 CTC Meeting.
5	07-4702	30130	In Burbank, from Verdugo Avenue to Magnolia Boulevard. Rehabilitate pavement.	3/21/18	9/30/18	\$16,739,000	Project was originally scheduled to be advertised on 5/7/18. Due to a change to the original traffic control plans on two adjacent construction projects, the advertisement and bid opening have been postponed until May 2019. A 12-month time extension was approved at the October 2018 CTC Meeting.
6	10-3202	1C460	In Tuolumne, Stanislaus, and Mariposa counties, on Routes 120 and 108 at various locations. Install centerline, shoulder, and edge-line rumble strips.	3/26/18	9/30/18	\$1,817,000	Project was advertised on 6/4/18. Bids were opened on 7/3/18. The Department is currently working with the fourth bidder. A 12-month time extension was approved at the October 2018 CTC Meeting.
7	03-5854	0H100	In and near the city of Sacramento, from Beach Lake Bridge at Morrison Creek to the American River Bridge. Rehabilitate deteriorating mainline, ramps and connectors, replace Casilada Way pedestrian overcrossing, widen ramps, construct auxiliary lane, upgrade curb ramps, drainage systems and overhead signs, and install Intelligent transportation System (ITS) elements. This project will extend the life of existing pavement and improve ride quality.	5/16/18	11/30/18	\$294,200,000	A time extension is needed to re-advertise based upon the outcome of the bidders protests and award. Note: Four projects (0H100, 3H570, 4F450, 3C001) will be combined under 0H10U for construction. An 8-month time extension was approved at the December 2018 CTC Meeting.
8	03-5835	3C001	In Sacramento County on I-5, from U.S. 50 to Morrison Creek. Construct high-occupancy vehicle (HOV) lanes and soundwalls in both directions. HOV/HOT lane miles constructed: 17	5/16/18	11/30/18	\$14,800,000	A time extension is needed to re-advertise based upon the outcome of the bidders protests and award. Note: Four projects (0H100, 3H570, 4F450, 3C001) will be combined under 0H10U for construction. An 8-month time extension was approved at the December 2018 CTC Meeting.
9	03-9427	3F550	In West Sacramento, at the Tower Bridge (Sacramento River Bridge No. 22-0021). Replace the deteriorating bridge fender system to protect marine vessels and bridge piers	5/16/18	11/30/18	\$14,976,000	A time extension is being requested to complete the noise attenuation negotiations with the regulatory agency and for additional time needed to evaluate contractor bids. A 3-month time extension was approved at the December 2018 CTC Meeting.
10	03-5870	3H570	Near Elk Grove, from Elk Grove Boulevard Overcrossing to 0.4 mile south of Laguna Boulevard Overcrossing. Improve safety by extending Elk Grove Boulevard onramp merge lane in the northbound direction. This project will reduce the number and severity of collisions.	5/16/18	11/30/18	\$1,110,000	A time extension is needed to re-advertise based upon the outcome of the bidders protests and award. Note: Four projects (0H100, 3H570, 4F450, 3C001) will be combined under 0H10U for construction. An 8-month time extension was approved at the December 2018 CTC Meeting.
11	03-5846	4F450	In Sacramento, from 1.1 miles south of Elk Grove Boulevard to Route 50. Install fiber optic cable to improve communication system for the Regional Transportation Management Center (RTMC).	5/16/18	11/30/18	\$9,150,000	A time extension is needed to re-advertise based upon the outcome of the bidders protests and award. Note: Four projects (0H100, 3H570, 4F450, 3C001) will be combined under 0H10U for construction. An 8-month time extension was approved at the December 2018 CTC Meeting.

Voted Not Awarded Project Status

FY 2017-18 Project Award Status

No.	Dist PPNO	EA	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
12	06-6732	0T210	In and near Chowchilla, from Route 152 to the Merced County line. Rehabilitate roadway by resurfacing asphalt pavement, widen shoulders, replacing guardrail systems, reconstructing structure approach slabs, and reinstalling rumble strips and detector loops. This project will improve safety and ride quality.	5/16/18	11/30/18	\$18,087,000	The project could not be awarded as the current funding allocation is not adequate. The PSE package will be modified and re-advertised. A 6-month time extension was approved at the December 2018 CTC Meeting.
13	06-6880	0V920	In Fresno County, on Routes 41, 99, 168 and 180; also in Kern County on Route 99 and Madera County on Route 41. Repair detection systems with wire theft prevention measures. Work to be completed by Service Contract.	5/16/18	11/30/18	\$1,340,000	The Department's Procurement Division is involved in a significant amount of safety and emergency projects. A 3-month time extension was approved at the December 2018 CTC Meeting.
14	07-5031	32570	In Santa Fe Springs, at 14044 Freeway Drive adjacent to Route 5 between Valley View Ave and Alondra Boulevard. Construct Southern Region Equipment Repair Shop to combine and replace existing obsolete facilities located in Commerce and Orange for Districts 7 and 12 use.	5/16/18	11/30/18	\$32,550,000	This project requires State Fire Marshall (SFM) approval. However, SFM is experiencing an increase in workload due to the fires so the project reviews have a longer than anticipated timeline. A 6-month time extension was approved at the December 2018 CTC Meeting.

Total: \$507,402,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 3.2b.
Information Item

From: STEVEN KECK
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) 2017-18 and FY 2018-19.

In FY 2017-18, the Commission allocated \$12,678,000 to construct 14 locally-administered STIP projects. As of December 21, 2018, 11 projects totaling \$9,136,000 have been awarded. Three projects have approved time extensions.

In FY 2018-19, the Commission allocated \$17,087,000 to construct six locally-administered STIP projects. As of December 21, 2018, two projects have been awarded.

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 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 6 months
August 2017	0	\$0	0	0	0	0
October 2017	1	\$1,846	1	0	0	1
December 2017	0	\$0	0	0	0	0
January 2018	2	\$1,356	2	0	0	2
March 2018	5	\$4,195	4	0	1	4
May 2018	4	\$4,495	2	0	2	2
June 2018	2	\$786	1	0	0	2
TOTAL	14	\$12,678	11	0	3	11

FY 2018-19 Allocations

Month Allocated	No. Projects Voted	Voted Projects (in 1000s)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 6 months
August 2018	3	\$11,725	2	0	1	2
October 2018	2	\$2,767	0	0	2	0
December 2018	1	\$2,595	0	0	1	0
TOTAL	6	\$17,087	2	0	4	2

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 Tracy	MacArthur Drive Widening and Reconstruction	10-6629	16-Aug-18	8-Feb-19	\$3,194,000	The project will be awarded by the deadline.
City of Alturas	Pedestrian Improvements along Alturas Central Business District	02-2534	22-Mar-18	31-May-19	\$942,000 (1)	The project will be awarded by the extended deadline.
City of Watsonville	Green Valley Road Pavement Preservation (Struve Slough-Freedom Boulevard)	05-2733	17-May-18	31-Aug-19	\$795,000 (2)	The project will be awarded by the extended deadline
City of Santa Cruz	Monterey Bay Sanctuary Scenic Trail Network Segment 7	05-2551	17-May-18	30-Nov-19	\$1,805,000 (1)	The project will be awarded by the extended deadline
Grand Total					\$6,736,000	

- (1) This extended deadline was approved in October 2018 (Waiver 18-47)
(2) This extended deadline was approved in December 2018 (Waiver 18-53)

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 3.2c.
Information Item

From: STEVEN KECK
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) 2016-17, FY 2017-18 and FY 2018-19.

In FY 2016-17, the Commission allocated \$153,030,000 to construct 113 ATP projects. As of December 21, 2018, 110 projects totaling \$147,061,000 have been awarded. One project has an approved time extension. Two projects have lapsed.

In FY 2017-18, the Commission allocated \$106,831,000 to construct 86 ATP projects. As of December 21, 2018, 58 projects totaling \$42,228,000 have been awarded. Twelve projects have approved time extensions. Two projects have deferred time extensions. Eight projects have concurrent time extension requests on the January 2019 Commission meeting agenda.

In FY 2018-19, the Commission allocated \$12,449,000 to construct 16 ATP projects. As of December 21, 2018, four projects have 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 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 6 months
August 2016	11	\$6,233	11	0	0	9
October 2016	9	\$10,958	9	0	0	6
December 2016	16	\$27,711	15	1	0	9
January 2017	15	\$25,061	15	0	0	8
March 2017	15	\$18,038	15	0	0	10
May 2017	21	\$31,338	20	1	0	12
June 2017	26	\$33,691	25	0	1	20
Total	113	\$153,030	110	2	1	74

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 6 months
August 2017	3	\$3,154	3	0	0	2
October 2017	5	\$6,072	5	0	0	5
December 2017	6	\$9,880	4	0	2	3
January 2018	7	\$5,036	7	0	0	6
March 2018	10	\$25,156	8	0	2	8
May 2018	19	\$18,920	14	0	5	14
June 2018	36	\$38,613	17	0	19	17
Total	86	\$106,831	58	0	28	55

FY 2018-19 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 6 months
August 2018	6	\$2,405	4	0	2	4
October 2018	4	\$1,225	0	0	4	0
December 2018	6	\$8,819	0	0	6	0
Total	16	\$12,449	4	0	12	4

Note: Includes all ATP Infrastructure and Non-Infrastructure projects.

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”

ATP Projects, Beyond Four Months of Construction Allocation, Not Yet Awarded

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline	Allocation Amount	Project Status
City of Carson	City of Carson Active Transportation Project	07-4934	8-Dec-16	31-Dec-17	\$1,436,000	Lapsed.
City of Oakland	International Boulevard Pedestrian Lighting and Sidewalk Repair Project	04-2190C	17-May-17	31-May-18	\$2,481,000	Lapsed.
Town of Paradise	Almond Street Multi-Modal Improvements	03-1019	28-Jun-18	Deferred	\$3,005,000	Extension deferred at the December 2018 meeting.
Town of Paradise	Active Transportation Gap Closure Complex	03-1028	28-Jun-18	Deferred	\$3,787,000	Extension deferred at the December 2018 meeting.
Los Angeles Unified School District	Los Angeles Unified School District Middle School Bicycle Safety Physical Education Program	07-5109	7-Dec-17	31-Dec-18	\$1,359,000 ⁽²⁾	The project will be awarded by the extended deadline.
City of Los Angeles	Sixth (6 th) Street Viaduct Replacement Project: Bicycle and Pedestrian Facilities	07-4931	29-Jun-17	31-Dec-18	\$2,052,000 ⁽¹⁾	The project will be awarded by the extended deadline.
City of Selma	Safety for an Active Selma School Community	06-6836A	28-Jun-18	31-Dec-18	\$366,000	The project will be awarded by the deadline.
City of Selma	Safety for an Active Selma School Community	06-6836B	28-Jun-18	31-Dec-18	\$34,000	The project will be awarded by the deadline.
City of Downey	City of Downey Pedestrian Plan	07-5141	28-Jun-18	31-Dec-18	\$300,000	A Concurrent Time Extension was submitted at the January 2019 meeting.
Los Angeles County Metropolitan Transportation Authority	Metro Bike Share University of Southern California /South Los Angeles/Exposition Line Communities	07-5383A	28-Jun-18	31-Dec-18	\$2,287,000	A Concurrent Time Extension was submitted at the January 2019 meeting.
San Gabriel Valley Council of Governments	Bike Share Expansion into the San Gabriel Valley	07-5384A	28-Jun-18	31-Dec-18	\$4,281,000	The project will be awarded by the deadline.
San Gabriel Valley Council of Governments	Bike Share Expansion into the San Gabriel Valley	07-5384B	28-Jun-18	31-Dec-18	\$273,000	The project will be awarded by the deadline.
City of Oxnard	New Traffic Signal	07-5143	28-Jun-18	31-Dec-18	\$495,000	A Concurrent Time Extension was submitted at the January 2019 meeting.
Riverside County	Camino Aventura Sidewalk Safety Improvements	08-1199B	28-Jun-18	31-Dec-18	\$13,000	A Concurrent Time Extension was submitted at the January 2019 meeting.
Riverside County	Thousand Palms Sidewalk Safety Improvements	08-1200B	28-Jun-18	31-Dec-18	\$12,000	A Concurrent Time Extension was submitted at the January 2019 meeting.
City of San Jacinto	San Jacinto Valley Connect	08-1203	28-Jun-18	31-Dec-18	\$546,000	A Concurrent Time Extension was submitted at the January 2019 meeting.
City of Plymouth	Main Street /Shenadoah Safe Routes to School Project	10-3178	28-Jun-18	31-Dec-18	\$770,000	A Concurrent Time Extension was submitted at the January 2019 meeting.
City of Turlock	Christofferson Parkway Pedestrian and Bike Improvements with Connectors	10-3184A	28-Jun-18	31-Dec-18	\$220,000	A Concurrent Time Extension was submitted at the January 2019 meeting.
City of Commerce	City of Commerce Active Transportation and Safe Routes to School Plan	07-5447	28-Jun-18	31-Dec-18	\$245,000	The project will be awarded by the deadline.
City of Montebello	Montebello Boulevard Bike Lane and Sidewalk Improvements Project	07-5454	28-Jun-18	31-Dec-18	\$4,187,000	The project will be awarded by the deadline.
City of El Centro	Establishment of Safe Routes to School Program and Bicycle Route Improvements	11-1226A	22-Mar-18	31-Jan-19	\$247,000 ⁽⁴⁾	The project will be awarded by the extended deadline.
City of Folsom	South Fortuna Elementary School Safe Routes to School Project	09-2441B	16-Aug-18	28-Feb-19	\$31,000	The project will be awarded by the deadline.
Southern California Association of Governments	Southern California Disadvantaged Communities Planning Initiative	07-5335	17-May-18	28-Feb-19	\$1,150,000 ⁽⁵⁾	The project will be awarded by the extended deadline.
City of Pasadena	Pasadena-Pasadena Unified School District Safe Routes to School Education and Encouragement Program	07-5446	16-Aug-18	28-Feb-19	\$780,000	The project will be awarded by the deadline.

Southern California Association of Governments	Southern California Association of Governments 2017 Active Transportation Local Planning Initiative	07-5462	28-Jun-18	31-Mar-19	\$1,289,000	⁽⁵⁾	The project will award by the extended deadline.
City of Victorville	Mojave Riverwalk Shared-Use Bicycle Facility	08-1204	17-May-18	31-May-19	\$3,760,000	⁽⁴⁾	The project will be awarded by the extended deadline.
City of Los Angeles	Los Angeles River Bike Path, Headwaters, and Owensmouth – Mason	07-5042	7-Dec-17	30-Jun-19	\$5,432,000	⁽²⁾	The project will be awarded by the extended deadline.
Sonoma-Marín Area Rail Transit District	SMART Pathway – Petaluma (Payran to Southpoint)	04-2318	17-May-18	31-Jul-19	\$1,461,000	⁽⁵⁾	The project will be awarded by the extended deadline.
City of Los Angeles	San Fernando Road Bike Path – Phase 3	07-5190	22-Mar-18	31-Aug-19	\$21,195,000	⁽³⁾	The project will be awarded by the extended deadline.
City of Berkeley	Berkeley 9 th Street Bicycle Boulevard Extension Pathway Phase II	04-2190Q	17-May-18	30-Nov-19	\$705,000	⁽⁴⁾	The project will be awarded by the extended deadline.
City of Tehachapi	Rail Corridor Pedestrian Safety Project	09-0670	17-May-18	30-Nov-19	\$2,042,000	⁽⁴⁾	The project will be awarded by the extended deadline.
City of Riverside	Citywide Bicycle and Pedestrian Improvements	08-1201	28-Jun-18	31-Dec-19	\$942,000	⁽⁵⁾	The project will be awarded by the extended deadline.
City of San Carlos	Route 101/Holly Street Pedestrian and Bicycle	04-2329	28-Jun-18	31-Dec-19	\$4,200,000	⁽⁵⁾	The project will be awarded by the extended deadline.
Grand Total					\$71,383,000		

- (1) This extended deadline was approved in December 2017 (Waiver 17-47)
(2) This extended deadline was approved in June 2018 (Waiver 17-30)
(3) This extended deadline was approved in August 2018 (Waiver 18-40)
(4) This extended deadline was approved in October 2018 (Waiver 18-46)
(5) This extended deadline was approved in December 2018 (Waiver 18-51)

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 3.3
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **STATUS OF THE START TIME OF EXPENDITURES FOR PRECONSTRUCTION SUPPORT PHASES FOR SHOPP PROJECTS PER THE TIMELY USE FUNDS POLICY**

SUMMARY:

The California Department of Transportation (Department) is presenting this informational item on the status of preconstruction support phases for State Highway Operation and Protection Program (SHOPP) allocated since August 2017. The preconstruction support phases are Project Approval and Environmental Document (PA&ED), Plans, Specifications and Estimate (PS&E) and Right-of-Way Support (R/W Sup).

In 2017-18, the Commission allocated 1,034 SHOPP preconstruction support phases. As of January 10, 2019, 1,020 phases have expenditures. Nine preconstruction phases have been rescinded.

In 2018-19, the Commission allocated 319 SHOPP preconstruction support phases. As of January 10, 2019, 290 phases have expenditures.

The attachment reflects those phases allocated in 2017-18 and that have reached the six-month milestone but have not yet begun to incur expenditures; this includes phases allocated at the June 2018 Commission meeting. Per the Interim SHOPP Guidelines, any phases allocated need to begin incurring expenditures within six months.

BACKGROUND:

The passage of the Road Repair and Accountability Act (Senate Bill 1) necessitates that the Department and the Commission establish baseline budgets for each preconstruction support phase of each project in the 2016 and 2018 SHOPP. Government Code Section 14526.5(g) formalizes the condition of allocation for preconstruction support phases on or after July 1, 2017 for all SHOPP projects. The Interim SHOPP Guidelines developed by Commission staff, in partnership with the Department, and adopted by the Commission at the June 2017 meeting, requires that expenditures allocated for SHOPP projects for preconstruction support phases begin accruing expenditures within six months of the date of allocation by the Commission.

Attachments

FY 2017-18 Allocations

Month Allocated	Pre-construction Support Phase	No. of Support Phases Voted	Voted Phases \$ x 1000	No. of Phases Started	No. of Phases Approved Time Ext.	No. of Phases Not Started	No. of Phases Rescinded	No. of Phases Lapsed
Aug-17	PA&ED	52	\$51,222	51	0	0	1	0
	PS&E	60	\$75,748	60	0	0	0	0
	R/W Sup	56	\$14,720	55	0	0	1	0
August 2017 Total		168	\$141,690	166	0	0	2	0
Oct-17	PA&ED	108	\$178,185	108	0	0	0	0
	PS&E	41	\$33,982	41	0	0	0	0
	R/W Sup	39	\$11,317	39	0	0	0	0
October 2017 Total		188	\$223,484	188	0	0	0	0
Dec-17	PA&ED	11	\$20,050	11	0	0	0	0
	PS&E	29	\$39,368	29	0	0	0	0
	R/W Sup	21	\$3,145	21	0	0	0	0
December 2017 Total		61	\$62,563	61	0	0	0	0
Jan-18	PA&ED	5	\$3,635	5	0	0	0	0
	PS&E	31	\$41,219	31	0	0	0	0
	R/W Sup	24	\$2,385	22	0	0	2	0
January 2018 Total		60	\$47,239	58	0	0	2	0
Mar-18	PA&ED	147	\$145,235	144	1	0	2	0
	PS&E	49	\$69,848	49	0	0	0	0
	R/W Sup	43	\$10,188	43	0	0	0	0
March 2018 Total		239	\$225,271	236	1	0	2	0
May-18	PA&ED	31	\$39,757	31	0	0	0	0
	PS&E	37	\$50,050	37	0	0	0	0
	R/W Sup	33	\$3,973	33	0	0	0	0
May 2018 Total		101	\$93,780	101	0	0	0	0
Jun-18	PA&ED	100	\$84,681	97	0	0	3	0
	PS&E	61	\$78,295	59	0	2	0	0
	R/W Sup	56	\$8,460	54	0	2	0	0
June 2018 Total		217	\$171,436	210	0	4	3	0
FY 17-18 Total		1,034	\$965,463	1,020	1	4	9	0

FY 2018-19 Allocations

Month Allocated	Pre-construction Support Phase	No. of Support Phases Voted	Voted Phases \$ x 1000	No. of Phases Started	No. of Phases Approved Time Ext.	No. of Phases Not Started	No. of Phases Rescinded	No. of Phases Lapsed
Aug-18	PA&ED	45	\$35,259	43	0	2	0	0
	PS&E	42	\$69,202	41	0	1	0	0
	R/W Sup	39	\$13,493	39	0	0	0	0
August 2018 Total		126	\$117,954	123	0	3	0	0
Oct-18	PA&ED	29	\$32,943	23	0	6	0	0
	PS&E	41	\$60,122	40	0	1	0	0
	R/W Sup	33	\$9,123	32	0	1	0	0
October 2018 Total		103	\$102,188	95	0	8	0	0
Dec-18	PA&ED	20	\$41,581	6	0	14	0	0
	PS&E	43	\$62,331	40	0	3	0	0
	R/W Sup	27	\$8,111	26	0	1	0	0
December 2018 Total		90	\$112,023	72	0	18	0	0
FY 18-19 Total		319	\$332,165	290	0	29	0	0

Voted Not Expended Project Status

FY 17-18 Pre-Construction Allocations for SHOPP Projects

No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Award Deadline	Allocation Amount	Project Status
1	07-5196	33520	In Pasadena and South Pasadena, at the Fair Oaks Avenue northbound offramp. The city of South Pasadena will Advetise, Award, and Administer (AAA) the project construction contract.ramp.	PA&ED	03/21/2018	09/30/2018	\$1,400,000	Additional time is needed to start PA&ED. The Commission approved a 12-month time extension at the October 2018 CTC Meeting.
2	08-3008P	1H210	Near Blythe, from Rubble Ditch to Palowalla Ditch. Replace existing Rock Slope Protection (RSP) to prevent further scour damage and preserve the structural integrity of eighteen bridges.	PA&ED	03/21/2018	09/30/2018	\$ 938,000	No PA&ED needed.
3	11-1204	42040	In Imperial Beach, from Georgia Street to 0.2 mile north of Rainbow Drive. Relinquish roadway to Imperial Beach. Financial Contribution Only (FCO).	PA&ED	03/21/2018	09/30/2018	\$348,000	No PA&ED needed.
4	01-4526	0A130	Near Hopland, from 0.1 mile south to 0.3 mile north of Russian River Bridge. Bridge seismic and rail upgrade and widen for standard shoulders with partial or complete structure replacement.	PA&ED	06/27/2018	12/31/2018	\$1,176,000	unpar (Long Lead Project)
5	01-2423	0F350	Near Weitchpec, at Klamath River Bridge No. 04-0144. Seismically retrofit bridge, upgrade bridge rails, and provide shoulders and pedestrian access.	PA&ED	06/27/2018	12/31/2018	\$2,434,000	unpar (Long Lead Project)
6	01-2432	0F600	Near Hoopa, at Trinity River Bridge No. 04-0137. Upgrade bridge rails, widen for pedestrian access, and strengthen for truck permit load capacity.	PA&ED	06/27/2018	12/31/2018	\$2,621,000	unpar (Long Lead Project)
PA&ED Phase - 6 Projects								
7	11-1125	41740	In Oceanside, from 0.8 mile to 0.4 mile west of College Boulevard. Stormwater mitigation and slope erosion repair.	R/W Sup	01/31/2018	07/31/2018	\$ 55,000	No R/W Support needed.
8	11-1177	42000	In the city of San Diego, from Spring Street to Route 54. Pavement rehabilitation.	R/W Sup	01/31/2017	07/31/2018	\$ 10,000	No R/W Support needed.
R/W Supp - 2 Projects								

Total: \$8,982,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 3.4
Information

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Teresa Favila
Associate Deputy Director

Subject: **LOCAL AND REGIONAL AGENCY NOTICES OF INTENT TO EXPEND FUNDS ON STIP PROJECTS PRIOR TO COMMISSION ALLOCATION PER SENATE BILL 184**

SUMMARY:

Senate Bill (SB) 184 (Chapter 462, Statutes of 2007) authorizes a local or regional agency, upon notifying the California Transportation Commission (Commission), to expend its own funds for a project programmed in the State Transportation Improvement Program (STIP) to which the Commission has not yet made an allocation. This report (Attachment A) includes a list of local STIP projects programmed in Fiscal Year (FY) 2018-19 for which notification letters pursuant to SB 184 and allocation requests were received by the Commission.

The Commission received one SB 184 notification letter for a project programmed in the STIP in FY 2018-19, the Route 1, 41st Avenue to Soquel Avenue Auxiliary Lanes, Bike/Ped Bridge Project in Santa Cruz County. Based on SB 184, the effective date that funds may be expended for projects in advance of a Commission allocation is December 21, 2018. The project is highlighted on Attachment A.

BACKGROUND:

Government Code Section 14529.17, as amended by SB 184, permits an agency to expend its own funds for a STIP project, in advance of the Commission's approval of a project allocation, and to be reimbursed for the expenditures subsequent to the Commission's approval of the allocation.

Section 14529.17 is limited to advance expenditures for projects programmed in the current fiscal year of the STIP. FY 2018-19 notifications received prior to the beginning of the fiscal year are effective on July 1, 2018. Notifications received after July 1, 2017, are effective the date the Commission receives the notification letter.

Section 64A of the STIP guidelines directs the agency to submit a copy of the allocation request and SB 184 notification letter to the Commission's Executive Director. The original allocation request should be submitted to the California Department of Transportation at the same time.

Invoking SB 184 does not establish a priority for allocations made by the Commission nor does it establish a timeframe for when the allocations will be approved by the Commission. The statute does not require the Commission to approve an allocation it would not otherwise approve. SB 184 advance expenditures must be eligible for reimbursement in accordance with state laws and

procedures. In the event the advance expenditures are determined to be ineligible, the state has no obligation to reimburse those expenditures.

Attachment:

- Attachment A: SB 184 Notifications for Local STIP Projects

SB 184 Notifications for Local STIP Projects FISCAL YEAR 2018-19

Includes SB 184 Letters Received Prior to July 1, 2018

	County	Agency	Rte	PPNO	Project	Date Letter is Effective	Meeting Reported	Planned Allocation	FY 18-19	Project Totals by Component			
										R/W	Const	E & P	PS&E
1	Alameda	ACTC		2179	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 565		565		
2	Alameda	MTC		2100	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 140		140		
3	Contra Costa	CCTA		20110	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 454		454		
4	Contra Costa	MTC		2118	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 91		91		
5	Del Norte	DNLTC		1032	Planning, Programming, and Monitoring	01-Jul-18	Jun-18	Aug-18	\$ 42		42		
6	Lake	Lake APD		3002P	Planning, Programming, and Monitoring	01-Jul-18	Jun-18	Aug-18	\$ 35		35		
7	Marin	MTC		2127	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 26		26		
8	Mendocino	MCOG		4002P	Planning, Programming, and Monitoring	01-Jul-18	Jun-18	Aug-18	\$ 89		89		
9	Napa	MTC		2130	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 16		16		
10	Nevada	NCTC		0L83	Planning, Programming, and Monitoring	01-Jul-18	Jun-18	Aug-18	\$ 79		79		
11	Orange	OCTA		2132	Planning, Programming, and Monitoring	01-Jul-18	Jun-18	Aug-18	\$ 1,481		1,481		
12	San Diego	SANDAG		7402	Planning, Programming, and Monitoring	01-Jul-18	Jun-18	Aug-18	\$ 1,605		1,605		
13	San Francisco	MTC		2131	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 71		71		
14	San Mateo	SM C/CAG		2140A	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 338		338		
15	San Mateo	MTC		2140	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 74		74		
16	Santa Clara	SCVTA		2255	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 783		783		
17	Santa Clara	MTC		2144	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 163		163		
18	Santa Cruz	SCCRTC		921	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 174		174		
19	Santa Cruz	SCCRTC		2826	Cruz511 Traveler Information Program	01-Jul-18	Aug-18	Aug-18	\$ 181		181		
20	Santa Cruz	SCCRTC		73A	Rt 1, 41st Soquel, Aux Lanes, Bike/Ped Bridge	21-Dec-18	Jan-19	Jan-19	\$ 4,079		4,079		
21	Solano	STA		2263	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 204		204		
22	Solano	MTC		2152	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 43		43		
23	Sonoma	MTC		2156	Planning, Programming, and Monitoring	01-Jul-18	Aug-18	Aug-18	\$ 52		52		
					Total (eligible on July 1, 2018, or from Effective Date of Letter, if received later)				\$9,535	0	9,535	0	0

Highlighted - project that invoked SB 184 since last Commission Meeting

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 4.16
Information

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **QUARTERLY REPORT – COMMISSION COMMENT LETTERS ON NOTICES OF PREPARATION AND DRAFT ENVIRONMENTAL IMPACT REPORTS**

SUMMARY:

The California Transportation Commission (Commission) delegated to the Executive Director authority to comment on routine Notices of Preparation and Draft Environmental Impact Reports.

For the period of October 1, 2018 through December 31, 2018, the Commission received one Draft Environmental Impact Report. The Executive Director's comment letter is attached.

BACKGROUND:

At the June 2009 Commission Meeting, the Commission delegated to the Executive Director the authority to provide comments to routine Notices of Preparation and Draft Environmental Impact Reports. The Commission's delegation to the Executive Director requires that comments on routine Notices of Preparation and Draft Environmental Impact Reports be reported to the Commission quarterly.

The Commission staff prepared one comment letter this quarter on the following environmental document:

- Draft Second Supplemental Impact Report for the Eastridge to the Bay Area Rapid Transit Regional Connector: Capitol Expressway Light Rail Project (Attachment A)

Attachments:

- Executive Director's comment letter on Draft Environmental Impact Report

FRAN INMAN, Chair
 JAMES EARP, Vice Chair
 BOB ALVARADO
 YVONNE B. BURKE
 LUCETTA DUNN
 JAMES C. GHIEMETTI
 L. GUARDINO
 KRISTINE KEHOE
 JAMES MADAFFER
 JOSEPH TAVAGLIONE
 PAUL VAN KONYNENBURG

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor

SENATOR JIM BEALL, Ex Officio
 ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

SUSAN BRANSEN, Executive Director



CALIFORNIA TRANSPORTATION COMMISSION

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November 20, 2018

Ms. Christina Jaworski
 Senior Environmental Planner
 Santa Clara Valley Transportation Authority
 Environmental Programs
 3331 North First Street, Building B-2
 San Jose, CA 95134-1927

RE: Draft Second Supplemental Environmental Impact Report for the Eastridge to the Bay Area Rapid Transit Regional Connector: Capitol Expressway Light Rail Project

The California Transportation Commission (Commission), as a Responsible Agency, received the Draft Second Supplemental Environmental Impact Report for the Eastridge to the Bay Area Rapid Transit (BART) Regional Connector: Capitol Expressway Light Rail Project (Project) in Santa Clara County. The environmental report was prepared by the Santa Clara Valley Transportation Authority.

The Project would extend the light rail along Capitol Expressway between the existing Alum Rock Light Rail Station and the Eastridge Transit Center, approximately 2.4-miles. The light rail line would operate primarily in the median of Capitol Expressway within the exclusive and semi-exclusive rights-of-way, and includes elevated tracks along Capitol Expressway, an elevated station at Story Road, and a ground-level station at Eastridge Transit Center. The total Project cost is estimated at \$453 million.

The Commission has no comments with respect to the Project purpose and need, the alternatives studied, the impacts evaluated, and the evaluation methods used to prepare the environmental document. The Commission should be notified as soon as the environmental process is finalized

Ms. Christina Jaworski

DSSIR for the Eastridge to BART Regional Connector: Capitol Expressway Light Rail Project

November 20, 2018

Page 2

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 concluded, the Commission will consider the environmental impacts in determining whether to approve the Project for future consideration of funding.

Upon completion of the environmental process, please ensure the Commission is notified in writing whether the selected alternative identified in the final environmental document is consistent with the appropriate Regional Transportation Plan and the Project programmed by the Commission. In the absence of such assurance of consistency, the Project may be considered inconsistent, and thus ineligible for funding.

If you have any questions, please contact Jose Oseguera, Assistant Deputy Director, at (916) 653-2094.

Sincerely,

 Mitch Wei FOR

SUSAN BRANSEN

Executive Director

cc: Jeremiah Ketchum, Acting Chief, California Department of Transportation, Division of Environmental Analysis

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No: 3.6
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief
(Acting)
Division of Rail and Mass
Transportation

Subject: FISCAL YEAR 2018-19 FIRST QUARTER INTERCITY PASSENGER RAIL OPERATIONS REPORT

SUMMARY:

Attached is the California Department of Transportation's (Department) Intercity Passenger Rail Operations Report for the first quarter (July through September) of Fiscal Year (FY)2018-19, for the three State-supported intercity passenger rail routes:

- Capitol Corridor, connecting San Jose, Oakland, and Sacramento-Auburn, managed by the Capitol Corridor Joint Powers Authority
- Pacific Surfliner, connection San Diego, Los Angeles, Santa Barbara, and San Luis Obispo, managed by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency
- San Joaquins, connecting Bakersfield, Oakland, and Sacramento, managed by the San Joaquin Joint Powers Authority

This report is an informational item at the California Transportation Commission's January, 2019 meeting.

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 for non-state owned equipment, while providing planning to support expansion of service and oversight to ensure statewide integration and monitor performance.

This report compares ridership, on-time performance, and financial results reported for the 12 months ending September 30, 2018, to those reported for the 12 months ending September 30, 2017.

These routes were three of the five busiest state-supported intercity passenger rail routes in the nation for Federal FY 2017-18.

Attachment



**FY 2018-19
First Quarter Report
Intercity Passenger Rail
Operations Report**

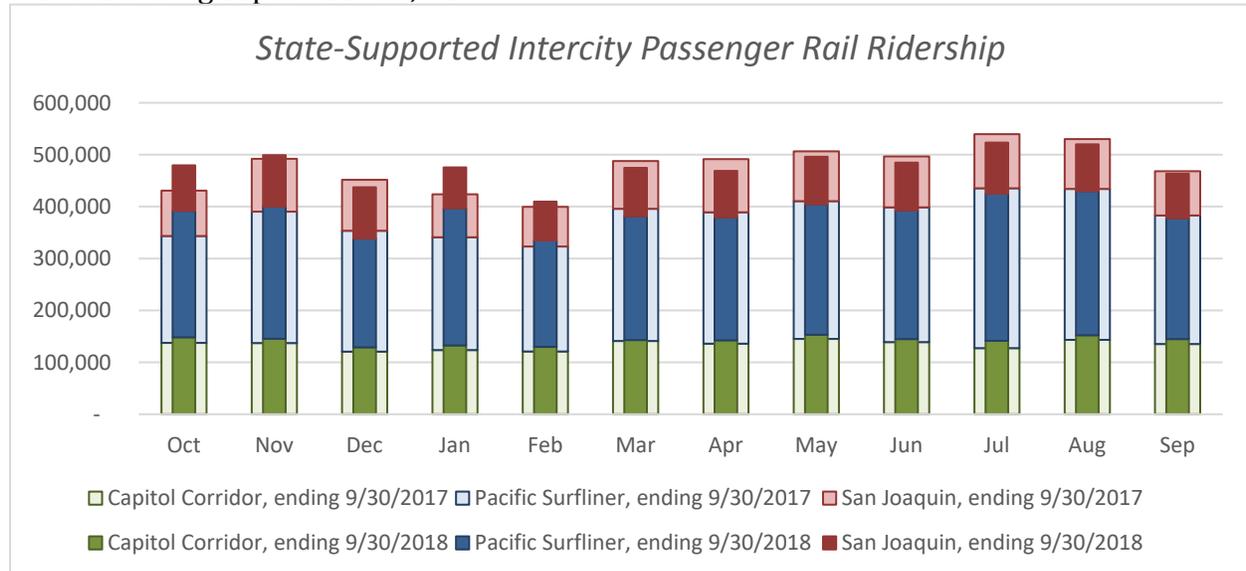
**Quarterly Report to the
California Transportation
Commission**



COMBINED STATEWIDE RESULTS

RIDERSHIP

Total combined ridership across the three routes for the 12 months ending September 30, 2018, was 5,731,733. This is an increase of 0.2% over ridership of 5,718,185 for the 12 months ending September 30, 2017.



Taken together, the *Capitol Corridor*, *Pacific Surfliner*, and *San Joaquin* accounted for 38% of the total Amtrak state-supported passenger rail ridership in federal fiscal year 2017-18.

ON-TIME PERFORMANCE (OTP)

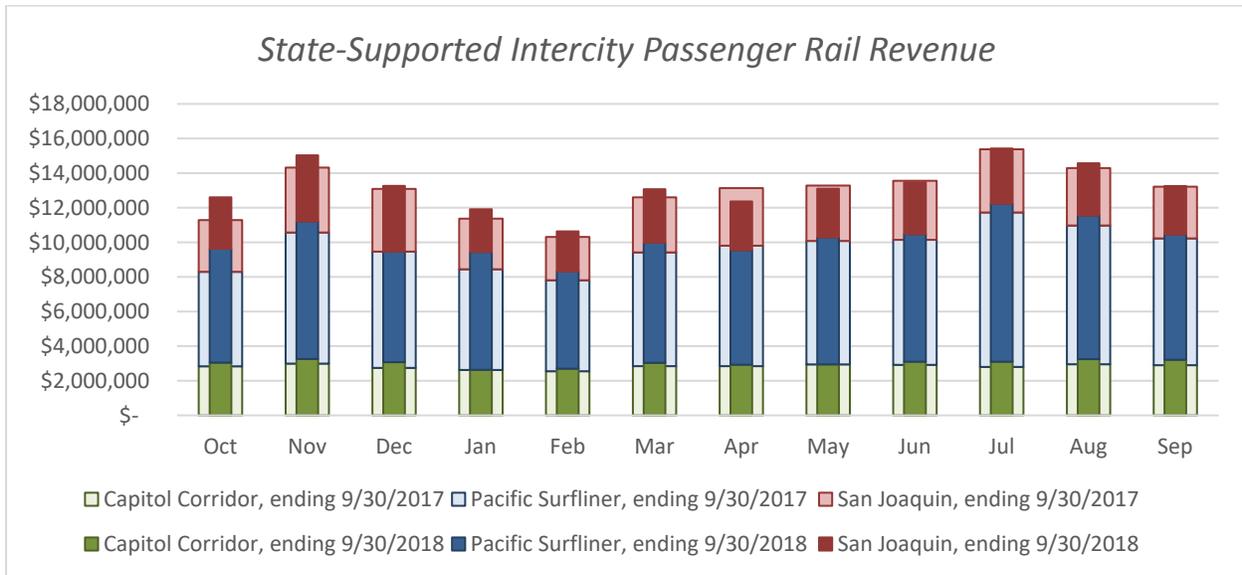
Combined endpoint on-time performance across the three routes for the 12 months ending September 30, 2018, was 82.5%. This is an increase of 2.5 percentage points over on-time performance of 80.0% for 12 months ending September 30, 2017.

REVENUE and FAREBOX RATIO

Reconciliation between the JPAs and Amtrak for the 12 months ending September 30, 2018, has not been completed. As a result, revenue and expense figures for that period use preliminary data from Amtrak.

Total combined revenue across the three routes for the 12 months ending September 30, 2018, was \$158,698,786. This is an increase of 1.8% over revenue of \$155,831,228 from the 12 months ending September 30, 2017.

Total expenses for the 12 months ending September 30, 2018, were \$257,065,918, an increase of 6.2% over expenses of \$242,046,340 reported in the 12 months ending September 30, 2017. The resulting farebox ratio for the 12 months ending September 30, 2018, was 61.7%, a decrease of 2.6 percentage points from farebox ratio of 64.4% for the 12 months ending September 30, 2017.



SUMMARY

The following table provides further detail on the combined ridership, revenue, expense, and farebox ratio for the three State-supported routes for the 12 months ending in the first quarter of both FY 2018-19 and FY 2018-19.

State-Supported Intercity Passenger Rail				
All Routes				
	12 Months Ending 9/30/2018	12 Months Ending 9/30/2017	Difference	Percent Change
Ridership	5,731,733	5,718,185	13,548	0.2%
Revenue	\$158,698,786	\$155,831,228	\$2,867,559	1.8%
Expenses	\$257,065,918	\$242,046,340	\$15,019,578	6.2%
Farebox	61.7%	64.4%	-2.6PP	
On-Time Performance	82.5%	80.0%	2.5PP	
<i>PP - Percentage Points</i>				

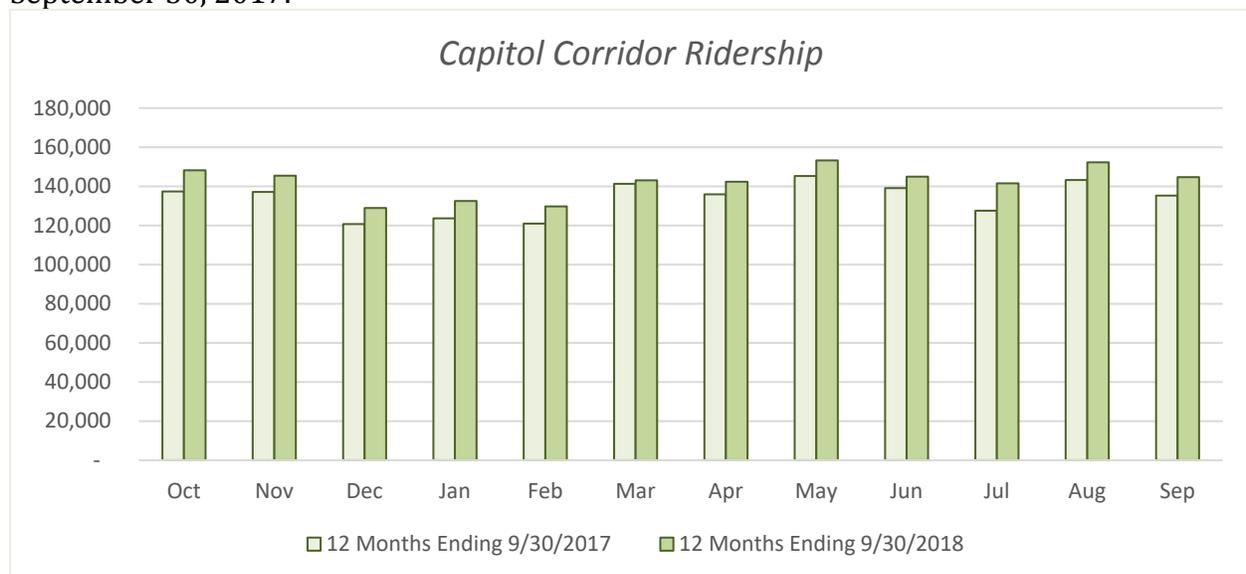
CAPITOL CORRIDOR ROUTE

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. The *Capitol Corridor* has the second-highest ridership of all Amtrak state-supported passenger rail services.

Since 1998, day-to-day operations of the *Capitol Corridor* have been managed by the Capitol Corridor Joint Powers Authority through an Interagency Transfer Agreement with the Department of Transportation.

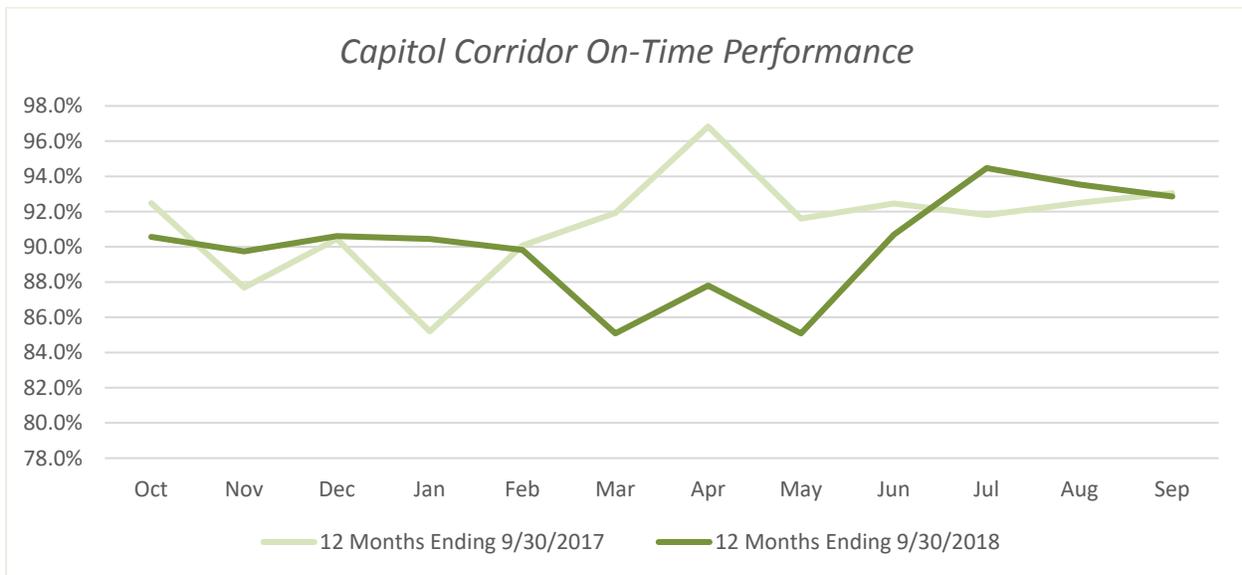
RIDERSHIP

Total ridership on the *Capitol Corridor* for the 12 months ending September 30, 2018, was 1,706,849. This is an increase of 6.2% over ridership of 1,607,277 in the 12 months ending September 30, 2017.



ON-TIME PERFORMANCE (OTP)

Endpoint on-time performance for the *Capitol Corridor* for the 12 months ending September 30, 2018, was 90.1%. This is a decrease of 1.3 percentage points from on-time performance of 91.3% in the 12 months ending September 30, 2017.

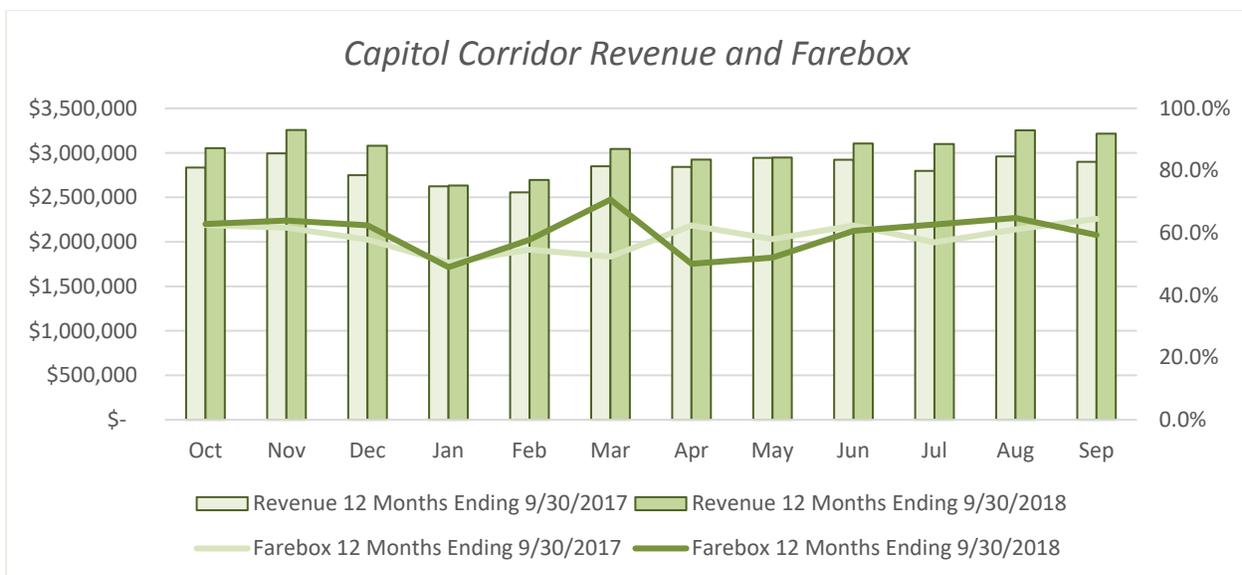


REVENUE and FAREBOX RATIO

Total revenue for the *Capitol Corridor* for the 12 months ending September 30, 2018, was \$36,305,769. This is an increase of 6.9% over revenue of \$33,968,835 in the 12 months ending September 30, 2017.

Total expenses for the 12 months ending September 30, 2018, were \$61,222,464, an increase of 5.5% over expenses of \$58,010,356 in the 12 months ending September 30, 2017. The resulting farebox ratio in the 12 months ending September 30, 2018, was 59.3%, an increase of 0.7 percentage points over farebox ratio of 58.6% in the 12 months ending September 30, 2017.

Amtrak costs and contracted services constitute 81.8% of the total operations expenses and fuel costs constitute 7.3% of the total operations expenses.



SUMMARY

The following table provides further detail on the ridership, revenue, expense, farebox ratio, and on-time performance for the *Capitol Corridor* for the 12 months ending in the first quarter of both FY 2018-19 and FY 2017-18.

State-Supported Intercity Passenger Rail				
<i>Capitol Corridor</i>				
	12 Months Ending 9/30/2018	12 Months Ending 9/30/2017	Difference	Percent Change
Ridership	1,706,849	1,607,277	99,572	6.2%
Revenue	\$36,305,769	\$33,968,835	\$2,336,934	6.9%
Expenses	\$61,222,464	\$58,010,356	\$3,212,109	5.5%
Farebox	59.3%	58.6%	0.7PP	
On-Time Performance	90.1%	91.3%	-1.3PP	
<i>PP - Percentage Points</i>				

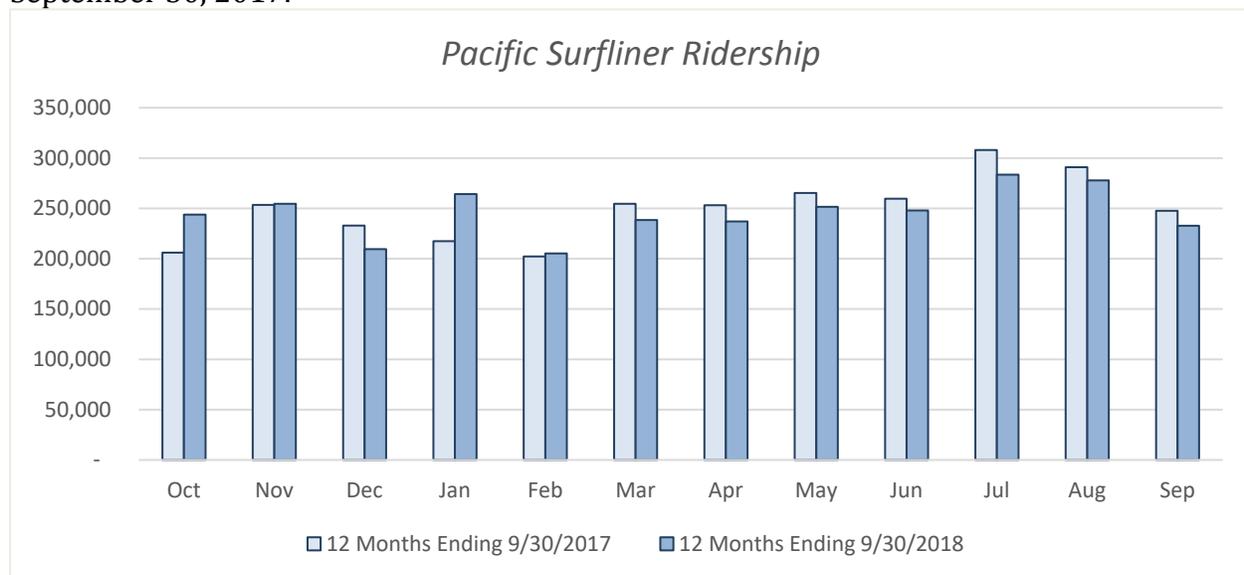
PACIFIC SURFLINER ROUTE

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) and two of which continue north, allowing connectivity with San Luis Obispo. The *Pacific Surfliner* has the highest ridership of all Amtrak state-supported passenger rail services.

Since 2015, day-to-day operations of the *Pacific Surfliner* have been managed by the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency through an Interagency Transfer Agreement with the Department of Transportation.

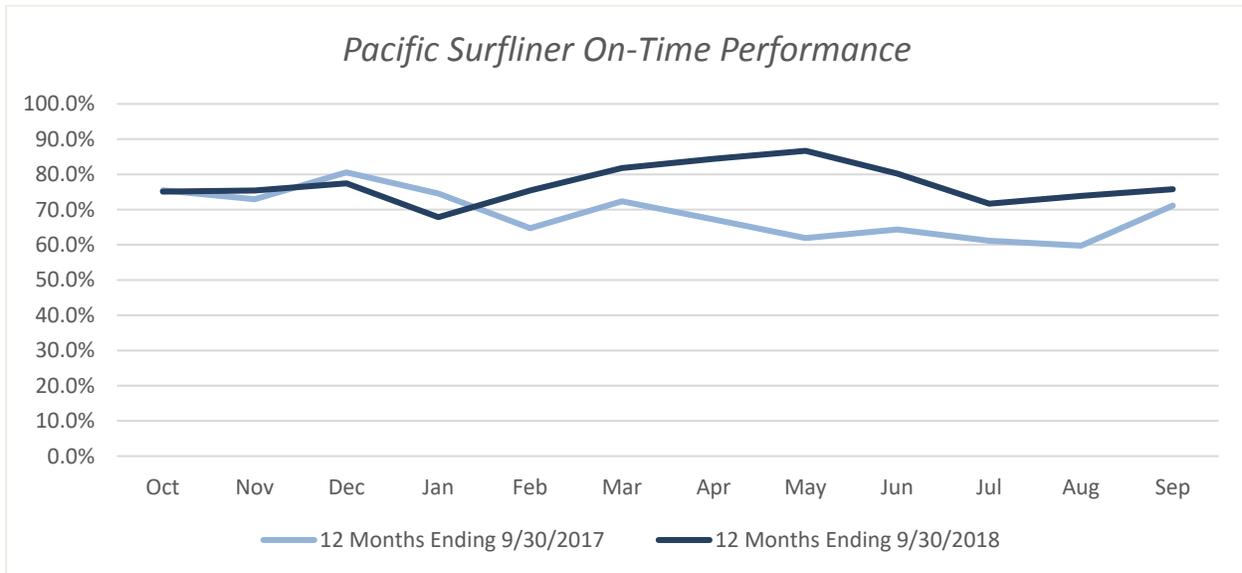
RIDERSHIP

Total ridership on the *Pacific Surfliner* for the 12 months ending September 30, 2018, was 2,945,982. This is a decrease of 1.5% from ridership of 2,990,871 in the 12 months ending September 30, 2017.



ON-TIME PERFORMANCE (OTP)

Endpoint on-time performance for the *Pacific Surfliner* for the 12 months ending September 30, 2018, was 77.2%. This is an increase of 8.4 percentage points over on-time performance of 68.8% in the 12 months ending September 30, 2017.

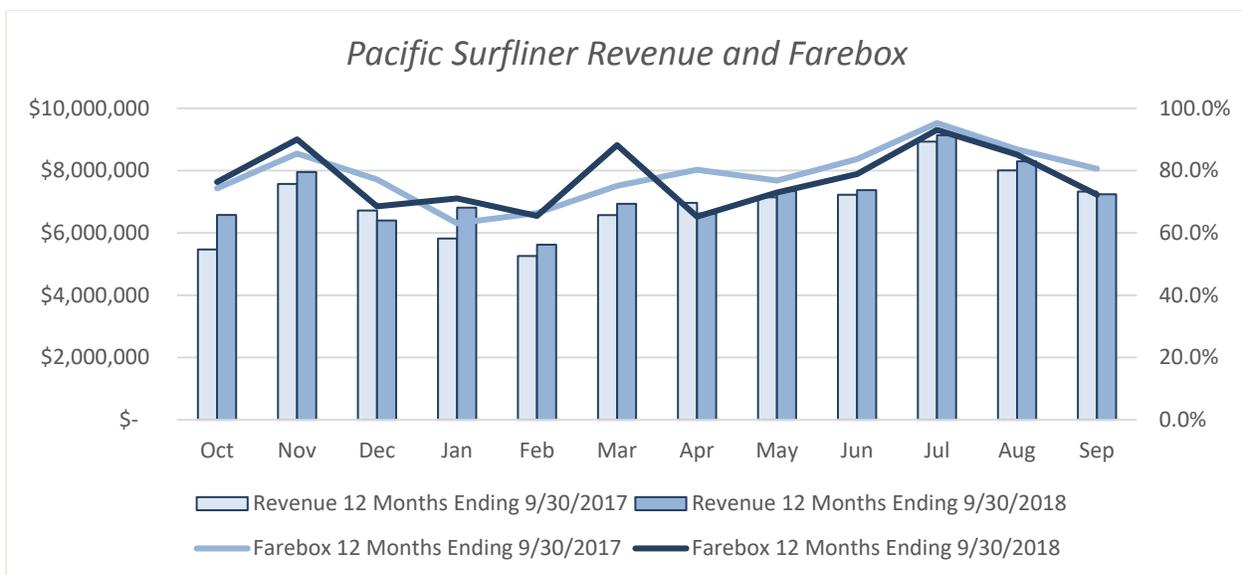


REVENUE and FAREBOX RATIO

Total revenue for the *Pacific Surfliner* for the 12 months ending September 30, 2018, was \$86,319,147. This is an increase of 4.0% over revenue of \$83,016,156 in the 12 months ending September 30, 2017.

Total expenses for the 12 months ending September 30, 2018, were \$111,967,818, an increase of 6.5% over expenses of \$105,138,447 in the 12 months ending September 30, 2017. The resulting farebox ratio in the 12 months ending September 30, 2018, was 77.1%, a decrease of 1.9 percentage points from the farebox ratio of 79.0% in the 12 months ending September 30, 2017.

Amtrak costs and contracted services constitute 81.5% of the total operations expenses and fuel costs constitute 9.9% of the total operations expenses.



SUMMARY

The following table provides further detail on the ridership, revenue, expense, farebox ratio, and on-time performance for the *Pacific Surfliner* for the 12 months ending in the first quarter of both FY 2018-19 and FY 2017-18.

State-Supported Intercity Passenger Rail				
<i>Pacific Surfliner</i>				
	12 Months Ending 9/30/2018	12 Months Ending 9/30/2017	Difference	Percent Change
Ridership	2,945,982	2,990,871	-44,889	-1.5%
Revenue	\$86,319,147	\$83,016,156	\$3,302,991	4.0%
Expenses	\$111,967,818	\$105,138,447	\$6,829,371	6.5%
Farebox	77.1%	79.0%	-1.9PP	
On-Time Performance	77.2%	68.8%	8.4PP	
<i>PP - Percentage Points</i>				

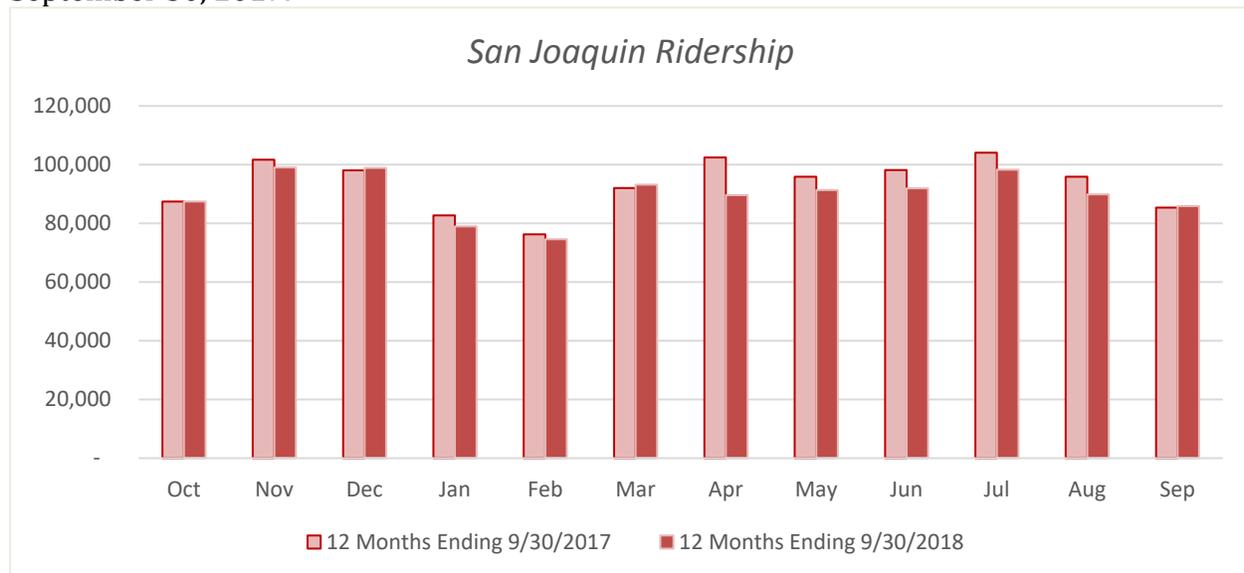
SAN JOAQUIN ROUTE

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. The *San Joaquin* has the fifth-highest ridership of all Amtrak state-supported passenger rail services.

Since 2015, day-to-day operations of the *San Joaquin* have been managed by the San Joaquin Joint Powers Authority through an Interagency Transfer Agreement with the Department of Transportation.

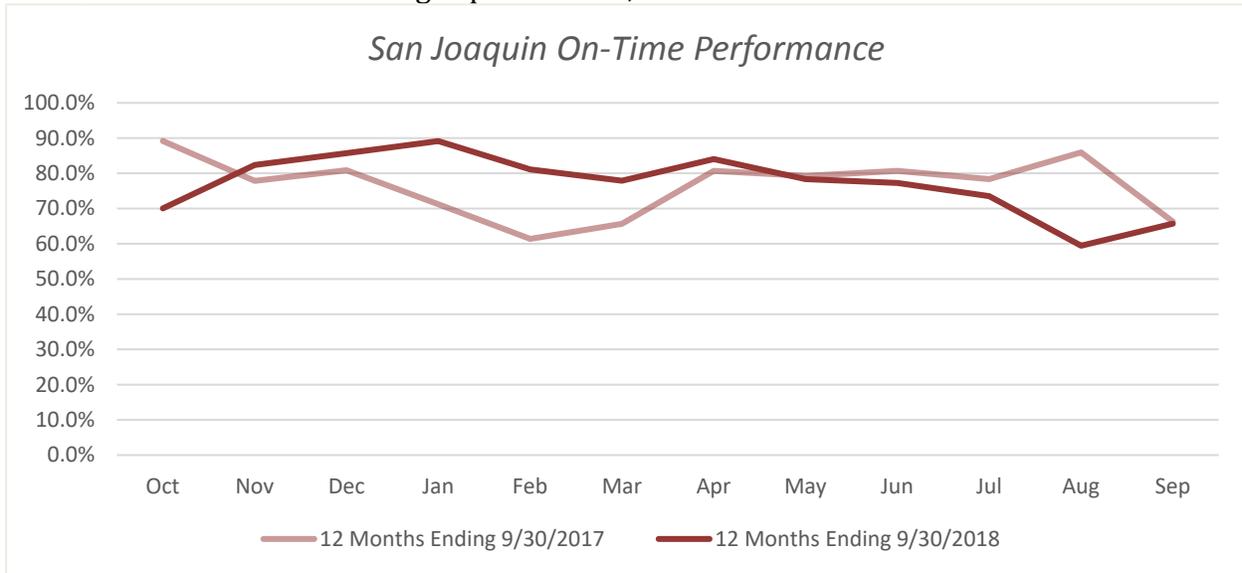
RIDERSHIP

Total ridership on the *San Joaquin* for the 12 months ending September 30, 2018, was 1,078,902. This is a decrease of 3.7% from ridership of 1,120,037 in the 12 months ending September 30, 2017.



ON-TIME PERFORMANCE (OTP)

Endpoint on-time performance for the *San Joaquin* for the 12 months ending September 30, 2018, was 77.0%. This is an increase of 0.4 percentage points over on-time performance of 76.6% in the 12 months ending September 30, 2017.

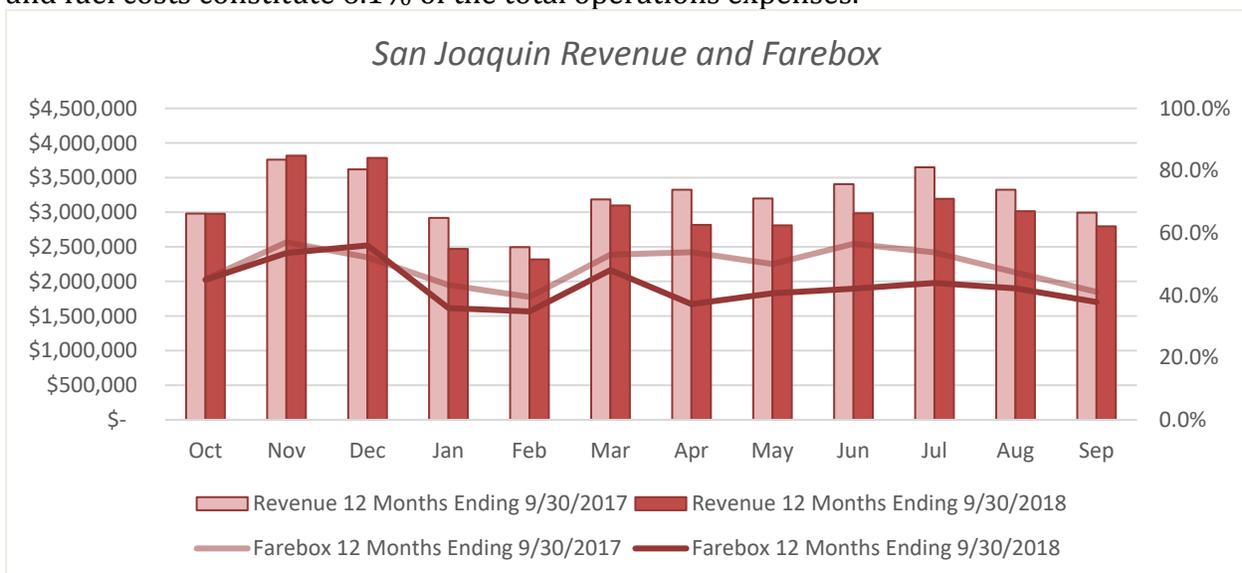


REVENUE and FAREBOX RATIO

Total revenue on the *San Joaquin* for the 12 months ending September 30, 2018, was \$36,073,870. This is a decrease of 7.1% from revenue of \$38,846,236 in the 12 months ending September 30, 2017.

Total expenses for the 12 months ending September 30, 2018, were \$83,875,635, an increase of 6.3% over expenses of \$78,897,537 in the 12 months ending September 30, 2017. The resulting farebox ratio in the 12 months ending September 30, 2018, was 43.0%, a decrease of 6.2 percentage points from the farebox ratio of 49.2% in the 12 months ending September 30, 2017.

Amtrak costs and contracted services constitute 83.7% of the total operations expenses and fuel costs constitute 6.1% of the total operations expenses.



SUMMARY

The following table provides further detail on the ridership, revenue, expense, farebox ratio, and on-time performance for the *San Joaquin* for the 12 months ending in the first quarter of both FY 2018-19 and FY 2017-18.

State-Supported Intercity Passenger Rail				
<i>San Joaquin</i>				
	12 Months Ending 9/30/2018	12 Months Ending 9/30/2017	Difference	Percent Change
Ridership	1,078,902	1,120,037	-41,135	-3.7%
Revenue	\$36,073,870	\$38,846,236	-\$2,772,366	-7.1%
Expenses	\$83,875,635	\$78,897,537	\$4,978,098	6.3%
Farebox	43.0%	49.2%	-6.2PP	
On-Time Performance	77.0%	76.6%	0.4PP	
<i>PP - Percentage Points</i>				

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 3.7
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

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

SUMMARY:

The California Department of Transportation (Department) is presenting this as an informational item to the California Transportation Commission (Commission), to report the final support expenditures for two State Transportation Improvement Program (STIP) projects.

BACKGROUND:

Current STIP Guidelines (Resolution G-17-22), adopted by the Commission on August 16, 2017, stipulate that the Commission will maintain a long-term balance of county shares and interregional shares, as specified in Streets and Highways Code Section 188.11. Typically, share balance adjustments for final project development and Right of Way are reported to the Commission at the time of construction allocation.

For the projects on this report, one of the projects shown on the attached list, is programmed for pre-construction components only and does not require Commission action. For the other project, the final expenditures were inadvertently not reported at the time of allocation of construction funds. Final expenditure details for each project are listed on the attached spreadsheet. The Department has officially notified the regional transportation planning agencies of this report.

Attachment

Report of Final Expenditures for STIP Projects (\$ in 1,000)

Dist	Co	Rte	PPNO	PA&ED		PS&E		R/W Support		R/W	
4	CC	4	0298E								
Project Description					Final		Final		Final		Final
I-680/SR 4 Interchange - Widen Route 4				Programmed	Expenditures	Programmed	Expenditures	Programmed	Expenditures	Programmed	Expenditures
Program			RIP					\$300	\$300	\$4,800	\$4,800
Comments				Final right of way estimate was inadvertently not provided at the time of June 2018 allocation of construction funds.							

Dist	Co	Rte	PPNO	PA&ED		PS&E		R/W Support		R/W	
4	SM	101	0690A								
Project Description					Final		Final		Final		Final
US 101/Willow Road Interchange				Programmed	Expenditure	Programmed	Expenditure	Programmed	Expenditures	Programmed	Expenditures
Program			RIP	\$3,534	\$1,352	\$4,946	\$8,041	\$855	\$855	\$2,217	\$2,217
Comments				Construction is funded with local funds.							

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 4.15
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **TRAFFIC CONGESTION RELIEF PROGRAM - ANNUAL REPORT**

SUMMARY:

The California Transportation Commission's (Commission) Traffic Congestion Relief Program (TCRP) guidelines require lead agencies to periodically report on project status; Commission policy requires these reports annually. The California Department of Transportation (Department) assists the Commission in reporting on TCRP activity and does so by administering the annual reporting process.

With the passage of Senate Bill (SB) 1 (Beall, 2017), the TCRP has been deemed complete and final as of June 30, 2017, with no further programming or allocations of TCRP projects. Therefore, there was no activity for the Fiscal Year (FY) 2017-18 except for project expenditures.

As of June 30, 2018, of the \$4,908,900,000 legislated to the Traffic Congestion Relief Fund (TCRF), \$4,572,059,000 was ultimately programmed and \$4,564,296,000 allocated. The program legislated 141 specific projects, some of which have been subdivided, creating a total of 217 separate projects.

BACKGROUND:

The Traffic Congestion Relief Act of 2000 (Assembly Bill 2928, Chapter 91, Statutes of 2000 and SB 1662, Chapter 656, Statutes of 2000) created the TCRP and the TCRF, and committed \$4,908,900,000 to 141 specific projects.

PROGRAM STATUS

Programming: Of the \$4,908,900,000 legislated for the Traffic Congestion Relief Program, a total of \$4,572,059,000 in TCRF funding had been programmed to projects or project components.

Allocations: As of June 30, 2017, at the close of the program, a total of \$4,564,296,000 has been allocated to these programmed projects. Of the amount allocated, approximately \$4,245,000,000 has been expended.

Number of TCRP projects: According to TCRP statutes, 141 projects were originally identified. Subsequently, 39 of those projects had been subdivided, establishing a total of 217 TCRP projects

approved by the Commission. Of the 217 individual projects, 14 either were substituted with other projects and not funded or the funding was incorporated into other TCRP projects leaving a total of 203 projects funded with TCRP funds. During FY 2017-18, 20 projects, or TCRP funded phases, were reported as completed. As of June 30, 2017, a total of 195 projects, or 94 percent of the funded projects have been completed or considered closed. The remaining projects will continue to be reported on until complete. The attachments list the TCRP projects that are currently active and those TCRP funded phases considered complete or closed.

SUMMARY

Traffic Congestion Relief Fund (\$1000s)					
Total All Projects	In Statute	Programmed	Allocated	Expended*	Unprogrammed
		\$4,908,900	\$4,572,059	\$4,564,296	\$4,245,000
% of Total	100%	93.14%	92%	93%	6.86%

* Percent based on total amount allocated.

- Attachment A: List of active projects.
- Attachment B: List of completed projects.

List of Active projects as of 06/30/2018

TCRP No.	PPNO	Dist	Co	Name
4	var	4	Ala	Route 680; add northbound HOV lane over Sunol Grade, Milpitas to Route 84
7.3	T0073	4	SCI	CalTrain Service Improvement Phase III Project
12.2	2011F	75	CC	Hercules Intercity Rail Station project
14	1155	5	Mon	Capitol Corridor Extension to Monterey County
16.2	0192E	4	CC	SR-4 East Widening from Loveridge to Somersville
17	var	4	Mrn	Route 101 HOV Lane Gap Closure
35.2	2002	75	LA	L.A.-Fullerton Triple Track and Grade Separation
39	0851G	7	LA	I-405 Carpool Lane I-10 to US 101(Northbound)
40	var	7	LA	Route 10 HOV Lanes
42	var	7	LA	I-5 Carpool Lane-Orange CL to I-605
43	2808A	7	LA	Orange County to Route 605
47	21070	7	Ven	Route 101; California Street off-ramp in Ventura Co.
50	var	7	LA	Route 71 Expressway to Freeway Conversion
55.5	1131	8	SBd	ACE: South Milliken Avenue Railroad Grade Separation
56.1	T0561	8	SBd	San Bernardino Line - Turnouts at Control Point Beech
74.11	T7411	75	SD	Elvira to Moreno Double Track
99.4	2117	75	Mer	Project 99.4 - Merced to LeGrand Double Track, Segment 2 (2b), including Second Platform at Amtrak Station.
106	5951	10	Mer	Campus Parkway; new arterial in Merced County from Route 99 to Bellevue Road
113	Var	6	Ker	Route 46 Expressway
115	3L05	3	Sac	South LRT ext, Meadowview-Calvine (TCRP #115)
116	3148	3	Sac	Northeast Corridor Enhancements
148.1	0042A	11	Imp	Widen State Route 98

List of completed projects as of 06/30/2018

TCRP No	PPNO	Dist	Co	Title
1.1	T0011	4	SCL	BART to San Jose; extend BART from Fremont to Warm Springs
1.2	T0012, 2147D	4	SCL	BART to San Jose; extend BART from Warm Springs to Downtown San Jose
1.3	T0013	4	SCL	BART to San Jose; Extend from Berryessa to San Jose
2		4	SCL	Alternate Project; Acquire rail line for BART to San Jose
3	T0003	4	SCL	Route 101; widen freeway from four to eight lanes-Bernal Road to Burnett Avenue.
5	0468E	4	SCL	Rte 101; add NB lane to fwy thru San Jose, Rte 87 to Trimble Road
6	T0060	4	SCL	Route 262; major investment study, Route 680 to Route 880 near Warm Springs.
7.1	T0071	4	SCL	CalTrain; expand service to Gilroy.
7.2	T0072	4	SCL	CalTrain; Caltrain Service Improvement Project
8	0409C	4	SCL	Route 880; reconstruct Coleman Avenue Interchange near San Jose Airport.
9.1	T0091	4	ALA/ SCL	Capitol Corridor; improve intercity rail line between Oakland and San Jose. Harder Road Overcrossing Project.
9.2	2086	4	ALA	Capitol Corridor; Emeryville Station track and platform improvements.
9.3		5	ALA	Cap Corridor Improvements (Jack London Square Station Track and Platform Improvements)
9.4	2064	4	ALA/SCL	Capitol Corridor; Oakland to San Jose intercity track improvements.
10	T0100	4	Bay Area	Regional Express Bus; acquire low-emission buses in nine counties.
11	T0110	4	Bay Area	San Francisco Bay Southern Crossing; complete feasibility and financial studies for new San Francisco Bay crossing (new bridge, HOV/Transit bridge or second BART tube) in Alameda and San Francisco or San Mateo Counties. Segment I - 2000 SF Bay Crossing.
11.1	T0111	4	MTC	San Francisco Bay Southern Crossing; Video Tolling
12.1	2011H	4	CC	BART Extension Eastward from Pittsburg/Bay Point
12.3	T0123	4	ALA/CC	Bay Area Transit Connectivity; studies and improvements for, the I-580 Livermore Corridor; the Hercules Rail Station and related improvements.
13	T0130	4	Var	CalTrain Peninsula Corridor; acquire rolling stock, add passing tracks, and construct pedestrian access structure at stations.
15	29491	4	ALA	Caldecott Tunnel; add 4th bore tunnel w/ additional lanes in Alameda & Contra Costa Counties.
16.1	0190D	4	CC	Route 4; widen freeway to eight lanes from Railroad through Loveridge Road.
18	0360F, 0360J, 0360H	4	MRN/SON	Rte 101; widen 8 miles of fwy to 6 lanes, Novato to Petaluma (Novato Narrows)
18.1	T0181	4	MRN/SON	Rte 101; widen 8 miles of fwy to 6 lanes (East Washington Boulevard Interchange)
18.2	0360G	4	MRN/SON	Rte 101; widen 8 miles of fwy to 6 lanes (San Antonio Creek Curve Correction)
19	T0190	4	SF	Bay Area Water Transit Auth; establish a regional water transit system.
20.1	2134	4	SF	San Francisco Muni 3rd Street Light Rail Extension
20.2	T0202	4	SF	San Francisco Muni 3rd Street Light Rail
21	T0210	4	SF	San Francisco Muni Ocean Avenue Light Rail
22	0619A	4	SF	Doyle Drive Replacement

TCRP No	PPNO	Dist	Co	Title
23	1003G	4	SM/SF	CalTrain Peninsula Corridor; complete grade seps at Poplar Avenue in (San Mateo), 25th Avenue (San Mateo), and Linden Avenue (South SF) in San Mateo County.
24	T0240	4	SOL	Vallejo Baylink Ferry; expand Baylink Vallejo-San Francisco service.
25.1	T0251	4	SOL	I-80/I-680/Route 12 Interchange in Fairfield Major Investment Study/Corridor Study.
25.2	5301K	4	SOL	I-80/I-680/Route 12 Interchange Connector, Phase 2
25.3	5301K	4	SOL	I-80/I-680/Route 12 Interchange
26	2021	4	ALA	Livermore Valley Siding
27.1	2009L	4	ALA/CC	Vasco Road Safety and Transit Enhancement Project-Parking Structure for VC Project.
27.2	T0272	4	ALA/CC	Vasco Road Safety and Transit Enhancement Project-Parking Structure for VC Project.
27.3	T0273	4	ALA/CC	Vasco Road Safety and Transit Enhancement Project-Parking Structure for VC Project.
28	2011G	4	CC	Parking Structure at Transit Village at Richmond BART Station
29	T0290	4	ALA/CC	AC Transit; buy two fuel cell buses and fueling facility for demonstration project.
30	T0300	4	MRN	Implementation of commuter rail passenger service from Cloverdale south to San Rafael & Larkspur in Marin and Sonoma Counties.
31	0112A 0112B, 0112D, 0112F	4	ALA	Route 580; construct EB & WB HOV lanes from Tassajara Road/Santa Rita Road to Vasco Road
32.1	T0321	1	HUM	North Coast Railroad; repair and upgrade track. Subparagraph (a)(2) defray administrative costs.
32.2	T0322	1	HUM	North Coast Railroad; repair and upgrade track. Sub-paragraph (b) completion of rail line from Lombard to Willits.
32.3	T0323	1	Various	North Coast Rail Authority; Complete Rail Line
32.4	T0324	1	NAP/SON/MRN	NCRA repair & upgrade track to meet Class II (freight) standards.
32.5	T0325	1	NAP/SON/MRN	NCRA; repair & upgrade track to meet Class II (freight) standards, environmental remediation.
32.6	T0326	1	HUM	North Coast Railroad; repair and upgrade track. Sub-paragraph (f) debt reduction.
32.7	T0327	1	HUM	North Coast Railroad; local match funds
32.8	T0328	1	HUM	North Coast Railroad; Repayment of Q Fund
32.9	T0329	1	Various	North Coast Railroad; long-term stabilization
33	T0330	7	LA	Bus Transit-Acquire low-emission buses for LA County MTA bus service.
34	T0340	7	LA	Blue Line to Los Angeles; new rail line Pasadena to Los Angeles.
35.1	T0351	7	LA	Pacific Surfliner; triple track intercity rail line add run-through-tracks thru LA Union Station.
35.3	T0353	7	LA	Pacific Surfliner; triple track intercity rail line
35.4	T0354	7	LA	Pacific Surfliner; Valley View Grade Separation
35.5	T0355	7	LA	Pacific Surfliner; Passons Blvd. Grade Separation
36	2890	7	LA	Eastside Transit Corridor
37.1	4025	7	LA	Los Angeles Mid-City Transit Improvements.

TCRP No	PPNO	Dist	Co	Title
37.2	3447	7	LA	Exposition Light Rail Transit Corridor, Phase 1
38.1	2891	7	LA	Los Angeles - San Fernando Valley Transit Extension.
38.2	T0382	7	LA	North-South Bus Transit Project (Env only)
41.1	3236, 0162P	7	LA	Route 5; add HOV lanes on Golden State Freeway through San Fernando Valley, Route 170 to Route 14
41.2	0158K	7	LA	Route 5; HOV lanes in San Fernando Valley (Segment 1, from Route 118 to Route 14)
42.2		7	LA	Route 5; widen to 10 lanes in Los Angeles County. (Segment B, Route 605 Interchange to Route 710)
42.3		7	LA	Route 5; widen to 10 lanes in Los Angeles County. (Segment C, Route 710 Interchange)
44	T0440	7	LA	Route 47 (Terminal Island Freeway)
45	T0450	7	LA	Route 710; complete Gateway Corridor Study, Los Angeles/Long Beach ports to Route 5.
46	T0460	7	LA	Route 1; reconstruct intersection at Route 107 in Torrance in Los Angeles County.
48	T0480	7	LA/VEN	Route 101; corridor analysis and PSR to improve corridor from Route 170 to Route 23 in Thousand Oaks.
49.1	T0491	7	LA	Hollywood Intermodal Transportation Center at Highland & Hawthorn
49.2		7	LA	Hollywood Intermodal Transportation Center at Highland-Hawthorn-ATCS
51	T0510	7	LA	NB Route 405/101 Connector Gap Closure
52	2333	7	LA	GARVEE Debt Service (Route 405-Waterford Avenue-Route 10)
53	T0530	7	LA	Automated Signal Corridors (ATSAC).
54.1	2318	7	LA	Alameda Corridor East; build grade seps on BNSF & UPRR lines, downtown LA to county line ACE
54.3	T0543	7	LA	Alameda Corridor East; build grade seps on BNSF line at Passons Boulevard in Pico Rivera
55.1	T0551	8	SBD	Alameda Corridor East; build grade seps on BNSF and UP rail lines. Los Angeles County line to Colton in San Bernardino County (Montclair)
55.2	T0552	8	SBD	Alameda Corridor East; build grade seps on BNSF and UP rail lines. San Bernardino County (Ontario)
55.3	T0553	8	SBD	Alameda Corridor East; SANBAG - Hunts Lane
55.4	1141	8	SBD	Alameda Corridor East; SANBAG (Colton) - Laurel Street
56	3071	8	SBD	Metrolink; track and signal improvements on Metrolink; San Bernardino line.
57	T0057 0247P	8	SBD	Route 215; HOV lanes through downtown San Bernradino, Route 10 to Route 30
58	0247P	8	SBD	Route 10; widen freeway through Redlands, Route 30 to Ford Street
59	T0590	8	SB	I-10/Live Oak Canyon Interchange Improvement
60.1	T0601	8	SB	Route 15; Southbound Truck Climbing Lane
60.2	0176A	8	SB	Route 15; Southbound Truck Climbing Lane
61	T0610	8	SB	Route 10; reconstruct Apache Trail Interchange east of Banning in Riverside County.
62	0092A	8	RIV	Route 91; Add HOV Lanes; Adams Street to Route 60/215 Junction
62.1	0121L	8	RIV	Route 215 Corridor; Route 60/91/215 Connectors
63	0033	8	RIV	Route 60; add 7 mi of HOV lanes west of Riverside, Route 15 to Valley Way

TCRP No	PPNO	Dist	Co	Title
64.1	0076B	8	RIV	Route 91; replace Green River Road Overcrossing, in Riverside County.
70.1	T0701	12	ORA	Route 22; add HOV lanes on Garden Grove Freeway, Route I-405 to Route 55 in Orange County – Construction of soundwalls .
70.2	T0702	12	ORA	Route 22; Add HOV lanes on Garden Grove Freeway
70.3		12	ORA	Route 22; HOV lanes on Garden Grove freeway, Route 405-Route 55 (Landscape)
73	9656	12	ORA	Alameda Corridor East; (Orangethorpe Corridor) build grade seps on BNSF line.
73.1	TC38	12	ORA	Alameda Corridor East; (Orangethorpe Corridor) Kraemer Boulevard Undercrossing
74	2073	11	SD	Pacific Surfliner; within San Diego County.
74.1	2071	11	SD	Pacific Surfliner; double track intercity rail line w/n San Diego County, add maintenance yard (Oceanside Double Tracking).
74.2		11	SD	Pacific Surfliner; double track intercity rail line within San Diego County - improvements to the LOSSAN Corridor.
74.3		11	SD	Maintenance Yard
74.4	T0744	11	SD	Pacific Surfliner; double track intercity rail line within San Diego County - Track and signal improvements at Fallbrook.
74.5		11	SD	Pacific Surfliner; double track intercity rail line within San Diego County - Encinitas Passing Track.
74.6		11	SD	Pacific Surfliner; double track intercity rail line within San Diego County - Leucadia Blvd Grade Separation.
74.7	2072	75	SD	In Encinitas, between La Costa Boulevard and Chesterfield Drive. Construct a grade separated pedestrian crossing in the vicinity of Santa Fe Drive. (TCRP #74.7)
74.8	T0748	11	SD	Pacific Surfliner; double track intercity rail line within San Diego County - CP O'Neil to CP Flores Double Track.
74.9	T0749/ 2006	11	SD	Pacific Surfliner; Santa Margarita River Bridge and Doubletrack
74.10	2073	11	SD	Pacific Surfliner; within San Diego Co. (Carlsbad Doubletrack)
75.1	T0751	11	SD	San Diego Transit Buses – Acquire CNG buses, purchase three fueling facilities, and expand one fueling facility.
75.2	T0752	11	SD	San Diego Transit Buses; acquire 85 low-emission buses.
76	T0760	11	SD	Coaster Commuter Rail; acquire one new train set to expand commuter rail.
76.1	T0761	11	SD	Coaster Commuter Rail; acquire one new train set to expand commuter rail.
77	T0770	11	SD	Route 94 environmental & HOV lanes from Route 5 in downtown to Route 805
78	7413	11	SD	East Village access; improve access to light rail from new in-town East Village development.
79	8192A	11	SD	North County Light Rail; build new 20-mile light rail line from Oceanside to Escondido.
80	7307	11	SD	Mid-Coast University City Extension, PS&E
81	T0810	11	SD	San Diego Ferry; acquire low-emission high-speed ferryboat for new off-coast service.
82.1	0129X	11	SD	Route 5/805 Widening & Interchange (Stage 3)
82.2	0701	11	SD	Route 5/805 North Coast Corridor Project (Stage 1A)
83.1	0683	11	SD	Route 15; managed lanes north of San Diego (State 1-Transit elements)

TCRP No	PPNO	Dist	Co	Title
83.2	0223B	11	SD	I-15 Managed Lanes
84	0260, 0260F	11	SD	Route 52; build 4 miles of new 6-lane freeway to Santee, Mission Gorge to Route 67
85	0271E	11	SD	Route 56; new freeway between I-5 and I-15 in the city of San Diego
86	09182	11	SD	Route 905; 6-lane freeway on Otay Mesa, Route 805 to Mexico Port of Entry
87.1	T0871	11	SD	Routes 94/125; build two new freeway connector ramps at Route 94/125 in Lemon Grove.
87.2	0356	11	SD	Route 5; realign freeway at Virginia Avenue (add lane) at San Ysidro POE
88.1	T0881	11	SD	Route 5; realign freeway at Virginia Avenue (southbound lanes) near San Ysidro
88.2	T0882	11	SD	Route 5; realign freeway at Virginia Avenue (add lane)
89	T0890	6	FRE	Route 99; improve Shaw Avenue Interchange in northern Fresno
90	1530	6	FRE	Route 99; widen freeway to 6 lanes, Kingsburg to Selma in Fresno County
91	0090F	6	FRE	Route 180 - Clovis Avenue to Temperance Avenue
92	2092	75	KIN	San Joaquin Corridor; improve track & signals near Hanford in Kings County
93	T0930	6	FRE	Route 180; complete environmental studies to extend Route 180 west from Mendota to I-5
94	1490	6	FRE	Highland Avenue 4 Lane
95	T0950	6	FRE	Route 41; add auxiliary lane from Herndon Avenue to Friant Road, widen Friant Road off-ramp and add turning lanes, Fresno County
96	T0096	6	FRE	Friant Road; widen to 4 lane from Copper Avenue to Road 206.
97	T0970	6	FRE	Operational improvements on Shaw, Chestnut, Willow, and Barstow Avenues near CSU, Fresno.
97.1	T0971	6	FRE	Operational improvements on Shaw, Chestnut, Willow, and Barstow Avenues in the City of Clovis
97.2	T0972	6	FRE	Operational improvements on Shaw, Chestnut, Willow, and Barstow Avenues in the City of Fresno.
98	T0980, T0098	6	FRE	Peach Avenue; widen to 4-lane arterial & add pedestrian overcrossings for 3 schools
99.1	T0991	6	SJ	San Joaquin Corridor; improve track and signals along San Joaquin intercity rail line in seven counties. CALWA to BOWLES.
99.2	2079	75	SJ	Capacity Improvements - Oakley to Port Chicago Stockton to Escalation
99.3	2025	75	MAD	Madera Amtrak Station Relocation
100	T1000	10	SJ	SJ Valley Emergency Clean Air Attainment Program; incentives for the reduction of emissions from heavy-duty diesel engines operating within the eight-county San Joaquin Valley region.
101	T1010	5	SC	Santa Cruz Metropolitan Transit District bus fleet; acquisition of low-emission buses.
102.1	916	5	SB	Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATSC) technology – Outer State Street Signal System.
102.2		5	SB	State Street smart corridor, Santa Barbara County
102.3	T1023	5	SB	Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATSC) technology
103	E013	6	KER	7th Standard Road Widening
104	5414	10	MER	Route 99; 6-lane freeway south of Merced, Buchanan Hollow Road to Healey Road

TCRP No	PPNO	Dist	Co	Title
105	5401	10	MER	Route 99; 6-lane freeway from Madera County line to Buchanan Hollow Road in Merced County
107	7965B	10	SJ	Widen freeway to 6 lanes, Tracy to I-5
108	7213	10	SJ	Route 5; add NB lane to freeway thru Mossdale "Y", Route 205 to Route 120
109	0944m	10	STA	Route 132; 4-lane expressway in Modesto, Stone Avenue to 6th Street
110	7855	10	STA	Route 132; four-lane expressway, Route 33 to San Joaquin-Stanislaus County Line
111	A4360 B	6	KIN	Route 198; build 10 miles of new 4-lane expressway from Route 99 to Hanford
112	T1120	6	KIN	Jersey Avenue; widen from 17th Street to 18th Street in Kings County
114	T1140	6	KER	Route 65; improvements, studies, Route 99 to Tulare County Line, in Kern County.
117	0R01	3	SAC	Folsom Light Rail; extend light rail tracks from 7th Street and K Street to the Amtrak Depot in Sacramento, and extend Folsom light rail.
118	T1180	3	SAC	Sacramento Emergency Clean Air/Transportation Plan (SECAT).
119.1	T1191	3	SAC	Convert Sacramento Regional Transit bus fleet to low emission and provide Yolobus service by the Yolo County Transportation District. Project Deleted
119.2	T1192	3	SAC	Convert Sacramento Regional Transit bus fleet to low emission and provide Yolobus service by the Yolo County Transportation District.
121	T1210	6	KER	Metropolitan Bakersfield System Study; to reduce congestion in the city of Bakersfield.
122	8650	6	TUL	Route 65 widening from 7th Standard-Route 190
123	2029	11	SD	Oceanside Transit Center; parking structure.
126	0127A	3	SAC	Route 50/Watt Avenue Widen/Modify Interchange
127	T1270	4	SCL	Route 85/Route 87; interchange completion; addition of two direct connectors.
128	2308F	2	SHA	Airport Road; Reconstruction and Intersection Improvement Project
129	T1290	8	SBD	Route 62; traffic & pedestrian safety and utility
133	T1330	3	SAC	Feasibility studies for grade separation projects for Union Pacific Railroad at Elk Grove Boulevard and Bond Road.
134	0223A	3	SAC	Route 50/Sunrise Boulevard; interchange modifications.
135	0247J	3	SAC	Route 99/Sheldon Road; interchange project.
138	T1380	6	KIN/TUL	Cross Valley Rail; upgrade track from Visalia to Huron.
139.1	T1391	4	SF	Balboa Park BART Station; Phase I expansion - BART Project Improvements.
139.2	T1392	4	SF	Balboa Park BART Station; Phase I expansion - Historic Geneva Office Building.
140	T1400	6	TUL	City of Goshen; overpass for Route 99.
141	2110	4	ALA	Union City; pedestrian bridge over Union Pacific rail lines.
142	T1420	7	LA	West Hollywood; repair, maintenance, and mitigation of Santa Monica Boulevard.
144	T1440	4	SF/MRN	Seismic retrofit of the national landmark Golden Gate Bridge.
145	T0145	7	LA	Construction of a new siding in Sun Valley between Sheldon Street and Sunland Boulevard.
146	0007E	8	RIV	Construction of Palm Drive Interchange
148.2	T1482	11	IMP	Route 98; widening of 8 miles between Route 111 and Route 7 from 2 lanes to 4 lanes.

TCRP No	PPNO	Dist	Co	Title
149	T1490	5	SCr	Purchase of low-emission buses for express service on Route 17.
150	T1500	5	SCr	Santa Cruz Metro Center
151	T0151	7	LA	Purchase of 5 alternative fuel buses for the Pasadena Area Rapid Transit System.
152	T1520	7	LA	Pasadena Blue Line transit-oriented mixed-use development.
153	T0153	7	LA	Pasadena Blue Line utility relocation.
154	T0154	7	LA	Route 134/I-5 interchange study.
156	1014	4	ALA	BART Trans Bay Tube Seismic Retrofit
157	0367D, 0367H, 0367I	4	NAP/SOL	Route 12; Congestion Relief Improvements, Route 29 to I-80
158.1	T1581	7	LA	Remodel the intersection of Olympic Boulevard, Mateo Street, and Porter Street.
158.2	T1582	7	LA	Intersection of Olympic Boulevard/Mateo Street/Porter Street
159	0789A	4	SON	Route 101 HOV Lanes; Route 12 to Steele Lane

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 2.2c.(2)
Action

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING – MITIGATED NEGATIVE DECLARATION FOR THE ANNIE AND MARY TRAIL: PHASE 1 PROJECT (RESOLUTION E-19-10)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Annie and Mary Trail: Phase 1 Project (Project) in Humboldt County and approve the Project for future consideration of funding?

RECOMMENDATION:

Commission staff recommends the Commission accept the Mitigated Negative Declaration and approve the Project for future consideration of funding.

BACKGROUND:

The City of Blue Lake (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct a Class 1 multi-use trail, including a paved-tread surface, install coverts, construct a bridge over Powers Creek, and informational signage and pedestrian scale lighting.

On November 5, 2018, the City of Blue Lake Planning Commission adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological and cultural resources, and air quality. Mitigation measures include, but are not limited to: restrict vegetation clearing to occur outside the bird nesting season from February 15 to September 1; notify the Tribal Historic Preservation Officer for Blue Lake Rancheria, Wiyot Tribe, and the River Band of Rohnerville Rancheria if artifacts are encountered during excavation activities; and require construction areas to be watered down two-times daily during the dry season to reduce airborne dust particles.

On November 16, 2018, the City confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission.

The Project is estimated to cost \$983,000 and is fully funded through construction with Active Transportation Program Funds (\$976,000) and Friends of Annie and Mary Local Funds (\$7,000).

Construction is estimated to begin in Fiscal Year 2019-20.

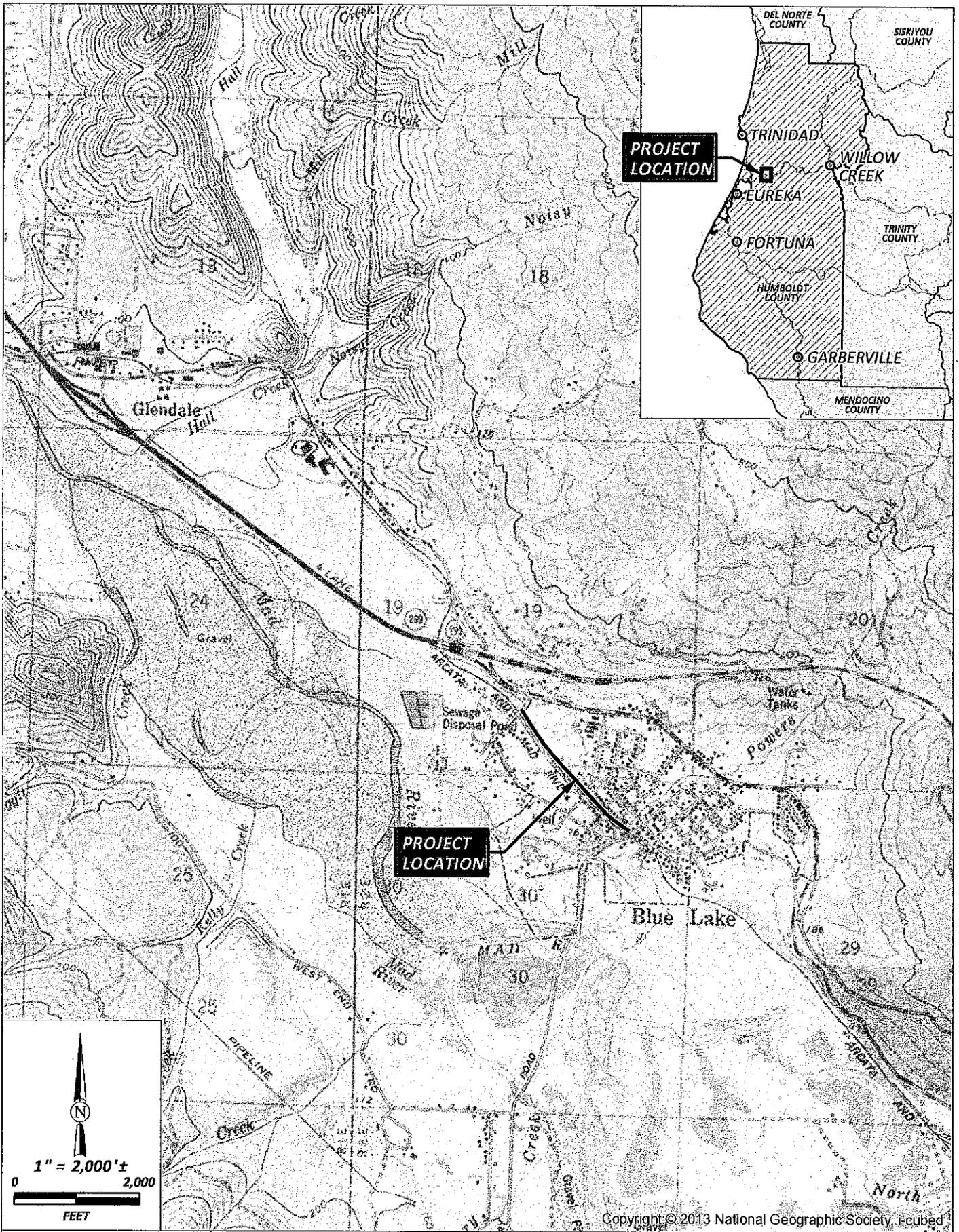
Attachments:

- A. Resolution E-19-10
- B. Notice of Determination
- C. Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
1 – Humboldt County
Resolution E-19-10**

- 1.1 **WHEREAS**, the City of Blue Lake (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Annie and Mary Trail: Phase 1 Project (Project); and
- 1.2 **WHEREAS**, the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 **WHEREAS**, the Project is located on the Annie and Mary Railroad Line right of way in Humboldt County; and
- 1.4 **WHEREAS**, the Project will construct a Class 1 multi-use trail, including a paved-tread surface, install coverts, construct a bridge over Powers Creek, and informational signage and pedestrian scale lighting; and
- 1.5 **WHEREAS**, on November 5, 2018, the City of Blue Lake Planning Commission found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 **WHEREAS**, on November 5, 2018, the City of Blue Lake Planning Commission adopted the Mitigated Negative Declaration; and
- 1.7 **WHEREAS**, on November 16, 2018, the City confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission; and
- 1.8 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project for future consideration of funding.



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 <p>SHN Consulting Engineers & Geologists, Inc.</p>	<p>City of Blue Lake Annie & Mary Trail - Phase 1 Blue Lake, California</p>	<p>Project Location SHN 018149.100</p>
<p>September 2018</p>	<p>PH1_Fig1_ProjectLocation</p>	<p>Figure 1</p>

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 2.2c.(3)
Action

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING – MITIGATED NEGATIVE DECLARATION FOR THE EL DORADO TRAIL: MISSOURI FLAT ROAD TO EL DORADO PROJECT (RESOLUTION E-19-11)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the El Dorado Trail: Missouri Flat Road to El Dorado Project (Project) in El Dorado County and approve the Project for future consideration of funding?

RECOMMENDATION:

Commission staff recommends the Commission accept the Mitigated Negative Declaration and approve the Project for future consideration of funding.

BACKGROUND:

The County of El Dorado (County) is the California Environmental Quality Act lead agency for the Project. The Project will construct a Class 1 multi-use trail, including a paved bicycle and pedestrian path extending for approximately 2.2-miles, an above-grade crossing at Missouri Flat Road, install fencing/railing, add multiple small culvert crossings, and signage.

On December 19, 2017, the County of El Dorado Board of Supervisors adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to air quality, biological and cultural resources, geology, hydrology, and noise. Mitigation measures include, but are not limited to: require the implementation of an Asbestos Hazard Mitigation Plan, conduct botanical and wetland resource surveys, develop a Stormwater Pollution Prevention Plan to minimize disturbances to perennial and ephemeral drainages, contract with a qualified archaeologist if historical artifacts are discovered, conduct a Long-Term Maintenance of Corridor Study before the rainy season commences, prepare a Drainage Control Plan for management of

drainage flow, and limit construction activities from 7:00 am to 7:00 pm Monday through Friday to limit heavy machinery noise.

On November 30, 2018, the County confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission.

The Project is estimated to cost \$4,639,960 and is fully funded through construction with Congestion Mitigation and Air Quality Improvement Program Funds (\$790,000), Active Transportation Program Funds (\$3,419,000), Motor Vehicle Emissions Reductions Grant Program Funds (\$215,960), and Local Funds (\$215,000).

Construction is estimated to begin in Fiscal Year 2018-19.

Attachments:

- A. Resolution E-19-11
- B. Notice of Determination
- C. Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
3 – El Dorado County
Resolution E-19-11**

- 1.1 **WHEREAS**, the County of El Dorado (County) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the El Dorado Trail: Missouri Flat Road to El Dorado Project (Project); and
- 1.2 **WHEREAS**, the County has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 **WHEREAS**, the Project is located on the Sacramento/Placerville Transportation Corridor between Missouri Flat Road in Diamond Springs and Oriental Street; and
- 1.4 **WHEREAS**, the Project will construct a Class 1 multi-use trail, including a paved bicycle and pedestrian path extending for approximately 2.2-miles, an above-grade crossing at Missouri Flat Road, install fencing/railing, add multiple small culvert crossings, and signage; and
- 1.5 **WHEREAS**, on December 19, 2017, the County of El Dorado Board of Supervisors found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 **WHEREAS**, on December 19, 2017, the County of El Dorado Board of Supervisors adopted the Mitigated Negative Declaration; and
- 1.7 **WHEREAS**, on November 30, 2018, the County confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission; and
- 1.8 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project for future consideration of funding.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

El Dorado Trail: Missouri Flat Road to El Dorado Project
Project Title

2017102014	Donna Keeler	(530) 621-3829
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on the Sacramento/Placerville Transportation Corridor between Missouri Flat Road in Diamond Springs and Oriental Street in El Dorado County.

Project Description: The project will construct a Class 1 multi-use trail, including a paved bicycle and pedestrian path extending for approximately 2.2-miles, an above-grade crossing at Missouri Flat Road, install fencing/railing, add multiple small culvert crossings, and signage.

This is to advise that the California Transportation Commission has approved the above described project on
(Lead Agency/ X Responsible Agency)
January 30-31, 2019, 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 and was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (X was / was not) adopted for this project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (X were/ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 2850 Fairlane Court, Placerville, CA 95667

SUSAN BRANSEN

Signature (Public Agency)

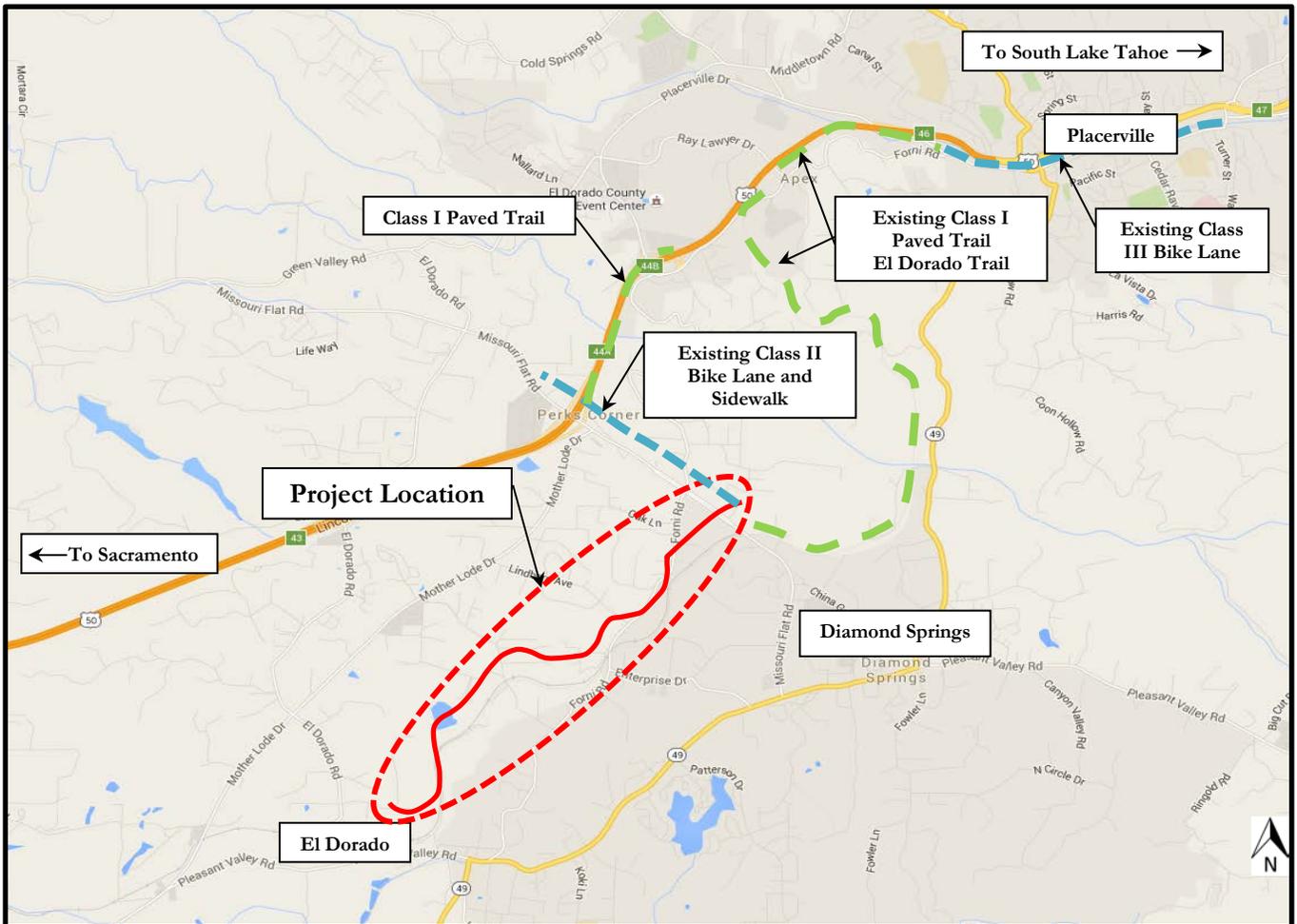
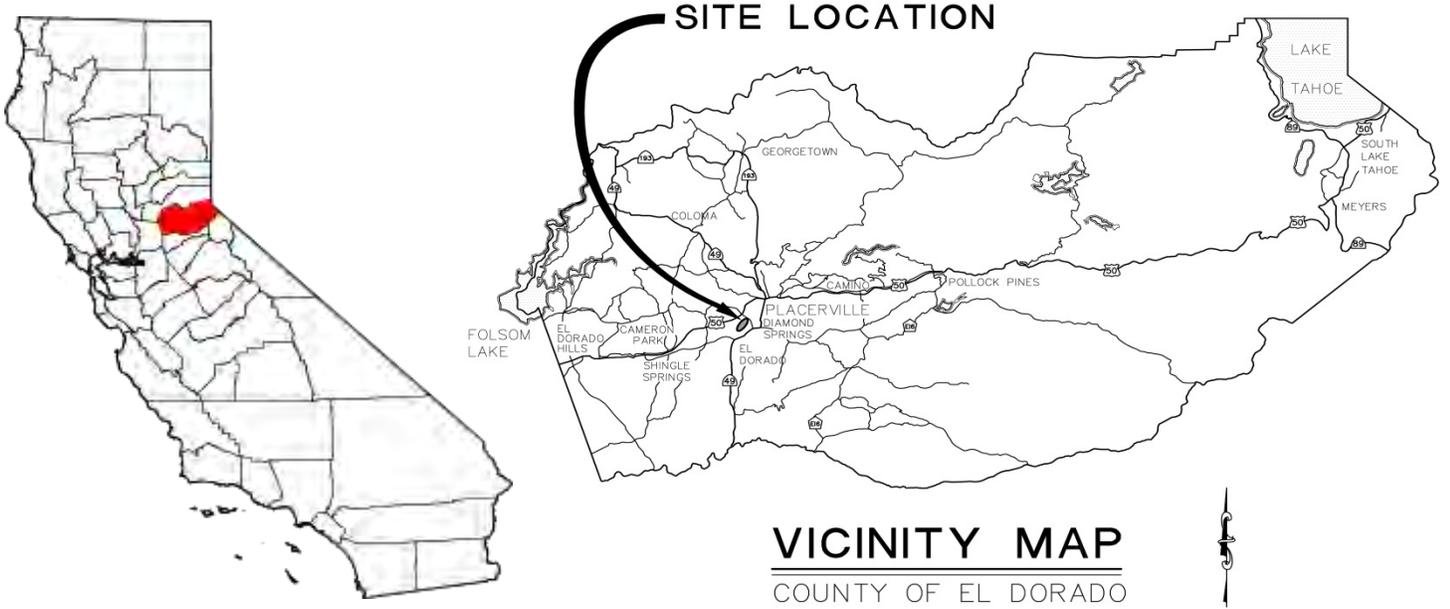
Date

Executive Director
California Transportation Commission

Title

Date received for filing at OPR:

Project Vicinity and Location Maps



M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 2.2c.(4)
Action

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING – MITIGATED NEGATIVE DECLARATION FOR THE FOLSOM BOULEVARD COMPLETE STREETS: PHASE 1 PROJECT (RESOLUTION E-19-12)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Folsom Boulevard Complete Streets: Phase 1 Project (Project) in Sacramento County and approve the Project for future consideration of funding?

RECOMMENDATION:

Commission staff recommends the Commission accept the Mitigated Negative Declaration and approve the Project for future consideration of funding.

BACKGROUND:

The County of Sacramento (County) is the California Environmental Quality Act lead agency for the Project. The Project will construct approximately 4,750 linear feet of pedestrian and bicycle infrastructure, including ramps that meet American with Disabilities (ADA) requirements, a landscaping buffer and safety fencing, pedestrian push button signals, storm drain inlets, curbs and gutters, bike lanes, restriping, and the relocation of utility poles.

On December 4, 2018, the Sacramento County Board of Supervisors adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological and cultural resources, and hazardous materials. Mitigation measures include, but are not limited to: conduct a focused survey on the impacts to the nesting patterns of the Swainson's Hawk, contract with a certified arborist to assist with the preparation of the Replacement Tree Planting Plan, notify the Native American Heritage Commission within 24 hours if human remains are encountered, and conduct soil samples to determine lead concentrations before construction occurs.

On December 12, 2018, the County confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission.

The Project is estimated to cost \$4,751,000 and is fully funded through construction with Active Transportation Program Funds (\$4,180,000) and Local Funds (\$571,000).

Construction is estimated to begin in Fiscal Year 2019-20.

Attachments:

- A. Resolution E-19-12
- B. Notice of Determination
- C. Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
3 – Sacramento County
Resolution E-19-12**

- 1.1 **WHEREAS**, the County of Sacramento (County) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Folsom Boulevard Complete Streets: Phase 1 Project (Project); and
- 1.2 **WHEREAS**, the County has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 **WHEREAS**, the Project is located on the south side of Folsom Boulevard, starting at the intersection of Folsom Boulevard and Mayhew Road, and extending to the intersection of Folsom Boulevard and Bradshaw Road; and
- 1.4 **WHEREAS**, the Project will construct approximately 4,750 linear feet of pedestrian and bicycle infrastructure, including ramps that meet American with Disabilities (ADA) requirements, a landscaping buffer and safety fencing, pedestrian push button signals, storm drain inlets, curbs and gutters, bike lanes, restriping, and the relocation of utility poles; and
- 1.5 **WHEREAS**, on December 4, 2018, the Sacramento County Board of Supervisors found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 **WHEREAS**, on December 4, 2018, the Sacramento County Board of Supervisors adopted the Mitigated Negative Declaration; and
- 1.7 **WHEREAS**, on December 12, 2018, the County confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission; and
- 1.8 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project for future consideration of funding.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Folsom Boulevard Complete Streets: Phase 1 Project
Project Title

2018112004	Julie Newton	(916) 876-8502
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on the south side of Folsom Boulevard, starting at the intersection of Folsom Boulevard and Mayhew Road, and extending to the intersection of Folsom Boulevard and Bradshaw Road in Sacramento County.

Project Description: The project will construct approximately 4,750 linear feet of pedestrian and bicycle infrastructure, including ramps that meet American with Disabilities (ADA) requirements, a landscaping buffer and safety fencing, pedestrian push button signals, storm drain inlets, curbs and gutters, bike lanes, restriping, and the relocation of utility poles.

This is to advise that the California Transportation Commission has approved the above described project on
(Lead Agency/ Responsible Agency)
January 30-31, 2019, and has made the following determinations regarding the above described project:

1. The project (will/ will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (was / was not) adopted for this project.
5. A Statement of Overriding Considerations (was / was not) adopted for this project.
6. Findings (were/ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 827 7th Street, Room 225, Sacramento, CA 95814

SUSAN BRANSEN

Signature (Public Agency)

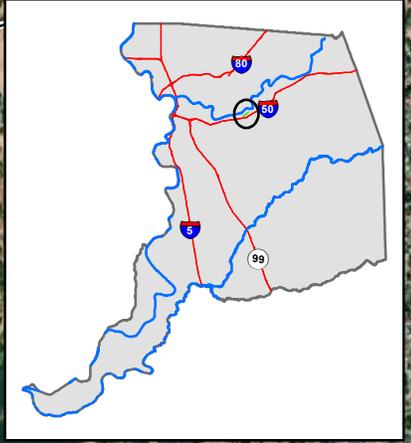
Date received for filing at OPR:

Date

Executive Director

California Transportation Commission

Title



EASTERN AVE

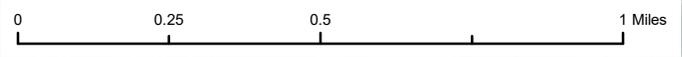
FAIR OAKS BLVD

OLDEN WAY

FOLSOM BLVD

BRADSHAW RD

 Project Limits



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

12/11/2018P:\2018\PLER\PLER2018-00023 Folsom Blvd Complete Streets\6_Graphics\GIS\PLER2018-00023.mxd

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 2.2c.(5)
Action

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING – MITIGATED NEGATIVE DECLARATION AND ADDENDUM FOR THE DOWNTOWN RIVERFRONT STREETCAR PROJECT (RESOLUTION E-19-13)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration and Addendum for the Downtown Riverfront Streetcar Project (Project) in Sacramento and Yolo Counties, and approve the Project for future consideration of funding?

RECOMMENDATION:

Commission staff recommends the Commission accept the Mitigated Negative Declaration and Addendum, and approve the Project for future consideration of funding.

BACKGROUND:

The Sacramento Area Council of Governments is the California Environmental Quality Act lead agency for the Project. The Project will construct a 4.4-mile streetcar alignment that will extend from the West Sacramento Civic Center to the Midtown Sacramento entertainment and retail district.

On August 6, 2015, the Sacramento Area Council of Governments Transportation Committee adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation.

On January 17, 2019, the Sacramento Area Council of Governments Transportation Committee approved an Addendum to the Mitigated Negative Declaration with the following six minor modifications:

1. Incorporate a minor shift to the south of the previously-approved maintenance storage facility in West Sacramento.
2. Eliminate the second maintenance storage facility in Sacramento.
3. Relocate the West Sacramento electric power substation.

4. Incorporate minor revisions to the streetcar track alignment along H Street, near 5th and 6th Streets in Sacramento.
5. Shift several station/platform locations, including the Light Rail Transit station on H Street.
6. Regain a segment of 12th Street, between H Street and J Street, with the removal of an existing Light Rail Transit track and associated features.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological and archaeological resources, public utilities, hazardous materials and noise. Mitigation measures include, but are not limited to: restrict construction to occur during the non-nesting season from September 1 through February 15 to avoid impacting the Swainson's Hawk, utilize ground-penetrating radar or other means to determine the presence or absence of hollow sidewalk segments, coordinate with utility providers on ways to minimize interruptions during utility relocations, conduct a Phase I Environmental Assessment to identify unknown soil and/or groundwater contamination, and implement noise control measures during construction.

On January 18, 2019, the Sacramento Area Council of Governments confirmed that the Mitigated Negative Declaration, including the Addendum, remains valid and that there are no new identified impacts requiring mitigation. The Sacramento Area Council of Governments also confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission.

The Project is estimated to cost \$209,770,000 and is fully funded with Small Starts Program Funds (\$100,000,000), Sacramento/West Sacramento Local Funds (\$44,000,000), Cap and Trade Funds (\$30,000,000), Proposition 1A Program Funds (\$25,000,000), Public Transportation Modernization, Improvement, and Service Enhancement Account Program Funds (\$1,570,000), Congestion Mitigation and Air Quality Improvement Program Funds (\$5,000,000), and City/County Local Funds (\$4,200,000).

Construction is estimated to begin in Fiscal Year 2019-20.

Attachments:

- A. Resolution E-19-13
- B. Notice of Determination
- C. Project Location Map

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
3 – Sacramento and Yolo Counties
Resolution E-19-13**

- 1.1 **WHEREAS**, the Sacramento Area Council of Governments has completed a Mitigated Negative Declaration and Addendum pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Downtown Riverfront Streetcar Project (Project); and
- 1.2 **WHEREAS**, the Sacramento Area Council of Governments has certified that the Mitigated Negative Declaration and Addendum have been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 **WHEREAS**, the Project is located on the alignment that commences at the West Sacramento Civic Center in Yolo County and runs east, terminating in the Midtown District in the City of Sacramento, Sacramento County; and
- 1.4 **WHEREAS**, the Project will construct a 4.4-mile streetcar alignment that will extend from the West Sacramento Civic Center to the Midtown Sacramento entertainment and retail district; and
- 1.5 **WHEREAS**, on August 6, 2015, the Sacramento Area Council of Governments Transportation Committee found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 **WHEREAS**, on August 6, 2015, the Sacramento Area Council of Governments Transportation Committee adopted the Mitigated Negative Declaration; and
- 1.7 **WHEREAS**, on January 17, 2019, the Sacramento Area Council of Governments Board of Directors adopted an Addendum to the Mitigation Negative Declaration; and
- 1.8 **WHEREAS**, on January 18, 2019, the Sacramento Area Council of Governments confirmed that the Mitigated Negative Declaration and Addendum remains valid with no new identified impacts; and
- 1.9 **WHEREAS**, on January 18, 2019, the Sacramento Area Council of Governments also confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission; and
- 1.10 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration and Addendum.

2.1 NOW, THEREFORE, BE IT RESOLVED that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and Addendum, and approves the above referenced Project for future consideration of funding.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Downtown Riverfront Streetcar Project
Project Title

2015052050	Kirk Trost	(916) 340-6210
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on the alignment that commences at the West Sacramento Civic Center in Yolo County and runs east, terminating in the Midtown District in the City of Sacramento, Sacramento County.

Project Description: The project will construct a 4.4-mile streetcar alignment that will extend from the West Sacramento Civic Center to the Midtown Sacramento entertainment and retail district.

This is to advise that the California Transportation Commission has approved the above described project on January 30-31, 2019, and has made the following determinations regarding the above described project:

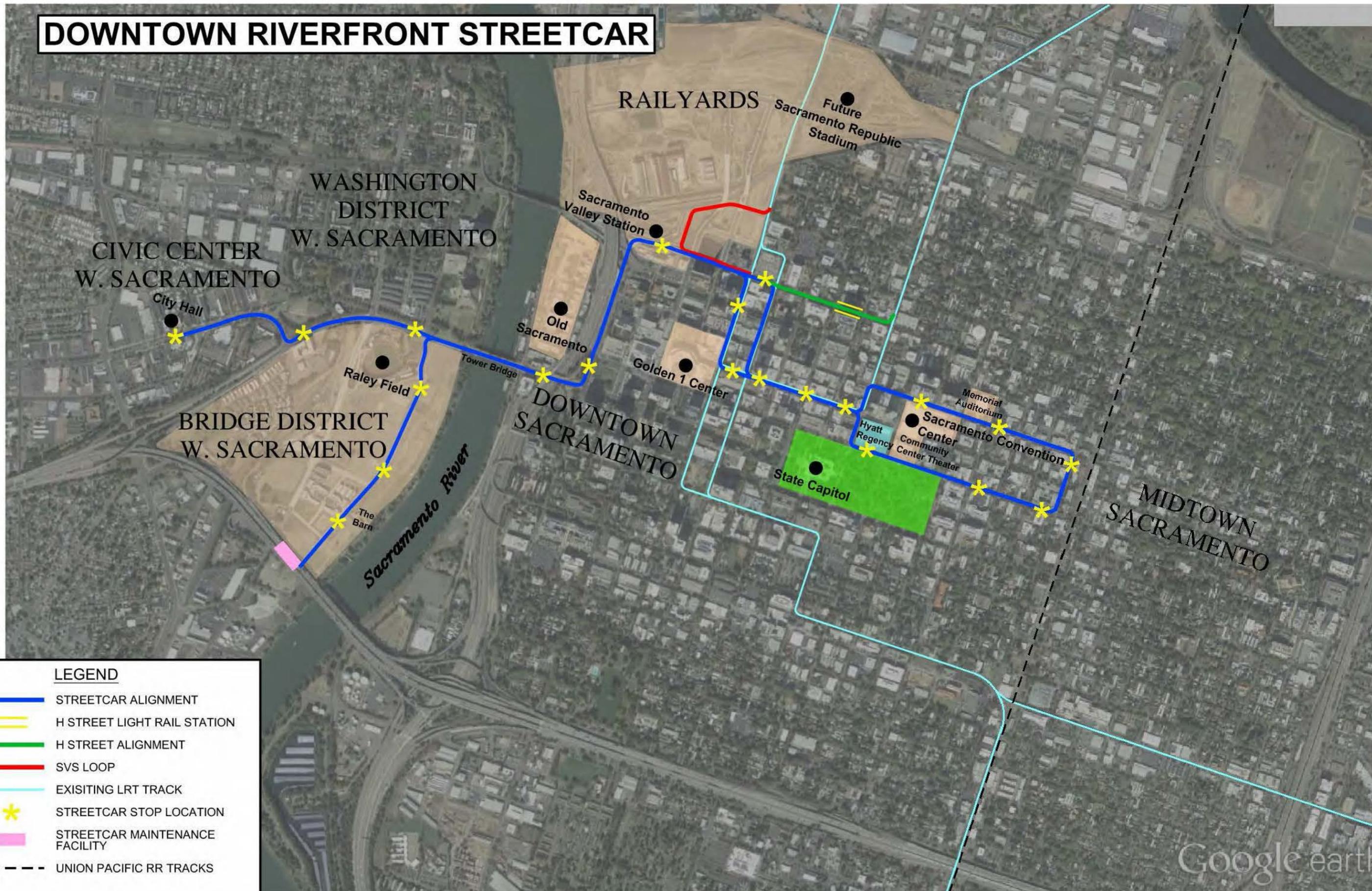
1. The project (will/ will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Mitigated Negative Declaration and Addendum were prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (was / was not) adopted for this project.
5. A Statement of Overriding Considerations (was / was not) adopted for this project.
6. Findings (were/ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 1415 L Street, Suite 300, Sacramento, CA 95814

SUSAN BRANSEN		Executive Director
<i>Signature (Public Agency)</i>	<i>Date</i>	California Transportation Commission
		<i>Title</i>

Date received for filing at OPR:

DOWNTOWN RIVERFRONT STREETCAR



LEGEND

- STREETCAR ALIGNMENT
- H STREET LIGHT RAIL STATION
- H STREET ALIGNMENT
- SVS LOOP
- EXISTING LRT TRACK
- * STREETCAR STOP LOCATION
- STREETCAR MAINTENANCE FACILITY
- UNION PACIFIC RR TRACKS

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.2c.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Jeremy Ketchum, Chief (Acting)
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-19-01, E-19-02, E-19-03, E-19-04, E-19-05, E-19-06, E-19-07, E-19-08 and E-19-09?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolutions E-19-01, E-19-02, E-19-03, E-19-04, E-19-05, E-19-06, E-19-07, E-19-08 and E-19-09.

BACKGROUND:**01-Lak-20, PM 5.8****RESOLUTION E-19-01**

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- State Route (SR) 20 in Lake County. Replace existing culverts on a portion of SR 20 near the town of Upper Lake. (PPNO 3107)

The proposed project is located on SR 20 west of the SR 20/SR 29 intersection near Upper Lake in Lake County. The project proposes to replace a deficient culvert and repair erosion at the outlet. The proposed project will replace three existing 9 feet diameter multi-plate steel culverts with precast concrete box culverts at the Bachelor Creek Bridge (No. 14-0001). The purpose of this project is to prevent further deterioration of the three culverts that would cause culvert and pavement failure. The estimated total cost for the proposed project is \$6.1 million. The proposed project is fully funded in the 2018 SHOPP for an estimated \$5.3 million which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in fiscal year 2020-21. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

A copy of the ND has been provided to Commission staff. The project will result in less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 1

02-Tri-3, PM 58.7/60.7
RESOLUTION E-19-02

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 (SR) 3 in Trinity County. Replace existing bridge on SR 3 near the community of Trinity Center. (PPNO 3485)

The proposed project is located on SR 3 near the community of Trinity Center in Monterey County. The project proposes to replace the Swift Creek Bridge (No. 05-0059). The purpose of this project is to address the structural deficiencies and scour issues as the deck, abutment, piers and wingwall exhibit significant deterioration. The project proposes to reduce the need for continued maintenance and repairs while restoring the long-term reliability of the Swift Creek Bridge. The estimated total cost for the proposed project is \$16.9 million. The proposed project is fully funded in the 2018 SHOPP for an estimated \$14.3 million which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in fiscal year 2020-21. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 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, in-stream work will be conducted during the dry season from June 15 to October 15, environmentally sensitive areas will be fenced, exclusion fencing will be installed to protect the foothill yellow-legged frog from construction activities, and the site will be surveyed daily for potential conflicts with riparian habitat or the foothill yellow legged frog. As a result, an MND was completed for this project.

Attachment 2

03-Sac/SJ-5, PM Various
RESOLUTION E-19-03

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Interstate 5 (I-5) and State Route (SR) 160 in Sacramento and San Joaquin Counties. Seismic retrofit of four bridges on I-5 in Sacramento and San Joaquin Counties. (PPNO 5832)

This project will construct seismic repairs on four bridges on I-5 and SR 160 in Sacramento and San Joaquin Counties. The project proposes to seismically retrofit the Mokelumne River Bridges (No 29-0197 R and L), the Paintersville Bridge (No. 24-0053) and the North Sacramento Undercrossing Bridge (No. 24-0111L). The purpose this project is bring these four bridges in compliance with current seismic safety structural standards. The proposed project will include retrofitting seat hinges, columns, stress trusses as well as bearing and supports at bridge abutments, piers and bents. The estimated total cost for the proposed project is \$38 million. The proposed project is funded for one phase of the project and is programmed in the 2016 SHOPP for an estimated \$38.7 million. Construction is estimated to begin in 2019. 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/community impacts and biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, dates of temporary bridge closures and detour routes will be publicly noticed, in-water work will be limited to July 1 to September 30 when sensitive species are absent, off-site mitigation bank credits will be purchased for impacts to Giant garter snake habitat, Valley elderberry and Valley elderberry longhorn beetle habitat. As a result, an MND was completed for this project.

Attachment 3

05-Mon-1, PM 20.4
RESOLUTION E-19-04

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 (SR) 1 in Monterey County. Construct safety improvements along a portion of SR 1 near the community of Lucia. (PPNO 2230)

The proposed project is located on SR 1, south of Limekiln Creek and north of Nacimiento-Ferguson Road, near the community of Lucia in Monterey County. The project proposes to replace a deficient culvert and repair erosion at the outlet. The proposed project includes trenching, grading and replacement of a corrugate pipe culvert crossing and down drain. The estimated total cost for the proposed project is \$4.3 million. The proposed project is fully funded in the 2018 SHOPP for an estimated \$4.3 million which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in 2020. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 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: cultural, visual, and biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, all work shall be completed in accordance with the Secretary of the Interior's Standards for Rehabilitation, posts and beams of new guardrail will be stained to match the surrounding area, work activities will be avoided 150 feet from active bird nests, and environmentally sensitive areas will be fenced. As a result, an MND was completed for this project.

Attachment 4

06-Fre-99, PM R5.7/11.1
RESOLUTION E-19-05

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- State Route (SR) 99 in Fresno County. Rehabilitate a portion of SR 99 in Fresno County. (PPNO 6800)

The proposed project is located on SR 99, south of the Rose Avenue undercrossing bridge in the city of Selma to the Merced Street undercrossing bridge in the city of Fowler in Fresno County. This project proposes to replace two lanes with reinforced concrete pavement. The proposed project will also update curb ramps to meet current Americans with Disabilities Act standards. The purpose of this proposed pavement rehabilitation project is to extend the service life of the pavement structures for the State of California and traveling public. The estimated total cost for the proposed project is \$99.9 million. The proposed project is fully funded and currently programmed in the 2018 SHOPP for an estimated \$99.9 million which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in fiscal year 2021-22. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2019 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 5

08-SBd/Riv-Various, PM Various
RESOLUTION E-19-06

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- State Route (SR) 91, Interstate 10 (I-10), and Interstate 15 (I-15) in San Bernardino and Riverside Counties. Rehabilitate six bridges at various locations on SR 91, I-10, and I-15 in San Bernardino and Riverside Counties. (PPNO 3002G)

The project is located at various locations on SR 91, I-10 and, I-15, in San Bernardino and Riverside Counties. The proposed project involves six bridges and proposes to perform rehabilitation activities including scour mitigation, application of methacrylate, joint seal replacement and access opening installation. The project proposes to maintain and ensure the integrity of these bridges by preventing further deterioration of the decks, substructures and joints. The estimated total cost for the proposed project is \$3.2 million. The proposed project is fully funded in the 2018 SHOPP for an estimated \$3.2 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 2018 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 6

10-SJ-4, PM 4.1/4.9
RESOLUTION E-19-07

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 (SR) 4 in San Joaquin County. Curve correction on the east end of the Middle River Bridge on SR 4 west of the city Stockton. (PPNO 3177)

This project is located at the Middle River Bridge on SR 4, west of the city of Stockton in San Joaquin County. The project proposes to realign the approach curve and widen shoulders on the east end of the Middle River Bridge. The project also proposes to upgrade safety devices, install flashing beacons, closed circuit cameras and upgrade guardrail. The estimated total cost for the proposed project is \$13.5 million. The project is fully funded and programmed in the 2018 SHOPP for an estimated total of \$13.5 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 2018 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, Caltrans will consult with the California Department of Fish and Wildlife on the amount and type of mitigation for impacts to Swainson's hawk habitat as part of the Incidental Take Permit process. As a result, an MND was completed for this project.

Attachment 7

10-SJ-88, PM 13.70/14.0, 10-Alp-88, PM 0.20/2.60
RESOLUTION E-19-08

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 (SR) 88 in San Joaquin and Alpine Counties. Replace existing and construct new culverts along SR 88 in San Joaquin and Alpine Counties. (PPNO 3141)

This project is located on SR 88, near Lockford in San Joaquin County and Kirkwood in Alpine County. The project proposes to replace existing drainage culverts where needed. The purpose of the proposed project to protect the roadway from ongoing poor drainage and insufficient storm water runoff due to failed culverts. The estimated total cost for the proposed project is \$6.4 million and is fully funded and programmed in the 2018 SHOPP for an estimated total of \$6.4 million, which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in fiscal year 2020-21. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 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, revegetating all disturbed areas, environmentally sensitive areas will be fenced, and pre-construction surveys will be conducted for the great grey owl, Yosemite toad, California Tiger Salamander, and the Sierra Nevada yellow-legged frog. As a result, an MND was completed for this project.

Attachment 8

12-Ora-605, PM 1.1/1.6
RESOLUTION E-19-09

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Interstate 605 (I-605) in Orange County. Construct roadway and safety improvements on a portion of I-605 in Orange County. (EA 0K870)

This project is at the I-605 and Katella Avenue, in the city of Los Alamitos, in Orange County and proposes to improve the interchange traffic operations and pedestrian and bicycle facilities within the project limits. This project is intended to bring the highway alignment up to current design standards and extend the service life of the pavement. The total estimated project cost is \$30.6 million; with \$1.2 million currently entered in the 2017 Federal Transportation Improvement Program and expected to be funded from Orange County local measure funds for the Project Approval and Environmental Document phase of this project. Additional funding for the proposed project is to be determined and anticipated to be combined from State, Federal and local sources. Construction is estimated to begin in fiscal year 2033-34.

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: cultural and biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, a Paleontological Mitigation Plan will be prepared, and the standards and requirements of the OCTA Aliso Creek Habitat Mitigation and Monitoring Plan will be adhered to. As a result, an MND was completed for this project.

Attachment 9

CALIFORNIA TRANSPORTATION COMMISSION

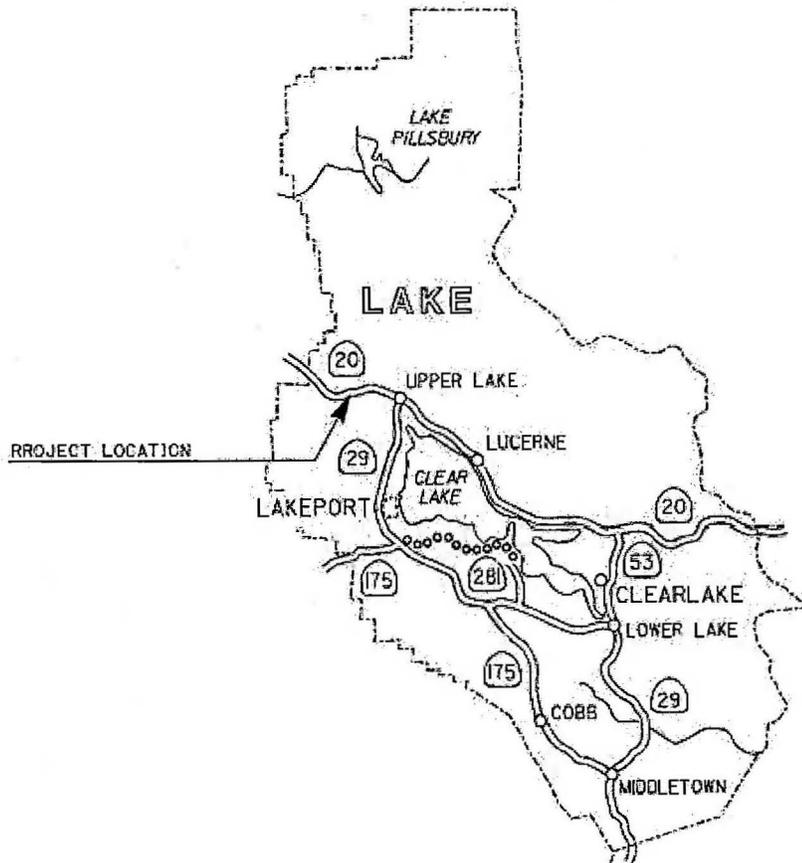
Resolution for Future Consideration of Funding

01-Lak-20, PM 5.8

Resolution E-19-01

- 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 (SR) 20 in Lake County. Replace existing culverts on a portion of SR 20 near the town of Upper Lake. (PPNO 3107)
- 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.

Vicinity Map



Bachelor Creek Bridge
LAK-20-PM 5.8
01-0F490

NO SCALE

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
02-Tri-3, PM 58.7/60.7
Resolution E-19-02**

- 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 (SR) 3 in Trinity County. Replace existing bridge on SR 3 near the community of Trinity Center. (PPNO 3485)
- 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 2

Swift Creek Bridge Replacement Project



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, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: Swift Creek Bridge Replacement Project

<u>2018102086</u>	<u>Cabe Cornelius</u>	<u>(530) 225-3514</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 3 in Trinity County.

Project Description: Construct a new bridge and roadway improvements on a portion of SR 3 in Trinity County.

This is to advise that the California Transportation Commission has approved the above described project (Lead Agency / X Responsible Agency) on January 30-31, 2019, and has made the following determinations regarding the above described project:

1. The project (will / X will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
X A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X were / were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (was / X was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (were / X were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 2, 1031 Butte Street, Redding, CA 96001

Susan Bransen

Signature (Public Agency)

Date

CALIFORNIA TRANSPORTATION COMMISSION

Executive Director

Title

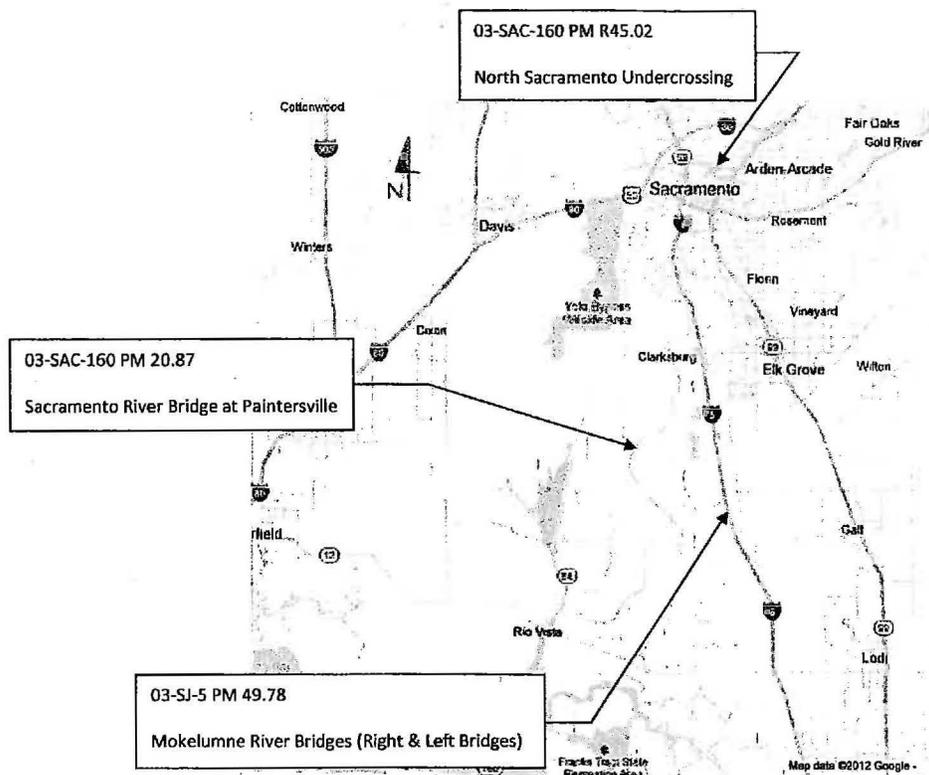
Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
03-Sac/SJ-5, PM Various
Resolution E-19-03**

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
 - Interstate 5 (I-5) and State Route (SR) 160 in Sacramento and San Joaquin Counties. Seismic retrofit of four bridges on I-5 in Sacramento and San Joaquin Counties. (PPNO 5832)
- 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 3



03-3F090 GENERAL LOCATION 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, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title State Route 160 and Interstate 5 Bridge Seismic Retrofit Project

<u>2018051048</u>	<u>Georgette Neale</u>	<u>(530) 741-5774</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): Interstate 5 (I-5) and State Route (SR) 160 in Sacramento and San Joaquin Counties.

Project Description: Seismic retrofit of four existing bridges on I-5 and SR 160 in Sacramento and San Joaquin Counties.

This is to advise that the California Transportation Commission has approved the above described project (Lead Agency / Responsible Agency) on January 30-31, 2019, and has made the following determinations regarding the above described project:

1. The project (will / will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (were / were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (was / was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / was not) adopted for this project.
6. Findings (were / were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 3, 703 B Street, Marysville, CA 95901

Susan Bransen

Signature (Public Agency)

Date

CALIFORNIA TRANSPORTATION COMMISSION

Executive Director

Title

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

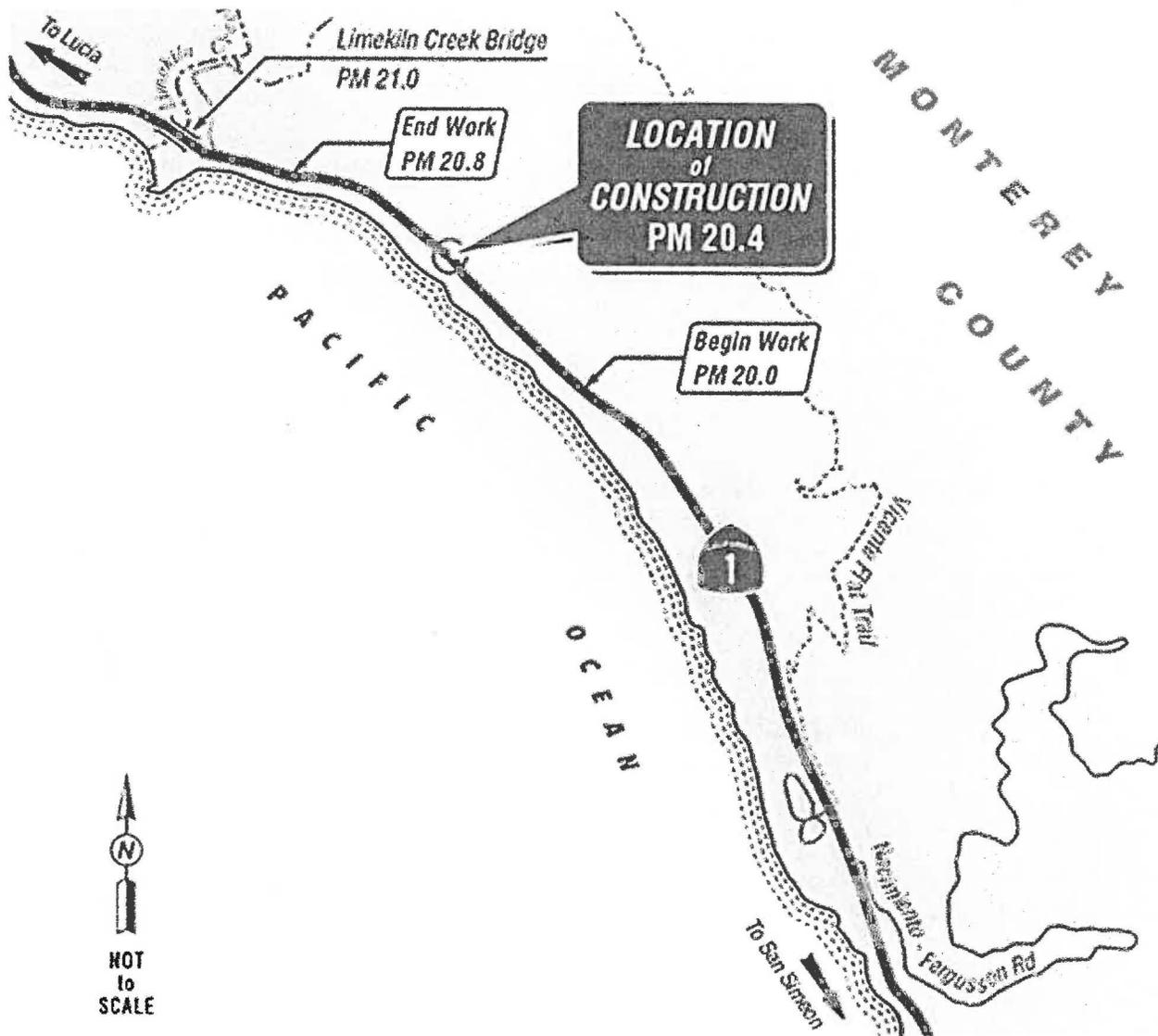
Resolution for Future Consideration of Funding

05-Mon-1, PM 20.4

Resolution E-19-04

- 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 (SR) 1 in Monterey County. Construct safety improvements along a portion of SR 1 near the community of Lucia. (PPNO 2230)
- 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 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, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: Replace Culvert near Limekiln Creek Project

<u>2018051048</u>	<u>Lara Bertania</u>	<u>(805) 542-4610</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 1 in Monterey County.

Project Description: Replace existing culvert and repair erosion damage on 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 January 30-31, 2019, 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

Signature (Public Agency) Date
CALIFORNIA TRANSPORTATION COMMISSION

Executive Director

Title

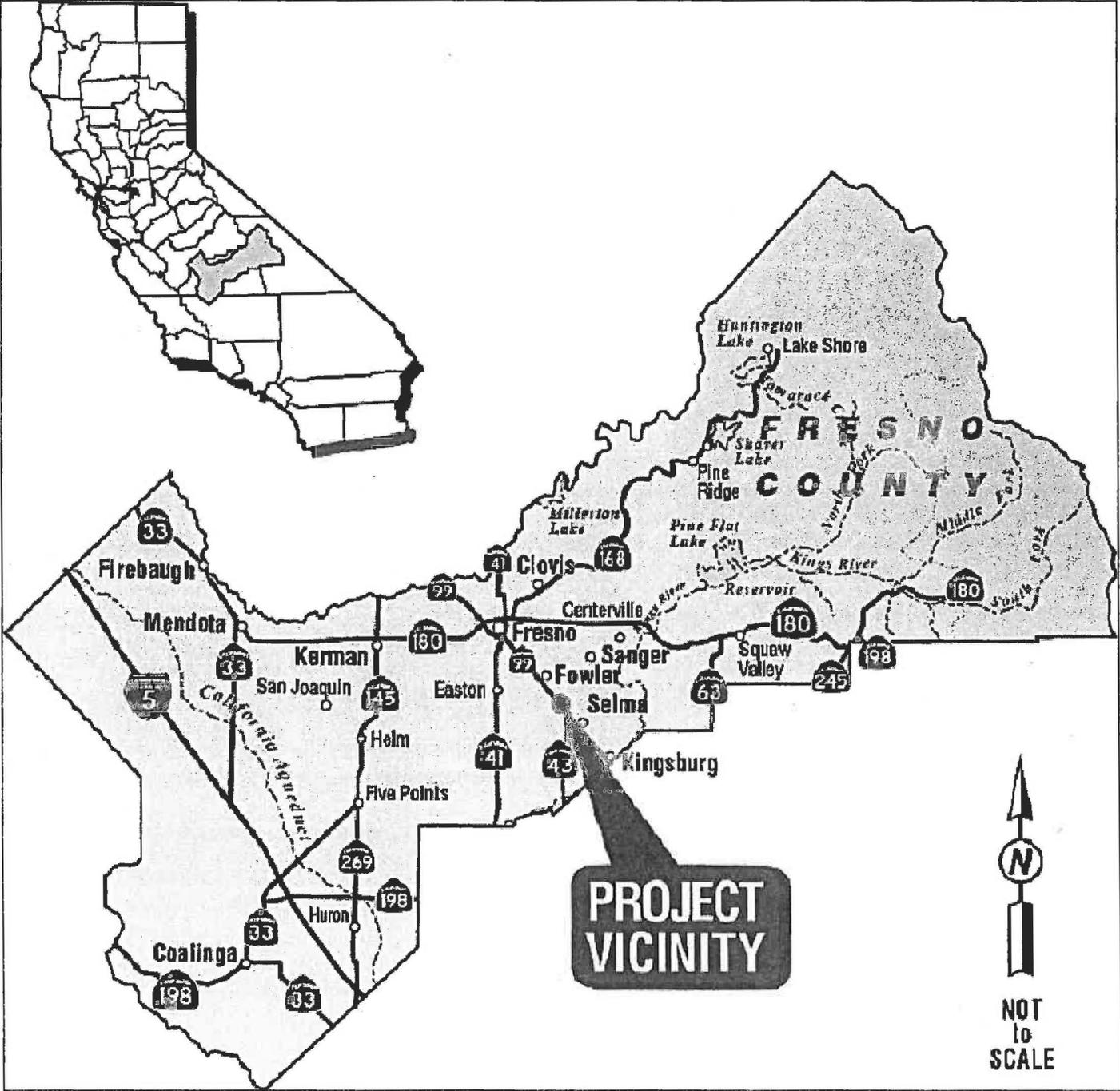
Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
06-Fre-99, PM R5.7/11.1
Resolution E-19-05**

- 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 (SR) 99 in Fresno County. Rehabilitate a portion of SR 99 in Fresno County. (PPNO 6800)
- 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.

Project Vicinity Map

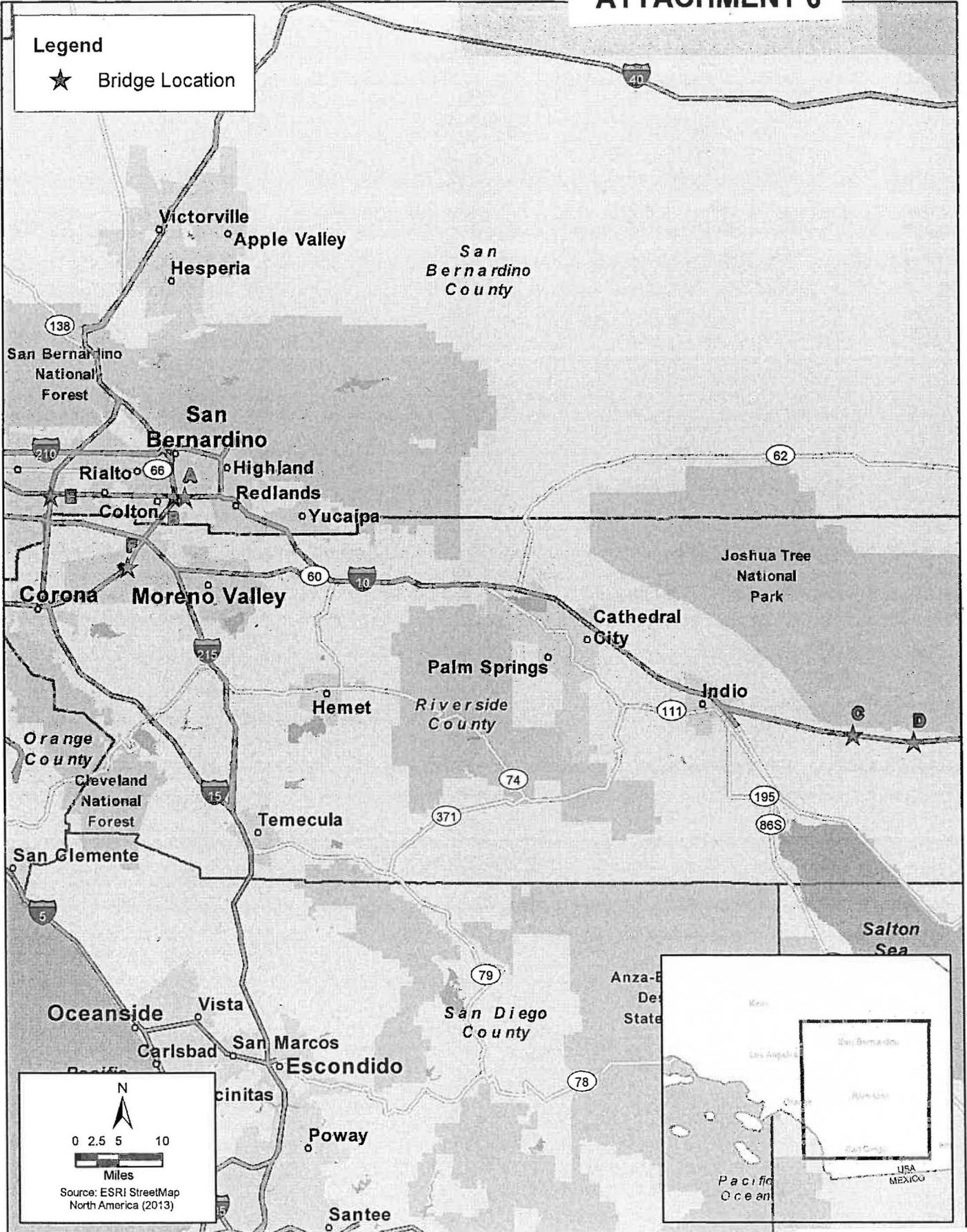


CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
08-SBd/Riv-Variou, PM Variou
Resolution E-19-06**

- 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 (SR) 91, Interstate 10 (I-10), and Interstate 15 (I-15) in San Bernardino and Riverside Counties. Rehabilitate six bridges at various locations on SR 91, I-10, and I-15 in San Bernardino and Riverside Counties. (PPNO 3002G)
- 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 6



CALIFORNIA TRANSPORTATION COMMISSION

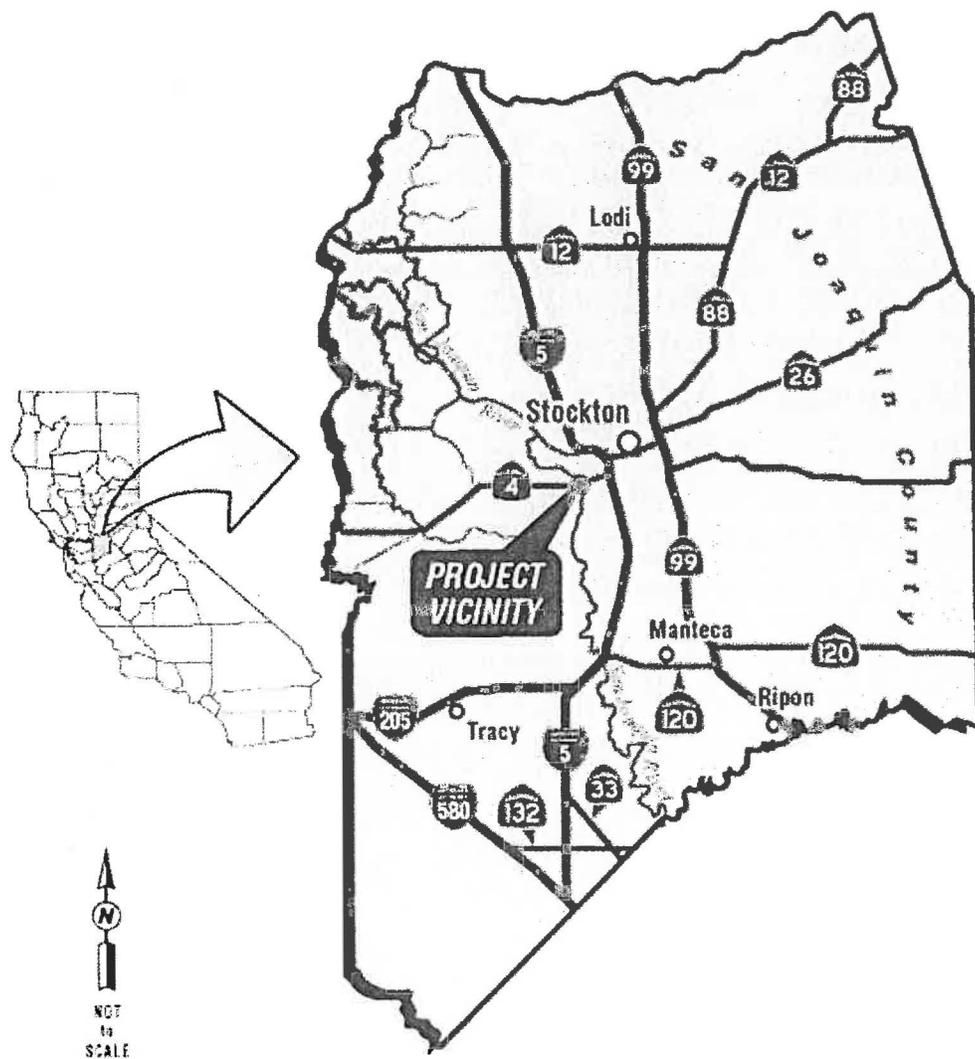
Resolution for Future Consideration of Funding

10-SJ-4, PM 4.1/4.9

Resolution E-19-07

- 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 (SR) 4 in San Joaquin County. Curve correction on the east end of the Middle River Bridge on SR 4 west of the city Stockton. (PPNO 3177)
- 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.



Project Vicinity Map

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
10-SJ-88, PM 13.70/14.0, 10-Alp-88, PM 0.20/2.60
Resolution E-19-08**

- 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 (SR) 88 in San Joaquin and Alpine Counties. Replace existing and construct new culverts along SR 88 in San Joaquin and Alpine Counties. (PPNO 3141)
- 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



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, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title State Route 88 Drainage Project

20180081081 Jennifer Lugo (559) 445-6172
State Clearinghouse Number **Lead Agency Contact Person** **Area Code/Telephone**

Project Location (include county): State Route (SR) 88 in San Joaquin and Alpine County.

Project Description: Remove existing culverts and replace with new culverts on a portion of SR 88 in San Joaquin and Alpine Counties.

This is to advise that the California Transportation Commission has approved the above described project (Lead Agency / X Responsible Agency) on January 30-31, 2019, and has made the following determinations regarding the above described project:

1. The project (will / X will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
X A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X were / were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (was / X was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / X was not) adopted for this project.
6. Findings (were / X were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 10, 1976 Martin Luther King Jr. Boulevard, Stockton, CA 95205

Susan Bransen

Signature (Public Agency) Date
CALIFORNIA TRANSPORTATION COMMISSION

Executive Director

Title

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
12-Ora-605, PM 1.1/1.6
Resolution E-19-09**

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
 - Interstate 605 (I-605) in Orange County. Construct roadway and safety improvements on a portion of I-605 in Orange County. (EA 0K870)
- 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.

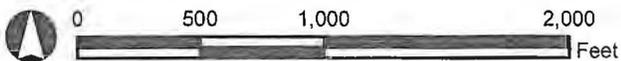
ATTACHMENT 9



9/15/2017 11:55:31 AM 155953.MXD September 2017 Figures 1-3 Project Site.mxd

INTERSTATE 605/KATELLA AVENUE INTERCHANGE IMPROVEMENTS PROJECT
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

Project Site



Source: Google Imagery 2016

Figure 1-3

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title Interstate 605/Katella Avenue Interchange Improvements Project

2018041026 Smita Deshpande (657) 328-6151
State Clearinghouse Number **Lead Agency Contact Person** **Area Code/Telephone**

Project Location (include county): Interstate 605 (I-605) in Orange County.

Project Description: Construct roadway and safety improvements on I-605 at Katella Avenue in the city of Los Alamitos in Orange County.

This is to advise that the California Transportation Commission has approved the above described project (Lead Agency / Responsible Agency) on January 30-31, 2019, and has made the following determinations regarding the above described project:

1. The project (will / will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (were / were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (was / was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (was / was not) adopted for this project.
6. Findings (were / were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 12, 1750 E. 4th Street, Suite 100, Santa Ana CA 92705

Susan Bransen

Signature (Public Agency)

Date

CALIFORNIA TRANSPORTATION COMMISSION

Executive Director

Title

Date received for filing at OPR:

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No: 2.3c.
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Phil Stolarski, Chief (Acting)
Division of Design

Subject: RELINQUISHMENT RESOLUTIONS

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for 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-4018 – 04-Ala-185-PM 0.9/3.2
(Request No. 56140) – 2 Segments

Relinquishes right of way in the unincorporated territory of the county of Alameda (County) on Route 185 (East 14th Street and Mission Boulevard), under terms and conditions as stated in the relinquishment agreement dated November 27, 2018, determined to be in the best interest of the State. Authorized by Chapter 339, Statutes of 2017, which amended Section 485 of the Streets and Highways Code.

Resolution R-4019 – 06-Tul-216-PM 1.97/2.46
(Request No. 86803) – 3 Segments

Relinquishes right of way in the city of Visalia (City) along Route 216 (Houston Avenue) on North Lovers Lane, McAuliff Street, and McAuliff Court, consisting of sidewalks and streets. The City by relinquishment agreement dated September 18, 2018, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

Resolution R-4020 – 06-Kin-198-PM R9.47
(Request No. 86800) – 1 Segment

Relinquishes right of way in the city of Lemoore (City) along Route 198 on 19th Avenue and Iona Avenue, consisting of local street improvements. The City by relinquishment agreement dated October 18, 2018, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

Resolution R-4021 – 09-Ker-14-PM 59.0/61.2
(Request No. 216) – 4 Segments

Relinquishes right of way in the county of Kern (County) along Route 14, from 1.4 miles south of and 0.5 mile north of the junction with Route 178, consisting of collateral facilities. The County, by controlled access highway agreement dated April 23, 2013, agreed to accept title upon relinquishment by the State. The 90-day notice period expires January 8, 2019.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No: 2.3d.
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Phil Stolarski, Chief (Acting)
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 resolution that will abandon the public's right of use of highway facilities?

RECOMMENDATION:

The Department recommends that the Commission approve the vacation resolution summarized below. It has been determined that the facilities in the vacation resolution 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 resolution in the county where the facilities are located, the public's right to use the facilities will be abandoned. The vacation complies with Sections 892, 8313 and 8330.5 of the Streets and Highways Code. Any exceptions or unusual circumstances are described in the summary.

RESOLUTION:

Resolution A911 – 03-Sut-70-PM R2.8/R3.3
(Request No. 036013-Z) - 2 Segments

Vacates right of way in the county of Sutter along Route 70 from 0.15 mile south of to 0.30 mile north of Marcum Road, consisting of superseded highway right of way no longer needed for State highway purposes.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No: 2.4e.
Action Item

From: STEVEN KECK
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 Resolutions of Necessity (Resolutions) CR-161 and CR-162, rescinding Resolutions C-21658 and C-21659, because some of the property owners did not receive the Notice of Intent (NOI) to Adopt Resolution of Necessity?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission adopt Resolutions CR-161 and CR-162. In accordance with statutory requirements, the owners have been advised that the Department is requesting rescission of Resolutions C-21658 and C-21659 as summarized below.

BACKGROUND:

Resolutions C-21658 and C-21659 were adopted by the Commission on December 5, 2018 for a conventional highway widening project. Resolutions C-21658 and C-21659 authorized condemnation of land in fee for State highway purposes. Resolutions C-21658 and C-21659 should be rescinded because some of the property owners did not receive their NOI to Adopt the Resolution of Necessity as it was returned undeliverable.

CR-161 - Cynthia C. Gregory, Trustee of The Collen Gregory, dated January 9, 2003, and Donald D. Gregory, as to an undivided one-half interest, and Paul C. Richter, III and Clara O. Richter, husband and wife as community property, as to an undivided one-half interest 06-Tul-137-PM 16.5/16.6 - Parcel 87865-1 - EA 06-0T3509.

Right of Way Certification (RWC) Date: 09/02/19; Ready to List (RTL) Date: 09/02/19.

Conventional Highway - install signals northbound and southbound and widen northbound ramp. Rescinds Resolution of Necessity C-21659, adopted December 05, 2018, which authorized condemnation of land in fee for a State highway. Resolution C-21659 is rescinded because Paul C. Richter and Clara O. Richter did not receive their NOI to Adopt Resolution of Necessity.

Located in the city of Tulare at 1350 E. Sierra Avenue. Assessor's Parcel Number (APN) 177-123-007.

CR-162 - Donald D. Gregory, Trustee of the Donald D. Gregory Revocable Trust of October 2, 2000, as to an undivided one-half interest, and Paul C. Richter, III and Clara O. Richter, husband and wife, as community property, as to an undivided one-half interest

06-Tul-137-PM 16.5/16.6 - Parcel 88027-1 - EA 06-0T3509.

RWC Date: 02/01/19; RTL Date: 02/06/19. Conventional Highway - install signals northbound and southbound and widen northbound ramp. Rescinds Resolution of Necessity C-21659, adopted December 05, 2018, which authorized condemnation of land in fee for a State highway. Resolution C-21659 is rescinded because Paul C. Richter and Clara O. Richter did not receive their NOI. Located in the city of Tulare at 1350 E. Sierra Avenue.
APN 177-123-014.

Attachment

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **CR-161**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION RESCINDING RESOLUTION OF NECESSITY NO. C-21659
6 ADOPTED December 05, 2018, PROJECT 06-Tul-137

7 RESOLVED, that the action of the California Transportation
8 Commission taken on December 05, 2018, in adopting Resolution of
9 Necessity No. C-21659 as to parcel 87865-1 therein, which
10 resolution authorized condemnation of land in fee for a State
11 Highway, located in the County of Tulare, 06-Tul-137, is hereby
12 rescinded.
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24 **APPROVED AS TO FORM AND PROCEDURE**

APPROVAL RECOMMENDED

25 _____
26 **Attorney, Department of Transportation**

_____ **DIVISION OF RIGHT OF WAY**



DEC 05 2018

CALIFORNIA
TRANSPORTATION COMMISSION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21659

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY

TO ACQUIRE CERTAIN REAL PROPERTY

OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Tul-137-PM 16.5/16.6 PARCEL 88027-1

OWNER: Donald D. Gregory, Trustee of the Donald D. Gregory
Revocable Trust of October 2, 2000, as to an undivided one-half
interest, and Paul C. Richter, III and Clara O. Richter, husband
and wife, as community property, as to an undivided one-half
interest

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

Attorney, Department of Transportation

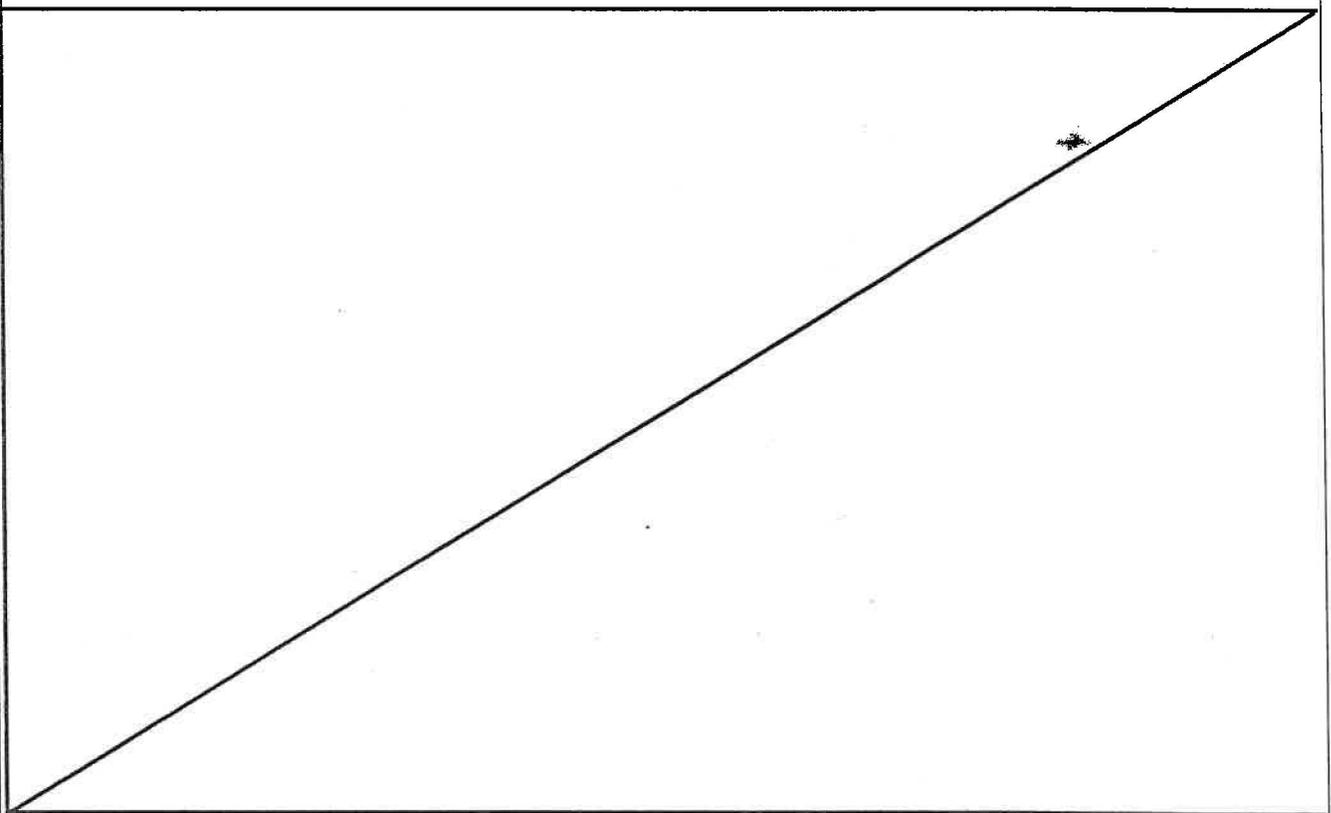
APPROVAL RECOMMENDED

DIVISION OF RIGHT OF WAY

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Tulare, State of California,
14 Highway 06-Tul-137 and described as follows:



Memorandum

District	County	Route	Postmile	Project ID
06	TUL	137	16.5/16.6	0615000065

To: Condemnation Unit

From: Lyn T. Bockmiller
Surveys, District 06

Subject: RESOLUTION OF NECESSITY TRANSMITTAL

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
 - Index Map (Exhibit A) – Shows parcel in relation to the overall project
 - Detail Map (Exhibit B) – Shows parcel in detail
- RON Legal Description for parcel(s): (1 page)
 - 88027-1

The electronic files for the above listed information have been transmitted by ROWMIS.

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. 24th, 2018



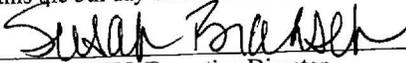
Parcel 88027-1

For State Highway purposes, those portions of Lots 8, 9, and 10 in Block 2 of Fish Addition in the City of Tulare, County of Tulare, State of California, as per map recorded in Book 19, Page 103 of Maps, in the office of the Tulare County Recorder, included within the following described land:

COMMENCING at the Northwest Corner of Section 12, Township 20 South, Range 24 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the west line of said Section 12, South $0^{\circ}16'35''$ West, 689.57 feet to the center line of East Sierra Avenue; THENCE (2) along said center line North $89^{\circ}41'03''$ East, 1314.14 feet; THENCE (3) leaving said center line North $50^{\circ}14'00''$ West, 57.46 feet to a point on the south line of Lot 9 in Block 2 of Fish Addition, in the City of Tulare, County of Tulare, State of California, as per Map recorded in Book 19, Page 103 of Maps, in the office of the Tulare County Recorder, said point being the POINT OF BEGINNING; THENCE (4) leaving said south line and continuing North $50^{\circ}14'00''$ West, 78.00 feet; THENCE (5) South $87^{\circ}55'00''$ West, 82.00 feet to the existing easterly Right of Way line of State Route 99; THENCE (6) along said existing easterly Right of Way line South $10^{\circ}51'23''$ East, 28.22 feet; THENCE (7) leaving said existing easterly Right of Way line North $89^{\circ}40'06''$ East, 45.00 feet; THENCE (8) South $58^{\circ}11'44''$ East, 37.54 feet to said south line of said Lot 9 of said Fish Addition; THENCE (9) along said south line North $89^{\circ}41'03''$ East, 59.69 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99995827 to convert to ground 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 5th day of December 2018, in the city of Riverside and that the foregoing is a full and correct copy of the original resolution.
Dated this the 5th day of December 2018.



SUSAN BRANSEN, Executive Director
CALIFORNIA TRANSPORTATION COMMISSION

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **CR-162**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION RESCINDING RESOLUTION OF NECESSITY NO. C-21659
6 ADOPTED December 05, 2018, PROJECT 06-Tul-137

7 RESOLVED, that the action of the California Transportation
8 Commission taken on December 05, 2018, in adopting Resolution of
9 Necessity No. C-21659 as to parcel 88027-1 therein, which
10 resolution authorized condemnation of land in fee for a State
11 Highway, located in the County of Tulare, 06-Tul-137, is hereby
12 rescinded.
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24 **APPROVED AS TO FORM AND PROCEDURE**

APPROVAL RECOMMENDED

25 _____
26 **Attorney, Department of Transportation**

_____ **DIVISION OF RIGHT OF WAY**



DEC 05 2018

CALIFORNIA
TRANSPORTATION COMMISSION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21658

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY

TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Tul-137-PM 16.5/16.6 PARCEL 87865-1

OWNER: Cynthia C. Gregory, Trustee of The Colleen Gregory, dated
January 9, 2003, and Donald D. Gregory, as to an undivided one-half
interest, and Paul C. Richter, III and Clara O. Richter, husband
and wife as community property, as to an undivided one-half
interest

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

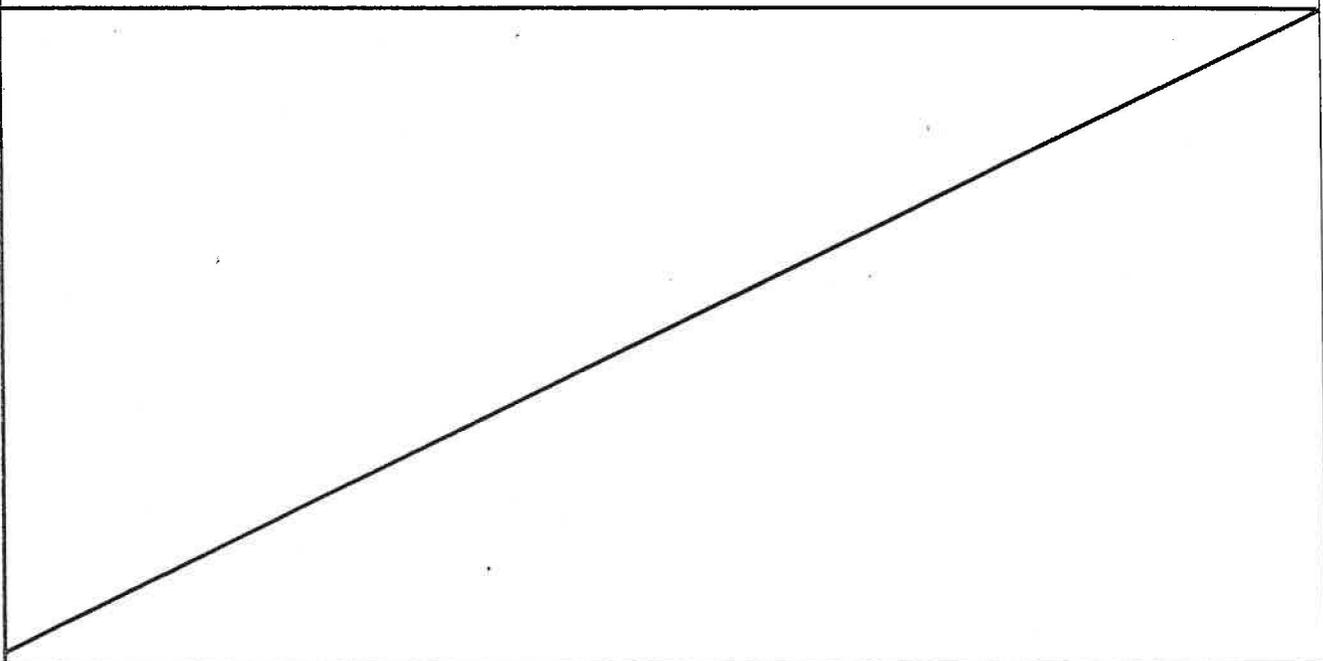
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Tulare, State of California,
14 Highway 06-Tul-137 and described as follows:



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Memorandum

District	County	Route	Postmile	Project ID
06	TUL	137	16.5/16.6	0615000065

To: Condemnation Unit

From: Lyn T. Bockmiller
Surveys, District 06

Subject: RESOLUTION OF NECESSITY TRANSMITTAL

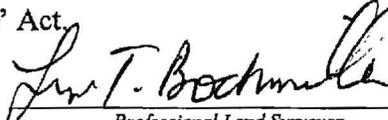
The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
 - Index Map (Exhibit A) – Shows parcel in relation to the overall project
 - Detail Map (Exhibit B) – Shows parcel in detail
- RON Legal Description for parcel(s): (1 page)
 - 87865-1

The electronic files for the above listed information have been transmitted by ROWMIS.

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. 24th, 2018



Parcel 87865-1

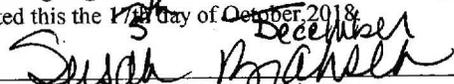
For State Highway purposes, those portions of Lots Nine (9) and Ten (10) of Bellevue Tract in the City of Tulare, County of Tulare, State of California, as per map recorded in Book 16, Page 22 of Maps, in the office of the Tulare County Recorder, included within the following described land:

COMMENCING at the Northwest Corner of Section 12, Township 20 South, Range 24 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the west line of said Section 12, South 0°16'35" West, 689.57 feet to the center line of East Sierra Avenue; THENCE (2) along said center line North 89°41'03" East, 1314.14 feet; THENCE (3) leaving said center line North 50°14'00" West, 57.46 feet to a point on the south line of Lot 9 in Block 2 of Fish Addition, in the City of Tulare, County of Tulare, State of California, as per Map recorded in Book 19, Page 103 of Maps, in the office of the Tulare County Recorder, said point being the POINT OF BEGINNING; THENCE (4) leaving said south line and continuing North 50°14'00" West, 78.00 feet; THENCE (5) South 87°55'00" West, 82.00 feet to the existing easterly Right of Way line of State Route 99; THENCE (6) along said existing easterly Right of Way line South 10°51'23" East, 28.22 feet; THENCE (7) leaving said existing easterly Right of Way line North 89°40'06" East, 45.00 feet; THENCE (8) South 58°11'44" East, 37.54 feet to said south line of said Lot 9 of said Fish Addition; THENCE (9) along said south line North 89°41'03" East, 59.69 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99995827 to convert to ground 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 13th day of ~~October~~ ^{December}, 2018, in the city of Riverside and that the foregoing is a full and correct copy of the original resolution.

Dated this the 17th day of ~~October~~ ^{December}, 2018.



SUSAN BRANSEN, Executive Director
CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No: 2.4b.
Action Item

From: STEVEN KECK
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-21673 through C-21695 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-21673 - Jerry Fagan

03-Yub-20-PM 14.2 - Parcel 36634-1, 2, 3, 4, 5 - EA 0A5709.

Right of Way Certification (RWC) Date: 04/01/19; Ready to List (RTL) Date: 04/15/19.

Conventional highway – shoulder widening. Authorizes condemnation of land in fee for a State highway, temporary easements for highway construction, and a permanent easement for water pipeline purposes to be conveyed to Browns Valley Irrigation District. Located in the unincorporated area of Yuba County at 5687 State Highway 20, Browns Valley.

Assessor's Parcel Number (APN) 005-370-015.

C-21674 - Abdo Alrowhany

06-Ker-223-PM 21.1 - Parcel 87386-1, 2 - EA 0S5109.

RWC Date: 04/02/19; RTL Date: 04/02/19. Conventional highway - install traffic signals in and near Arvin from 0.2 mile west of Derby Street to King Street. Authorizes condemnation of land in fee for a State highway and a temporary construction easement for construction purposes. Located in the city of Arvin at 101 Bear Mountain Boulevard. APN 191-222-14.

C-21675 - Hifthallah Ahmed Alrowhany, a married man as his sole and separate property

06-Ker-223-PM 21.1 - Parcel 87387-2 - EA 0S5109.

RWC Date: 04/02/19; RTL Date: 04/02/19. Conventional highway - install traffic signals in and near Arvin from 0.2 mile west of Derby Street to King Street. Authorizes condemnation of a temporary construction easement for construction purposes. Located in the city of Arvin at southwest corner of State Route (SR) 223 and Derby Street. APN 191-222-13.

C-21676 - Cynthia C. Gregory, Trustee of The Collen Gregory, dated January 9, 2003, and Donald D. Gregory, as to an undivided one-half interest, and Paul C. Richter, III and Clara O. Richter, husband and wife as community property, as to an undivided one-half interest

06-Tul-137-PM 16.5/16.6 - Parcel 87865-1 - EA 0T3509.

RWC Date: 09/02/19; RTL Date: 09/02/19. Conventional Highway - install signals northbound and southbound and widen northbound ramp. Authorizes condemnation of land in fee for a State highway. Located in the city of Tulare at 1350 E. Sierra Avenue. APN 177-123-007.

C-21677 - Donald D. Gregory, Trustee of the Donald D. Gregory Revocable Trust of October 2, 2000, as to an undivided one-half interest, and Paul C. Richter, III and Clara O. Richter, husband and wife, as community property, as to an undivided one-half interest
06-Tul-137-PM 16.5/16.6 - Parcel 88027-1 - EA 0T3509.
RWC Date: 09/02/19; RTL Date: 09/02/19. Conventional Highway - install signals northbound and southbound and widen northbound ramp. Authorizes condemnation of land in fee for a State highway. Located in the city of Tulare at 1350 E. Sierra Avenue.
APN 177-123-014.

C-21678 - Isauro Velasco and Rosalva Velasco
07-LA-71-PM 1.9 - Parcel 78438-1 - EA 210609.
RWC Date: 07/12/19; RTL Date: 08/14/19. Expressway - convert expressway to freeway by adding High Occupancy Vehicle (HOV) and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway. Located in the city of Pomona at 1696 Vejar Street.
APN 8349-006-022.

C-21679 - David Ruiz Perez and Sonia Lozano
07-LA-71-PM 1.8 - Parcel 78487-1 - EA 210609.
RWC Date: 07/12/19; RTL Date: 08/14/19. Expressway - convert expressway to freeway by adding HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway. Located in the city of Pomona at 1707 Fleming Street.
APN 8705-002-022.

C-21680 - Arres I. Gantino
07-LA-71-PM 1.9 - Parcel 78495-1 - EA 210609.
RWC Date: 07/12/19; RTL Date: 08/14/19. Expressway - convert expressway to freeway by adding HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway. Located in the city of Pomona at 1702 Denison Street.
APN 8705-007-017.

C-21681 - Felix T. Grossman
07-LA-71-PM 1.9 - Parcel 80830-1 - EA 210609.
RWC Date: 07/12/19; RTL Date: 08/14/19. Expressway - convert expressway to freeway by adding HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway. Located in the city of Pomona at 1707 Wright Street. APN 8705-020-034.

C-21682 - Rebecca M. Ramos
07-LA-71-PM 1.9 - Parcel 80823-1 - EA 210609.
RWC Date: 07/12/19; RTL Date: 08/14/19. Expressway - convert expressway to freeway by adding HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway. Located in the city of Pomona at 1703 West 9th Street.
APN 8705-007-030.

C-21683 - Fadi Shakkour

07-LA-101-PM 20.0 - Parcel 80853-1 - EA 317909.

RWC Date: 06/10/19; RTL Date: 06/20/19. Freeway - replace the Encino Avenue Pedestrian Overcrossing Bridge on U.S. Highway 101. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of Los Angeles at 5461 Encino Avenue. APN 2257-003-035.

C-21684 - The Metropolitan Water District of Southern California, a Public Corporation

08-Riv-62-PM 82.00 - Parcel 24109-1 - EA 1E6119.

RWC Date: 12/31/18; RTL Date: 01/03/19. Conventional highway - widen shoulders and install rumble strips. Authorizes condemnation of a permanent easement for State highway purposes. Located near the city of Twentynine Palms, near the Junction of SR 62 and SR 177. APNs 800-021-005; 800-022-005.

C-21685 - Robert J. Morin, etc., et al.

08-Riv-074-PM 31.18 - Parcel 24168-1 - EA 0N6709.

RWC Date: 06/30/18; RTL Date: 06/30/18. Conventional highway - construct raised curb median and left turn lanes. Authorizes condemnation of land in fee for a State highway. Located in the unincorporated area of Homeland on SR 74, east of Emperor Road and west of Sultanas Road. APNs 459-020-003, -045, -054, -056.

C-21686 - The City of Los Angeles, a municipal corporation

09-Iny-6-PM 0.1 - Parcel 3982-1 - EA 345709.

RWC Date: 06/01/19; RTL Date: 06/01/19. Maintenance station expansion - acquire additional acreage adjoining existing maintenance station to expand yard footprint. Authorizes condemnation of land in fee for a State highway. Located in the city of Bishop at 1250 Spruce Street. APN 008-360-01.

C-21687 - Iracema T. Larger, an unmarried woman

10-SJ-4-PM 17.2 - Parcel 16888-1 - EA 0X3109.

RWC Date: 12/02/19; RTL Date: 12/16/19. Conventional highway - provide standard vertical clearance for the bridge at Farmington Road Overcrossing (OC), over SR 99 in the city of Stockton. Authorizes condemnation of land in fee for a State highway. Located in the city of Stockton at 2032 Ladd Tract Road. APN 173-040-16.

C-21688 - 6125 Paseo Del Norte LLC, a California limited liability company

11-SD-5-PM 46.6 - Parcel 35483-1 - EA 2T2119.

RWC Date: 12/1/19; RTL Date: Construction Manager/General Contractor. Freeway - construct HOV Lanes and replace Batiquitos Lagoon Bridge. Authorizes condemnation of a temporary easement for construction purposes. Located in the city Carlsbad at 6183 Paseo Del Norte. APN 211-040-39-00.

C-21689 - Pacific Bell, a California Corporation and The Pacific Telephone and Telegraph Company, a California Corporation

12-Ora-5-PM 14.2 - Parcel 202044-1 - EA 0K0219.

RWC Date: 02/01/19; RTL Date: 03/01/19. Freeway - add one lane in each direction between SR 73 to Oso Parkway, reconstruct Avery Parkway Interchange and add auxiliary lane where needed. Authorizes condemnation of a temporary construction easement for construction purposes. Located in the city of Laguna Niguel at 27402-27472 Camino Capistrano. APNs 636-021-11; 636-031-14.

C-21690 - Claire R. Schwan, Trustee, etc., et al.

12-Ora-5-PM 13.0 - Parcel 202057-1, 3, 01-01 - EA 0K0219.

RWC Date: 02/01/19; RTL Date: 03/01/19. Freeway - add one lane in each direction between SR 73 to Oso Parkway, reconstruct Avery Parkway Interchange and add auxiliary lane where needed. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and land in fee which is a remnant and would be of little market value. Located in the city of Mission Viejo at 26242 Avery Parkway. APN 740-014-05.

C-21691 - Tesoro South Coast Company, LLC, a Delaware limited liability company

12-Ora-5-PM 13.0 - Parcel 202058-1, 2, 3, 4 - EA 0K0219.

RWC Date: 02/01/19; RTL Date: 03/01/19. Freeway - add one lane in each direction between SR 73 to Oso Parkway, reconstruct Avery Parkway Interchange and add auxiliary lane where needed. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and a temporary easement for construction purposes. Located in the city of Mission Viejo at 28681 Marguerite Parkway. APN 740-014-01.

C-21692 - Pacific Castle International, LLC, a Delaware limited liability company

12-Ora-5-PM 13.0 - Parcel 202062-1, 2, 3, 4 - EA 0K0219.

RWC Date: 02/01/19; RTL Date: 03/01/19. Freeway - add one lane in each direction between SR 73 to Oso Parkway, reconstruct Avery Parkway Interchange and add auxiliary lane where needed. Authorizes condemnation of permanent easements for State highway purposes and temporary easements for construction purposes. Located in the city of Mission Viejo at 28601 Marguerite Parkway. APN 740-011-18.

C-21693 - Crown Valley Holdings, LLC a Delaware limited liability company

12-Ora-5-PM 13.8 - Parcel 202063-1, 2 - EA 0K0219.

RWC Date: 02/01/19; RTL Date: 03/01/19. Freeway - add one lane in each direction between SR 73 to Oso Parkway, reconstruct Avery Parkway Interchange and add auxiliary lane where needed. Authorizes condemnation of permanent easement for soil nail purposes and a temporary easement for construction purposes. Located in the city of Mission Viejo at 27741 Crown Valley Parkway. APN 761-111-16.

C-21694 - Business Properties Partnership No. 6, a California general partnership

12-Ora-5-PM 13.8 - Parcel 202064-1 - EA 0K0219.

RWC Date: 02/01/19; RTL Date: 03/01/19. Freeway - add one lane in each direction between SR 73 to Oso Parkway, reconstruct Avery Parkway Interchange and add auxiliary lane where needed. Authorizes condemnation of a permanent easement for soil nail purposes. Located in the city of Mission Viejo at 27539 Puerta Real. APN 761-111-15.

C-21695 - Business Properties Partnership No. 6, a California general partnership

12-Ora-5-PM 14.2 - Parcel 202068-1, 2 - EA 0K0219.

RWC Date: 02/01/19; RTL Date: 03/01/19. Freeway - add one lane in each direction between SR 73 to Oso Parkway, reconstruct Avery Parkway Interchange and add auxiliary lane where needed. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and a permanent easement for soil nail easement purposes. Located in the city of Mission Viejo at 27539 Puerta Real. APN 761-111-07.

Attachment

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21673**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 03-Yub-20-PM 14.2 PARCEL 36634-1, 2, 3, 4, 5
9 OWNER: Jerry Fagan

10 Resolved by the California Transportation Commission after
11 notice (and hearing) pursuant to Code of Civil Procedure Section
12 1245.235 that it finds and determines and hereby declares that:

13 The hereinafter described real property is necessary for State
14 Highway purposes and is to be acquired by eminent domain pursuant
15 to Streets and Highways Code Section 102; and Code of Civil
16 Procedure Section 1240.320 in that a portion of the property is
17 being acquired for conveyance to the Browns Valley Irrigation
18 District for utility purposes; and Code of Civil Procedure Section
19 1240.510 in that the property being acquired is for a compatible
20 use; and Code of Civil Procedure Section 1240.610 in that the
21 property is required for a more necessary public use;

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

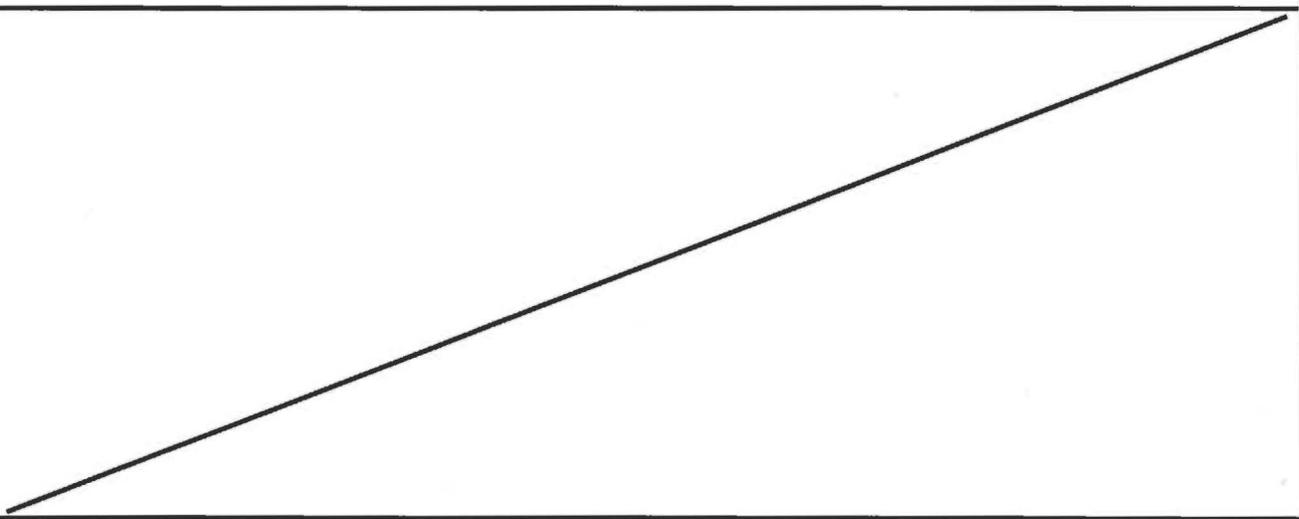
1 The property sought to be acquired and described by this
2 resolution is necessary for the public project;

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

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

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

15 The real property or interests in real property, which the
16 Department of Transportation is by this resolution authorized to
17 acquire, is situated in the County of Yuba, State of California,
18 Highway 03-Yub-20 and described as follows:



PARCEL 36634-1

For State highway purposes, all that portion of Parcel 1, as shown on Parcel Map No. 2.16, filed July 11, 1973, in Book 13 of Maps, Page 49, Yuba County records, State of California, as described on the DEED, recorded on August 20, 2018, in Document No. 2018-010247, Official Records of Yuba County, said portion lying southerly of the following described line:

COMMENCING at a found brass toppler monument, at the intersection of the Centerline of the 60' Roadway with the southerly line of Parcels 2 and 3, as shown on Parcel Map No. 1.61, filed January 31, 1973, in Book 12 of Maps, Page 77, records of said county; said monument bears South $89^{\circ}11'25''$ West, 1,976.06 feet, from a found brass toppler monument stamped LS2692, marking the east 1/4 corner of Section 22, T16N, R5E, MDM, as shown on said Parcel Map No. 1.61;

Thence from said point of commencement, North $07^{\circ}21'33''$ West, 385.22 feet, to the 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 existing right of way line, North $86^{\circ}05'39''$ East, 266.93 feet;

Thence South $85^{\circ}15'11''$ East, 1,702.56 feet;

Thence South $80^{\circ}45'17''$ East, 117.06 feet, to a point that bears North $14^{\circ}05'21''$ East, 219.19 feet from said found brass toppler monument stamped LS2692 and the end of the herein described line.

EXCEPTING THEREFROM, fifty percent of all oil, gas, asphaltum, and other hydrocarbons and minerals of every kind whatsoever, as reserved in the Deed from Yuba Consolidated Gold Fields, a corporation, to Marshall Lee Lewis, et al recorded January 2, 1958, in Book 251, at Page 162 of Official Records.

Excepting therefrom all oil, oil rights, minerals, mineral rights, natural gas, natural gas rights, and other hydrocarbons by whatsoever name known that may be within or under the parcel of land hereinabove described, together with the perpetual right of drilling, mining, exploring and operating therefore and removing the same from the land or any other land, including the right to whipstock or directionally drill and mine from lands other than those hereinabove described, oil or gas wells, tunnels and shafts into, through or across the subsurface of the land hereinabove described, and to bottom such whipstock or directionally drilled wells, tunnels and shafts under and beneath or beyond the exterior limits thereof, and to redrill, retunnel, equip, maintain, repair, deepen and operate any such wells or mines, without, however, the right to drill, mine, explore and operate through the surface or the upper 100 feet of the subsurface of the land hereinabove described or otherwise in such manner as to endanger the safety of any highway that may be constructed on the lands.

Bearing and distances used herein are grid based upon the California State Plane Coordinate System, Zone 2 NAD 83 (Epoch 2004.69). To obtain ground distances divide distances shown by the combined grid factor of 0.9999082.

PARCEL 36634-2

A temporary easement for construction purposes, all that portion of Parcel 1, as shown on Parcel Map No. 2.16, filed July 11, 1973, in Book 13 of Maps, Page 49, Yuba County records, State of California, as described on the DEED, recorded on August 20, 2018, in Document No. 2018-010247, Official Records of Yuba County, said portion more particularly described as follows:

COMMENCING at a found brass toppler monument, at the intersection of the Centerline of the 60' Roadway with the southerly line of Parcels 2 and 3, as shown on Parcel Map No. 1.61, filed January 31, 1973, in Book 12 of Maps, Page 77, records of said county; said monument bears South 89°11'25" West, 1,976.06 feet, from a found brass toppler monument stamped LS2692, marking the east 1/4 corner of Section 22, T16N, R5E, MDM, as shown on said Parcel Map No. 1.61;

Thence from said point of commencement, North 07°21'33" West, 385.22 feet, to the point on the existing northerly right of way line of State Route 20, and the POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING, along said existing right of way line, North 85°40'35" West, 108.69 feet;

Thence leaving said existing right of way line, North 67°02'59" East, 91.51 feet;

Thence South 19°43'31" East 31.62 feet;

Thence North 86°05'39" East, 280.51 feet;

Thence South 85°15'11" East, 431.50 feet, to the East line of said Parcel 1;

Thence along said East line, South 00°21'42" East 15.06 feet;

Thence leaving said East line, North 85°15'11" West, 431.71 feet;

Thence South 86°05'39" West 266.93 feet, to said POINT OF BEGINNING.

Bearing and distances used herein are grid based upon the California State Plane Coordinate System, Zone 2 NAD 83 (Epoch 2004.69). To obtain ground distances divide distances shown by the combined grid factor of 0.9999082.

The rights to the above-described temporary easement shall cease and terminate no later than December 01, 2022. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

PARCEL 36634-3

A temporary easement for construction purposes, all that portion of Parcel 1, as shown on Parcel Map No. 2.16, filed July 11, 1973, in Book 13 of Maps, Page 49, Yuba County records, State of California, as described on the DEED, recorded on August 20, 2018, in Document No. 2018-010247, Official Records of Yuba County, said portion more particularly described as follows:

COMMENCING at a found brass toppler monument, at the intersection of the Centerline of the 60' Roadway with the southerly line of Parcels 2 and 3, as shown on Parcel Map No. 1.61, filed January 31, 1973, in Book 12 of Maps, Page 77, records of said county; said monument bears South 89°11'25" West, 1,976.06 feet, from a found brass toppler monument stamped LS2692, marking the east 1/4 corner of Section 22, T16N, R5E, MDM, as shown on said Parcel Map No. 1.61;

Thence from said point of commencement, North 07°21'33" West, 385.22 feet, to the point on the existing northerly right of way line of State Route 20;

Thence along said existing right of way line, North 85°40'35" West, 370.28 feet, to the POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING, continuing along said existing right of way line, North 85°40'35" West, 66.01 feet, to the westerly most angle point of said Parcel 1;

Thence leaving said existing right of way line, and along the northerly line of said Parcel 1, North 73°33'38" East, 62.83 feet;

Thence leaving said northerly line, South 13°45'01" East, 23.43 feet, to said POINT OF BEGINNING.

Bearing and distances used herein are grid based upon the California State Plane Coordinate System, Zone 2 NAD 83 (Epoch 2004.69). To obtain ground distances divide distances shown by the combined grid factor of 0.9999082.

The rights to the above-described temporary easement shall cease and terminate no later than December 01, 2022. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

PARCEL 36634-4

A permanent easement for water pipeline purposes, all that portion of Parcel 1, as shown on Parcel Map No. 2.16, filed July 11, 1973, in Book 13 of Maps, Page 49, Yuba County records, State of California, as described on the DEED, recorded on August 20, 2018, in Document No. 2018-010247, Official Records of Yuba County, said portion more particularly described as follows:

COMMENCING at a brass topper monument stamped LS2692, marking the easterly 1/4 corner of Section 22, T16N, R5E, MDM, as shown on Parcel Map No. 1.61, filed January 31, 1973, in Book 12 of Maps, Page 77, records of said county; said monument bears North 89°11'25" East 1,976.06 feet, from a brass topper monument at the intersection of the Centerline of the 60' Roadway with the southerly line of Parcels 2 and 3, as shown on said Parcel Map No. 1.61;

Thence from said Point of Commencement, North 15°02'23" West, 239.61 feet;

Thence North 85°15'11" West, 821.94 feet, to the point on the East line of Parcel 2, as shown on said Parcel Map No. 2.16, and the POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING, leaving said East line of Parcel 2, continuing North 85°15'11" West, 461.45 feet;

Thence North 04°35'02" East, 15.00 feet;

Thence South 85°15'11" East, 460.14 feet, to said East line of Parcel 2;

Thence along said East line of Parcel 2, South 00°24'40" East, 15.06 feet, to said POINT OF BEGINNING.

The Bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 2 (Epoch 2004.69). Divide all distances used in the above description by 0.9999082 to obtain ground level distances.

PARCEL 36634-5

A temporary easement for construction purposes, all that portion of Parcel 1, as shown on Parcel Map No. 2.16, filed July 11, 1973, in Book 13 of Maps, Page 49, Yuba County records, State of California, as described on the DEED, recorded on August 20, 2018, in Document No. 2018-010247, Official Records of Yuba County, said portion more particularly described as follows:

COMMENCING at a brass topper monument stamped LS2692, marking the easterly 1/4 corner of Section 22, T16N, R5E, MDM, as shown on Parcel Map No. 1.61, filed January 31, 1973, in Book 12 of Maps, Page 77, records of said county; said monument bears North 89°11'25" East 1,976.06 feet, from a brass topper monument at the intersection of the Centerline of the 60' Roadway with the southerly line of Parcels 2 and 3, as shown on said Parcel Map No. 1.61;

Thence from said Point of Commencement, North 15°02'23" West, 239.61 feet;

Thence North 85°15'11" West, 1,270.85 feet, to the point on the East line of said Parcel 1;

Thence along said East line, North 00°21'42" West, 15.06 feet, and the POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING, continuing along said East line, North 00°21'42" West, 15.06 feet;

Thence leaving said East line, North 85°15'11" West, 24.90 feet;

Thence South 04°39'56" West 15.00 feet;

Thence South 85°15'11" East 26.22 feet, to said POINT OF BEGINNING.

Bearing and distances used herein are grid based upon the California State Plane Coordinate System, Zone 2 NAD 83 (Epoch 2004.69). To obtain ground distances divide distances shown by the combined grid factor of 0.9999082.

The rights to the above-described temporary easement shall cease and terminate no later than December 01, 2022. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21674**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 06-Ker-223-PM 21.1 Parcel 87386-1, 2
9 OWNER: Abdo Alrowhany

10 Resolved by the California Transportation Commission after
11 notice (and hearing) pursuant to Code of Civil Procedure Section
12 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

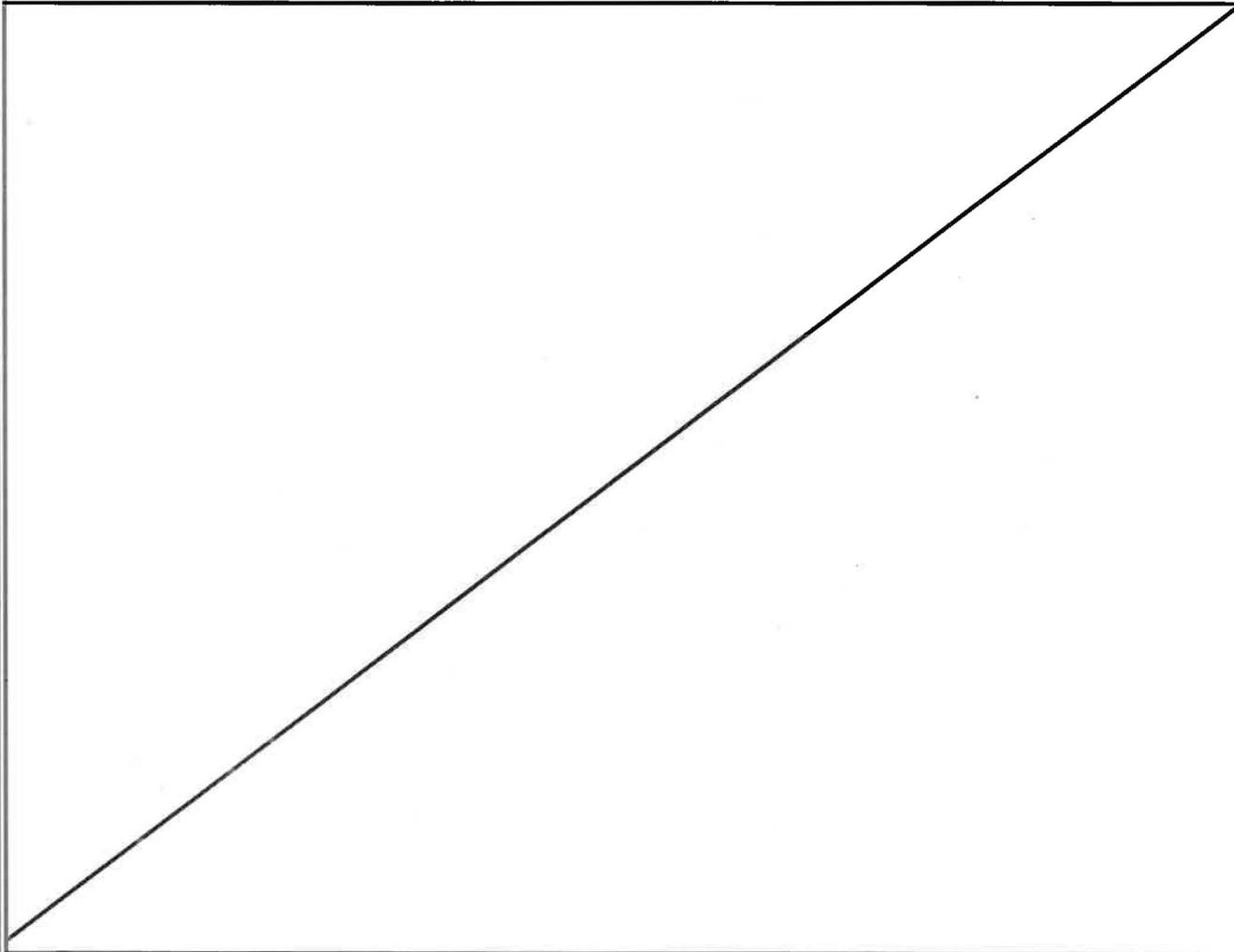
25 RESOLVED by this Commission that the Department of
26 Transportation be and said Department is hereby authorized and
empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

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

8 The real property or interests in real property, which the
9 Department of Transportation is by this resolution authorized to
10 acquire, is situated in the County of Kern, State of California,
11 Highway 06-Ker-223 and described as follows:



Parcel 87386-1

For State Highway purposes, a portion of Lot 1 in Block 1 of the Map of Stockton Addition to the Town of Arvin, recorded on December 21, 1920, in Book 3, Page 34 of Maps, Kern County Official Records, more particularly described as follows:

COMMENCING at the Northwest Corner of Section 25, Township 31 South, Range 29 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the west line of said Section 25 South $0^{\circ}05'56''$ East, 99.98 feet; THENCE (2) North $90^{\circ}00'00''$ West, 30.00 feet to the east line of said Lot 1; THENCE (3) along said east line North $0^{\circ}05'56''$ West, 1.56 feet to the POINT OF BEGINNING; THENCE (4) continuing along said east line North $0^{\circ}05'56''$ West, 55.01 feet to the south line of that land conveyed to the State of California as described in that Grant Deed recorded on December 4, 1947 in Book 1341, Page 408, Kern County Official Records; THENCE (5) along said south line North $89^{\circ}50'00''$ West, 41.22 feet to the beginning of a non-tangent curve concave to the southwest having a radius of 58.00 feet, a radial line through said beginning of curve bears North $19^{\circ}15'16''$ East; THENCE (6) easterly and southeasterly 71.99 feet along said curve through a central angle of $71^{\circ}07'07''$; THENCE (7) leaving said curve on a non-tangent line North $89^{\circ}54'04''$ East, 2.44 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by .9999378 to convert to ground distances.

Parcel 87386-2

A temporary easement for construction of State Highway facilities and appurtenances thereto, under, upon, over and across a portion of Lot 1 in Block 1 of the Map of Stockton Addition to the Town of Arvin, recorded on December 21, 1920, in Book 3, Page 34 of Maps, Kern County Official Records, more particularly described as follows:

COMMENCING at the Northwest Corner of Section 25, Township 31 South, Range 29 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the west line of said Section 25 South $0^{\circ}05'56''$ East, 99.98 feet; THENCE (2) North $90^{\circ}00'00''$ West, 30.00 feet to the east line of said Lot 1; THENCE (3) along said east line North $0^{\circ}05'56''$ West, 56.57 feet to the south line of that land conveyed to the State of California as described in that Grant Deed recorded on December 4, 1947 in Book 1341, Page 408, Kern County Official Records; THENCE (4) along said south line North $89^{\circ}50'00''$ West, 41.22 feet to the beginning of a non-tangent curve concave to the southwest having a radius of 58.00 feet, a radial line through said beginning of curve bears North $19^{\circ}15'16''$ East, said beginning of non-tangent curve also being the POINT OF BEGINNING; THENCE (5) easterly and southeasterly 71.99 feet along said curve through a central angle of $71^{\circ}07'07''$; THENCE (6) South $89^{\circ}54'04''$ West, 5.00 feet to the beginning of a non-tangent curve concave to the southwest having a radius of 53.00 feet, a radial line through said beginning of curve bears South $89^{\circ}34'56''$ East; THENCE (7) northerly and northwesterly and 65.01 feet along said curve through a central angle of $70^{\circ}16'27''$; THENCE (8) leaving last said curve on a non-tangent line North $89^{\circ}50'00''$ West, 7.90 feet to the west line of said Lot 1; THENCE (9) along said west line North $0^{\circ}05'56''$ West, 5.00 feet to said south line of said land conveyed to the State of California; THENCE (10) along said south line South $89^{\circ}50'00''$ East 8.78 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on December 30, 2019. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Parcel 87386-2 (continued)

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by .9999378 to convert to ground distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21675**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 06-Ker-223-PM 2.1 PARCEL 87387-2
9 OWNER: Hifthallah Ahmed Alrowhany, a married man as his sole and
10 separate property

11 Resolved by the California Transportation Commission after
12 notice (and hearing) pursuant to Code of Civil Procedure Section
13 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

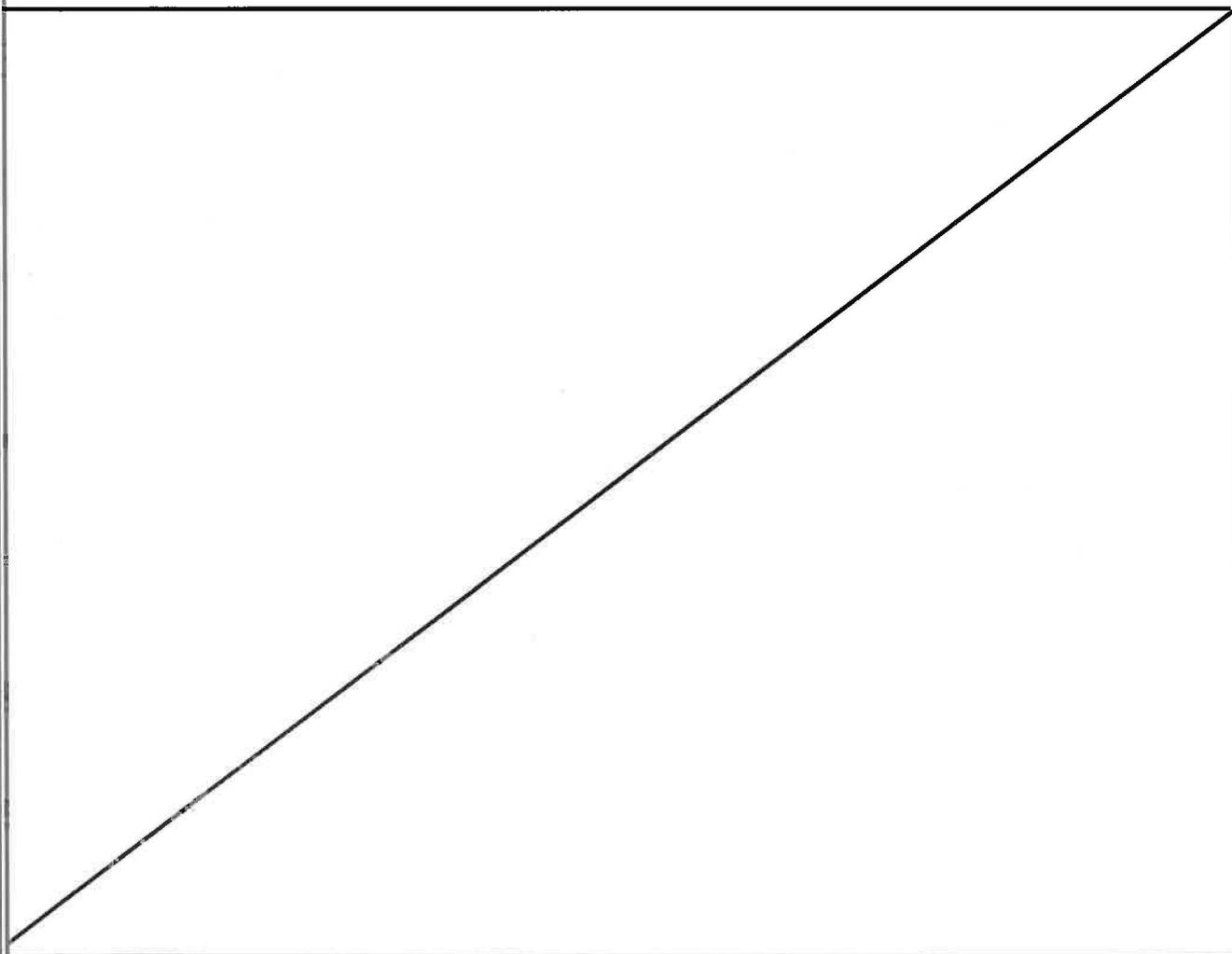
RESOLVED by this Commission that the Department of
Transportation be and said Department is hereby authorized and
empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

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

8 The real property or interests in real property, which the
9 Department of Transportation is by this resolution authorized to
10 acquire, is situated in the County of Kern, State of California,
11 Highway 06-Ker-223 and described as follows:



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Parcel 87387-2

A temporary easement for construction of State Highway facilities and appurtenances thereto, under, upon, over and across a portion of Lot 2 in Block 1 of the Map of Stockton Addition to the Town of Arvin, recorded on December 21, 1920, in Book 3, Page 34 of Maps, Kern County Official Records, more particularly described as follows:

COMMENCING at the Northwest Corner of Section 25, Township 31 South, Range 29 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the west line of said Section 25 South $0^{\circ}05'56''$ East, 99.98 feet; THENCE (2) North $90^{\circ}00'00''$ West, 30.00 feet to the east line of Lot 1 of said Block 1; THENCE (3) along said east line North $0^{\circ}05'56''$ West, 56.57 feet to the south line of that land conveyed to the State of California as described in that Grant Deed recorded on December 4, 1947 in Book 1341, Page 408, Kern County Official Records; THENCE (4) along said south line North $89^{\circ}50'00''$ West, 50.00 feet to the east line of said Lot 2 and the POINT OF BEGINNING; THENCE (5) along last said east line South $0^{\circ}05'56''$ East, 5.00 feet; THENCE (6) North $89^{\circ}50'00''$ West, 16.01 feet; THENCE (7) North $0^{\circ}15'37''$ East, 5.00 feet to said south line of said land conveyed to the State of California; THENCE (8) along said south line South $89^{\circ}50'00''$ East, 15.98 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on December 30, 2019. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by .9999378 to convert to ground distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21676**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 06-Tul-137-PM 16.5/16.6 PARCEL 87865-1
9 OWNER: Cynthia C. Gregory, Trustee of the Colleen Gregory Trust,
10 dated January 9, 2003 and Donald D. Gregory, as to an undivided
11 one-half interest, and Paul C. Richter, III and Clara O, Richter,
12 husband and wife as community property, as to an undivided one-half
13 interest

14 Resolved by the California Transportation Commission after
15 notice (and hearing) pursuant to Code of Civil Procedure Section
16 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

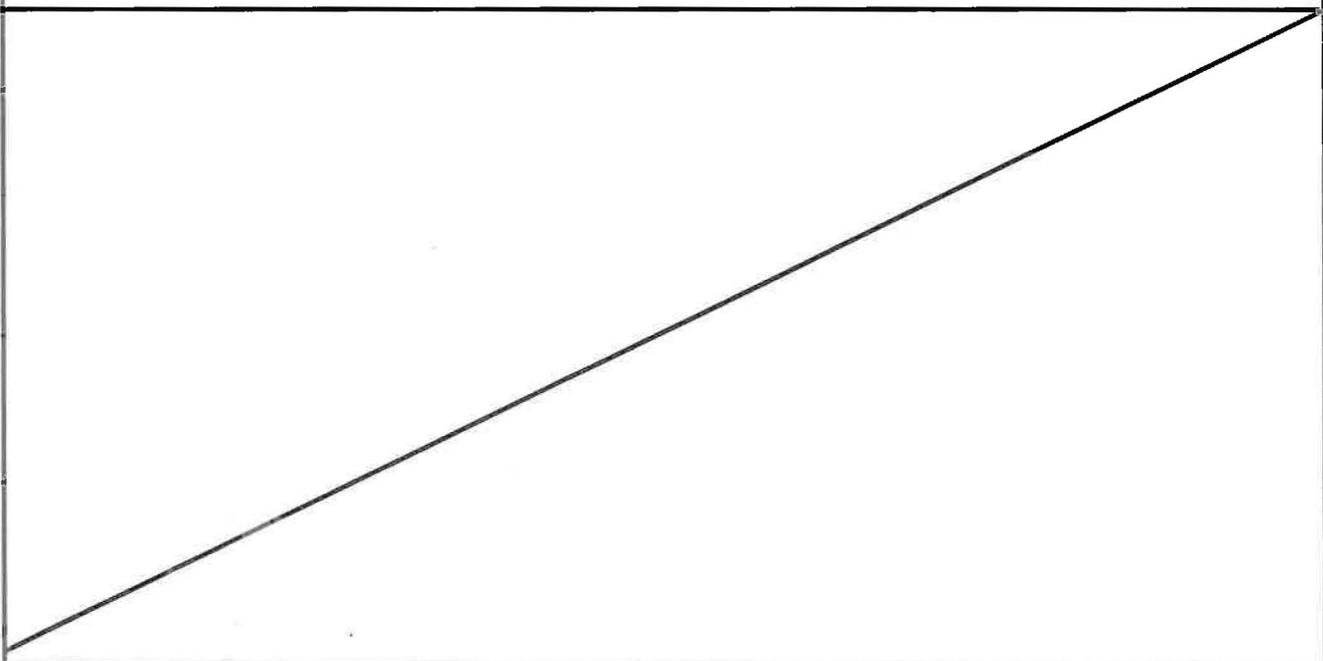
APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Tulare, State of California,
14 Highway 06-Tul-137 and described as follows:



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Parcel 87865-1

For State Highway purposes, those portions of Lots Nine (9) and Ten (10) of Bellevue Tract in the City of Tulare, County of Tulare, State of California, as per map recorded in Book 16, Page 22 of Maps, in the office of the Tulare County Recorder, included within the following described land:

COMMENCING at the Northwest Corner of Section 12, Township 20 South, Range 24 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the west line of said Section 12, South $0^{\circ}16'35''$ West, 689.57 feet to the center line of East Sierra Avenue; THENCE (2) along said center line North $89^{\circ}41'03''$ East, 1314.14 feet; THENCE (3) leaving said center line North $50^{\circ}14'00''$ West, 57.46 feet to a point on the south line of Lot 9 in Block 2 of Fish Addition, in the City of Tulare, County of Tulare, State of California, as per Map recorded in Book 19, Page 103 of Maps, in the office of the Tulare County Recorder, said point being the POINT OF BEGINNING; THENCE (4) leaving said south line and continuing North $50^{\circ}14'00''$ West, 78.00 feet; THENCE (5) South $87^{\circ}55'00''$ West, 82.00 feet to the existing easterly Right of Way line of State Route 99; THENCE (6) along said existing easterly Right of Way line South $10^{\circ}51'23''$ East, 28.22 feet; THENCE (7) leaving said existing easterly Right of Way line North $89^{\circ}40'06''$ East, 45.00 feet; THENCE (8) South $58^{\circ}11'44''$ East, 37.54 feet to said south line of said Lot 9 of said Fish Addition; THENCE (9) along said south line North $89^{\circ}41'03''$ East, 59.69 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99995827 to convert to ground distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21677**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 06-Tul-137-PM 16.5/16.6 PARCEL 88027-1

9 OWNER: Donald D. Gregory, Trustee of the Donald D. Gregory
10 Revocable Trust of October 2, 2000, as to an undivided one-half
11 interest, and Paul C. Richter, III and Clara O. Richter, husband
12 and wife, as community property, as to an undivided one-half
13 interest

14 Resolved by the California Transportation Commission after
15 notice (and hearing) pursuant to Code of Civil Procedure Section
16 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

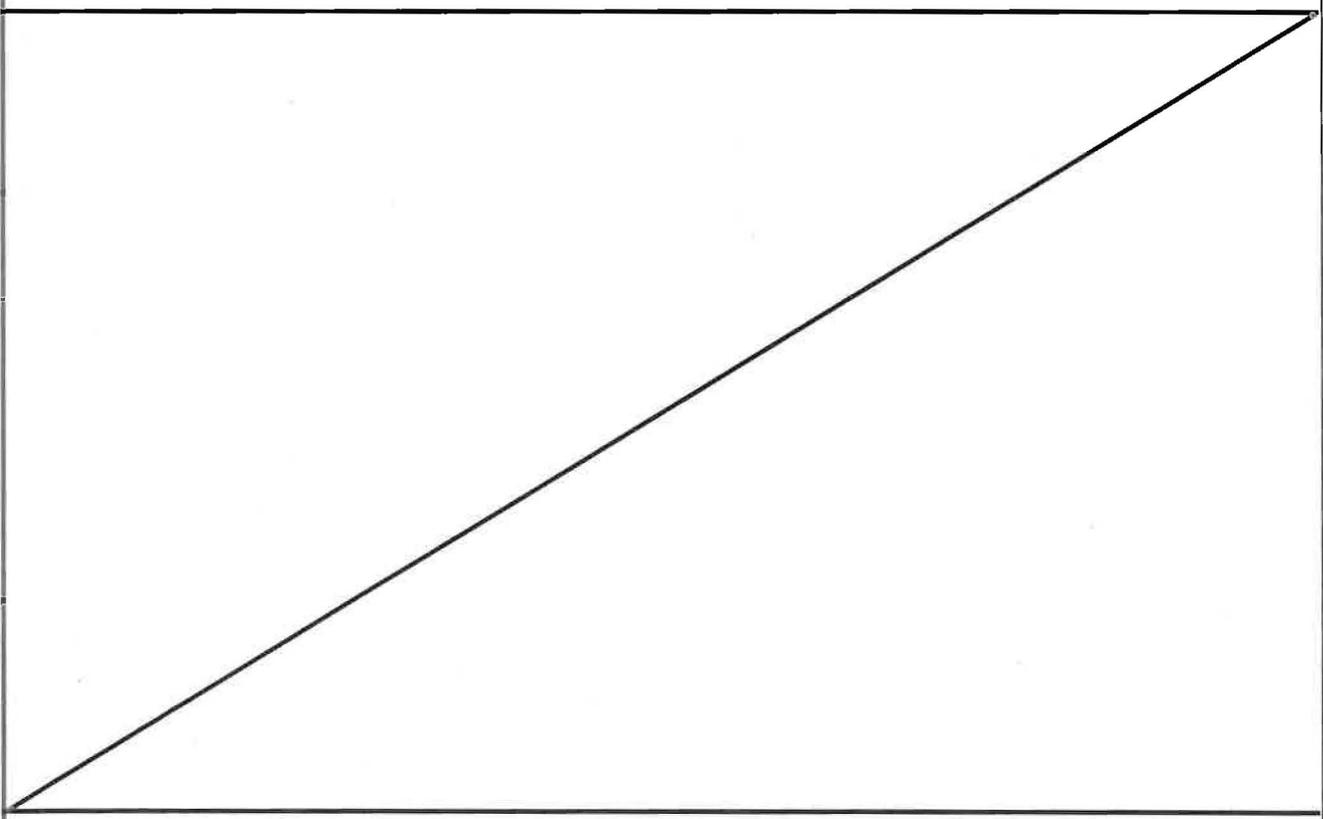
APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Tulare, State of California,
14 Highway 06-Tul-137 and described as follows:



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Parcel 88027-1

For State Highway purposes, those portions of Lots 8, 9, and 10 in Block 2 of Fish Addition in the City of Tulare, County of Tulare, State of California, as per map recorded in Book 19, Page 103 of Maps, in the office of the Tulare County Recorder, included within the following described land:

COMMENCING at the Northwest Corner of Section 12, Township 20 South, Range 24 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the west line of said Section 12, South $0^{\circ}16'35''$ West, 689.57 feet to the center line of East Sierra Avenue; THENCE (2) along said center line North $89^{\circ}41'03''$ East, 1314.14 feet; THENCE (3) leaving said center line North $50^{\circ}14'00''$ West, 57.46 feet to a point on the south line of Lot 9 in Block 2 of Fish Addition, in the City of Tulare, County of Tulare, State of California, as per Map recorded in Book 19, Page 103 of Maps, in the office of the Tulare County Recorder, said point being the POINT OF BEGINNING; THENCE (4) leaving said south line and continuing North $50^{\circ}14'00''$ West, 78.00 feet; THENCE (5) South $87^{\circ}55'00''$ West, 82.00 feet to the existing easterly Right of Way line of State Route 99; THENCE (6) along said existing easterly Right of Way line South $10^{\circ}51'23''$ East, 28.22 feet; THENCE (7) leaving said existing easterly Right of Way line North $89^{\circ}40'06''$ East, 45.00 feet; THENCE (8) South $58^{\circ}11'44''$ East, 37.54 feet to said south line of said Lot 9 of said Fish Addition; THENCE (9) along said south line North $89^{\circ}41'03''$ East, 59.69 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 0.99995827 to convert to ground distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21678**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 07-LA-71-PM 1.9 PARCEL 78438-1
9 OWNER: Isauro Velasco and Rosalva Velasco

10 Resolved by the California Transportation Commission after
11 notice (and hearing) pursuant to Code of Civil Procedure Section
12 1245.235 that it finds and determines and hereby declares that:

13 The hereinafter described real property is necessary for State
14 Highway purposes and is to be acquired by eminent domain pursuant
15 to Streets and Highways Code Section 102 and Code of Civil
16 Procedure Section 1240.510 in that the property being acquired is
17 for a compatible use; and Code of Civil Procedure Section 1240.610
18 in that the property is required for a more necessary public use;

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

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

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

26 **APPROVED AS TO FORM AND PROCEDURE**

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

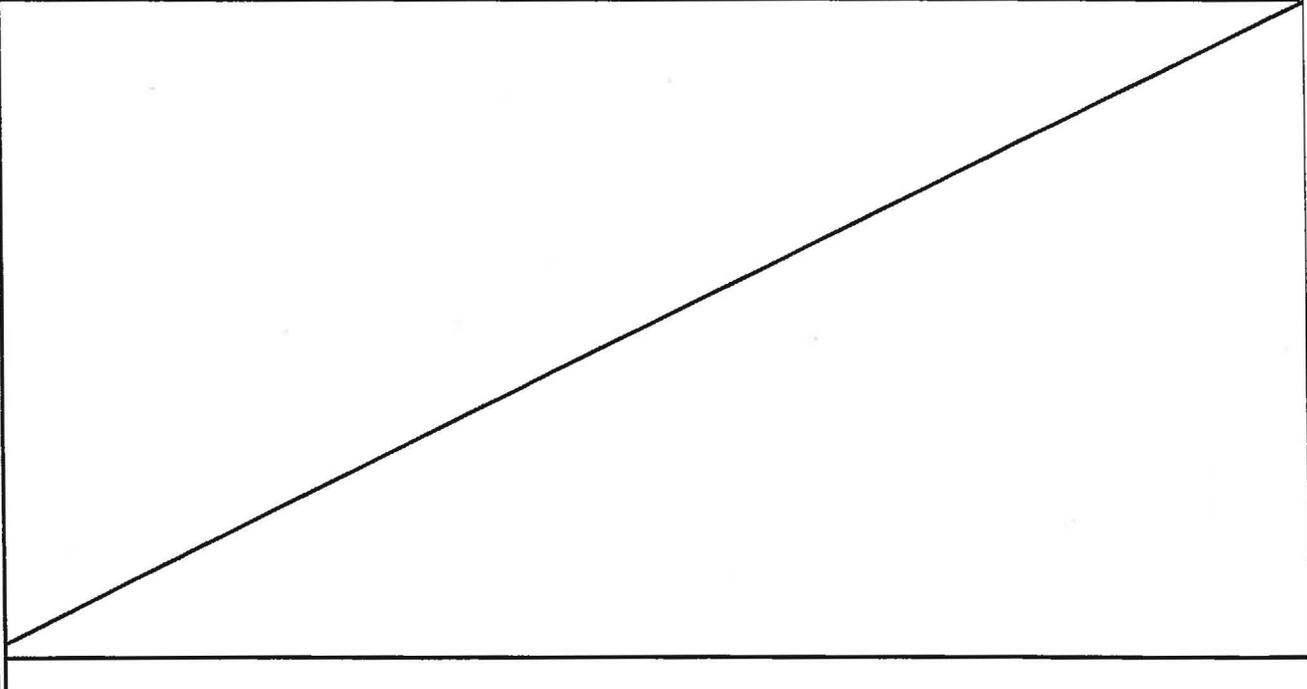
1 The offer required by Section 7267.2 of the Government Code
2 has been made to the owner or owners of record; and be it further

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

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

13 The real property or interests in real property, which the
14 Department of Transportation is by this resolution authorized to
15 acquire, is situated in the County of Los Angeles, State of
16 California, Highway 07-LA-71 and described as follows:

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RESOLUTION OF NECESSITY DESCRIPTION

Parcel 78438-1

For freeway purposes, Lot 33 of Tract 12818, in the City of Pomona, County of Los Angeles, State of California, as per map recorded in Book 284, Pages 21 through 24 inclusive, of Maps, in the Office of the Registrar-Recorder/County Clerk of said county.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21679**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 07-LA-71-PM 1.8 PARCEL 78487-1
9 OWNER: David Ruiz Perez and Sonia Lozano

10 Resolved by the California Transportation Commission after
11 notice (and hearing) pursuant to Code of Civil Procedure Section
12 1245.235 that it finds and determines and hereby declares that:

13 The hereinafter described real property is necessary for State
14 Highway purposes and is to be acquired by eminent domain pursuant
15 to Streets and Highways Code Section 102 and Code of Civil
16 Procedure Section 1240.510 in that the property being acquired is
17 for a compatible use; and Code of Civil Procedure Section 1240.610
18 in that the property is required for a more necessary public use;

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

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

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

26 **APPROVED AS TO FORM AND PROCEDURE**

APPROVAL RECOMMENDED

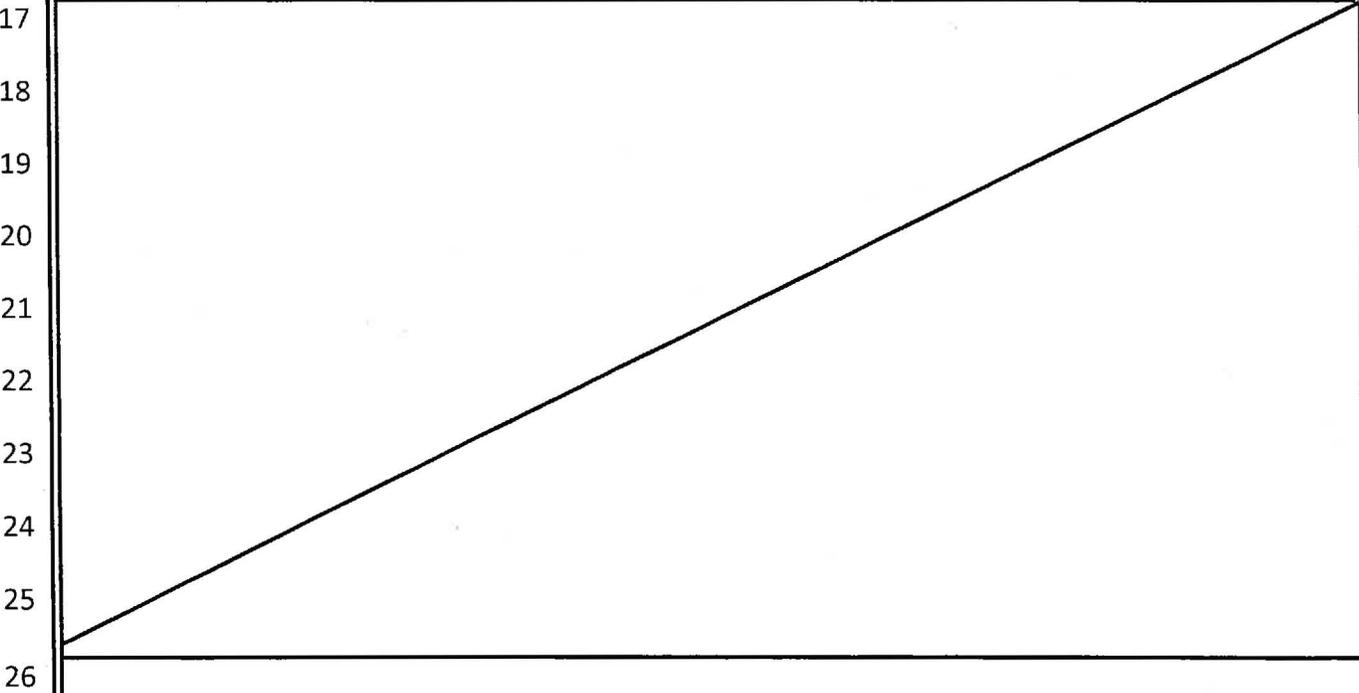
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 The offer required by Section 7267.2 of the Government Code
2 has been made to the owner or owners of record; and be it further
3 RESOLVED by this Commission that the Department of
4 Transportation be and said Department is hereby authorized and
5 empowered;

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

13 The real property or interests in real property, which the
14 Department of Transportation is by this resolution authorized to
15 acquire, is situated in the County of Los Angeles, State of
16 California, Highway 07-LA-71 and described as follows:



RESOLUTION OF NECESSITY DESCRIPTION

Parcel 78487-1

For freeway purposes, Lot 366 of Tract No. 12818, in the City of Pomona, County of Los Angeles, State of California, as per map recorded in Book 284, Pages 21 through 24 inclusive, of Maps, in the Office of the Registrar-Recorder/County Clerk of said county.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21680**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 07-LA-71-PM 1.9 PARCEL 78495-1
9 OWNER: Arres I. Gantino

10 Resolved by the California Transportation Commission after
11 notice (and hearing) pursuant to Code of Civil Procedure Section
12 1245.235 that it finds and determines and hereby declares that:

13 The hereinafter described real property is necessary for State
14 Highway purposes and is to be acquired by eminent domain pursuant
15 to Streets and Highways Code Section 102 and Code of Civil
16 Procedure Section 1240.510 in that the property being acquired is
17 for a compatible use; and Code of Civil Procedure Section 1240.610
18 in that the property is required for a more necessary public use;

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

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

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

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

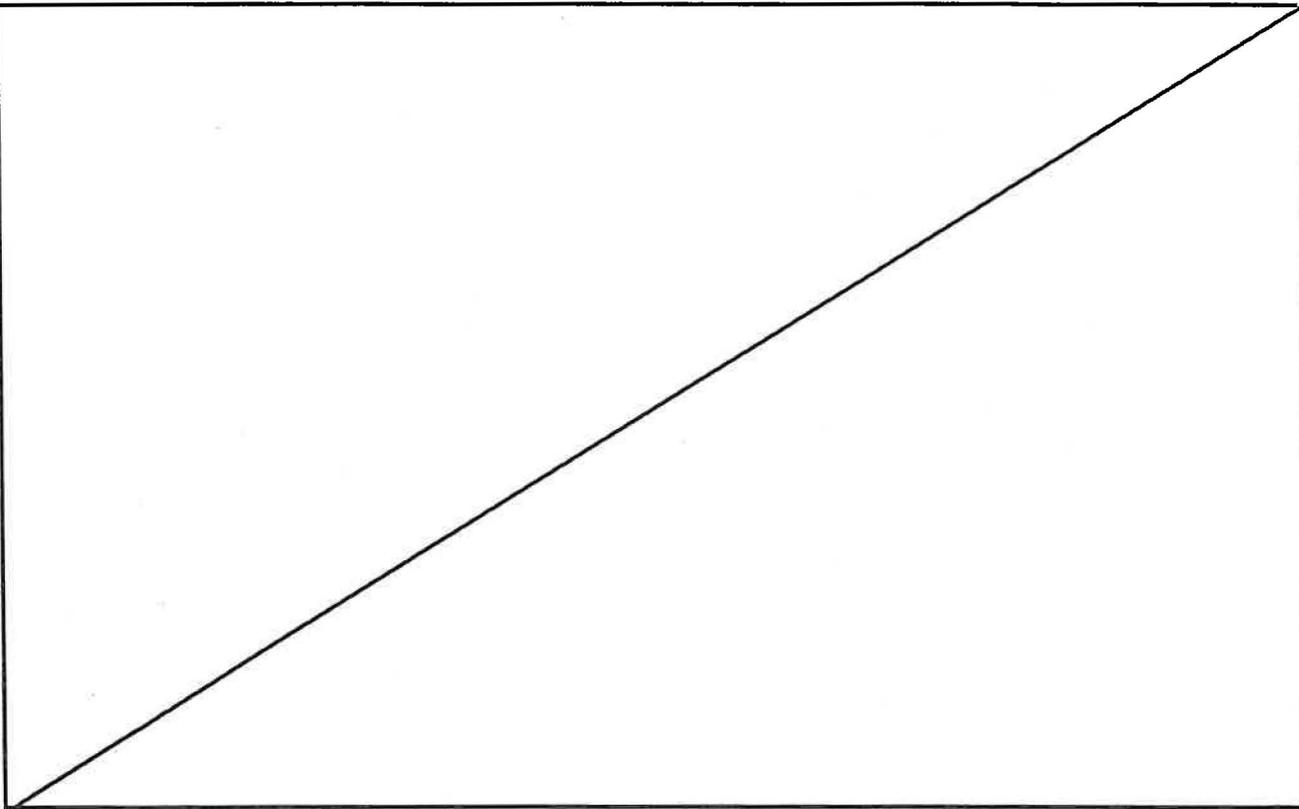
APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Los Angeles, State of
14 California, Highway 07-LA-71 and described as follows:



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RESOLUTION OF NECESSITY DESCRIPTION

Parcel 78495-1

For freeway purposes, Lot 395 of Tract No. 12818, in the City of Pomona, County of Los Angeles, State of California, as per map recorded in Book 284, Pages 21 through 24 inclusive, of Maps, in the Office of the Registrar-Recorder/County Clerk of said county.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21681**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 07-LA-71-PM 1.9 PARCEL 80830-1
9 OWNER: Felix T. Grossman

10 Resolved by the California Transportation Commission after
11 notice (and hearing) pursuant to Code of Civil Procedure Section
12 1245.235 that it finds and determines and hereby declares that:

13 The hereinafter described real property is necessary for State
14 Highway purposes and is to be acquired by eminent domain pursuant
15 to Streets and Highways Code Section 102 and Code of Civil
16 Procedure Section 1240.510 in that the property being acquired is
17 for a compatible use; and Code of Civil Procedure Section 1240.610
18 in that the property is required for a more necessary public use;

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

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

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

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

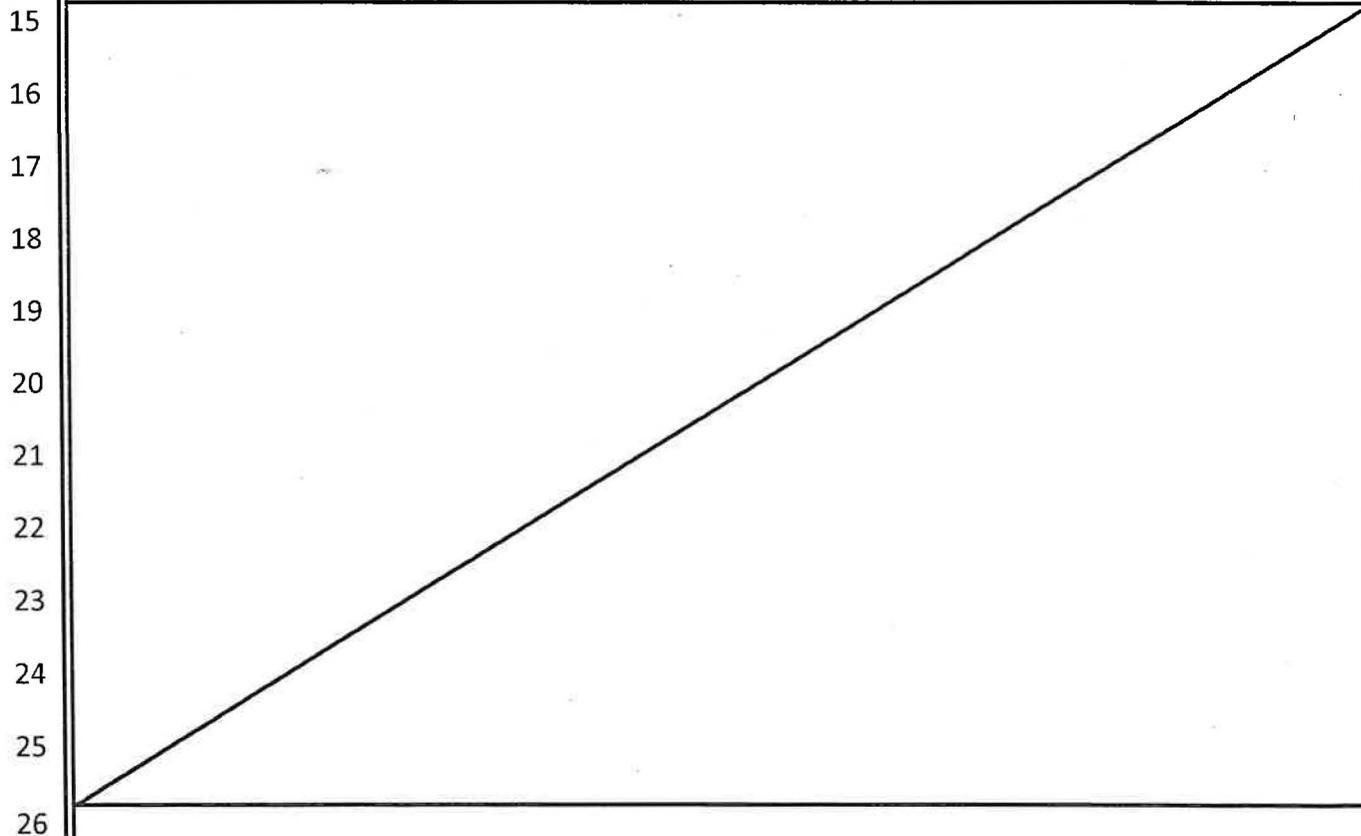
APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Los Angeles, State of
14 California, Highway 07-LA-71 and described as follows:



RESOLUTION OF NECESSITY DESCRIPTION

Parcel 80830-1

For freeway purposes, Lot 470 of Tract 12818, in the City of Pomona, County of Los Angeles, State of California, as per map recorded in Book 284, Pages 21 through 24 inclusive, of Maps, in the Office of the Registrar-Recorder/County Clerk of said county.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21682**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 07-LA-71-PM 1.9 PARCEL 80823-1
9 OWNER: Rebecca M. Ramos

10 Resolved by the California Transportation Commission after
11 notice (and hearing) pursuant to Code of Civil Procedure Section
12 1245.235 that it finds and determines and hereby declares that:

13 The hereinafter described real property is necessary for State
14 Highway purposes and is to be acquired by eminent domain pursuant
15 to Streets and Highways Code Section 102 and Code of Civil
16 Procedure Section 1240.510 in that the property being acquired is
17 for a compatible use; and Code of Civil Procedure Section 1240.610
18 in that the property is required for a more necessary public use;

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

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

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

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

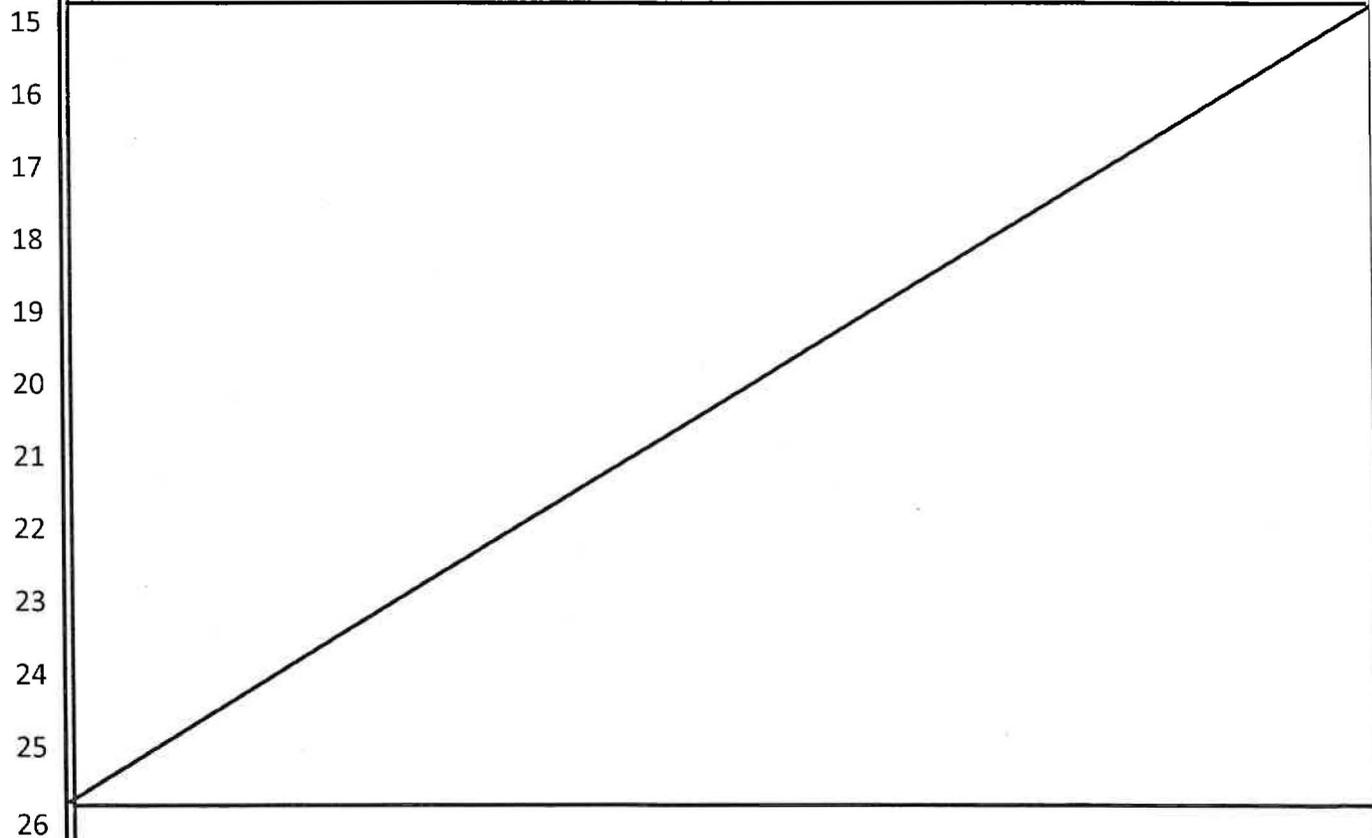
APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Los Angeles, State of
14 California, Highway 07-LA-71 and described as follows:



RESOLUTION OF NECESSITY DESCRIPTION

Parcel 80823-1

For freeway purposes, Lot 408 of Tract 12818, in the City of Pomona, County of Los Angeles, State of California, as per map recorded in Book 284, Pages 21 through 24 inclusive, of Maps, in the Office of the Registrar-Recorder/County Clerk of said county.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21683**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 07-LA-101-PM 20.0 PARCEL 80853-1
9 OWNER: Fadi Shakkour

10 Resolved by the California Transportation Commission after
11 notice (and hearing) pursuant to Code of Civil Procedure Section
12 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

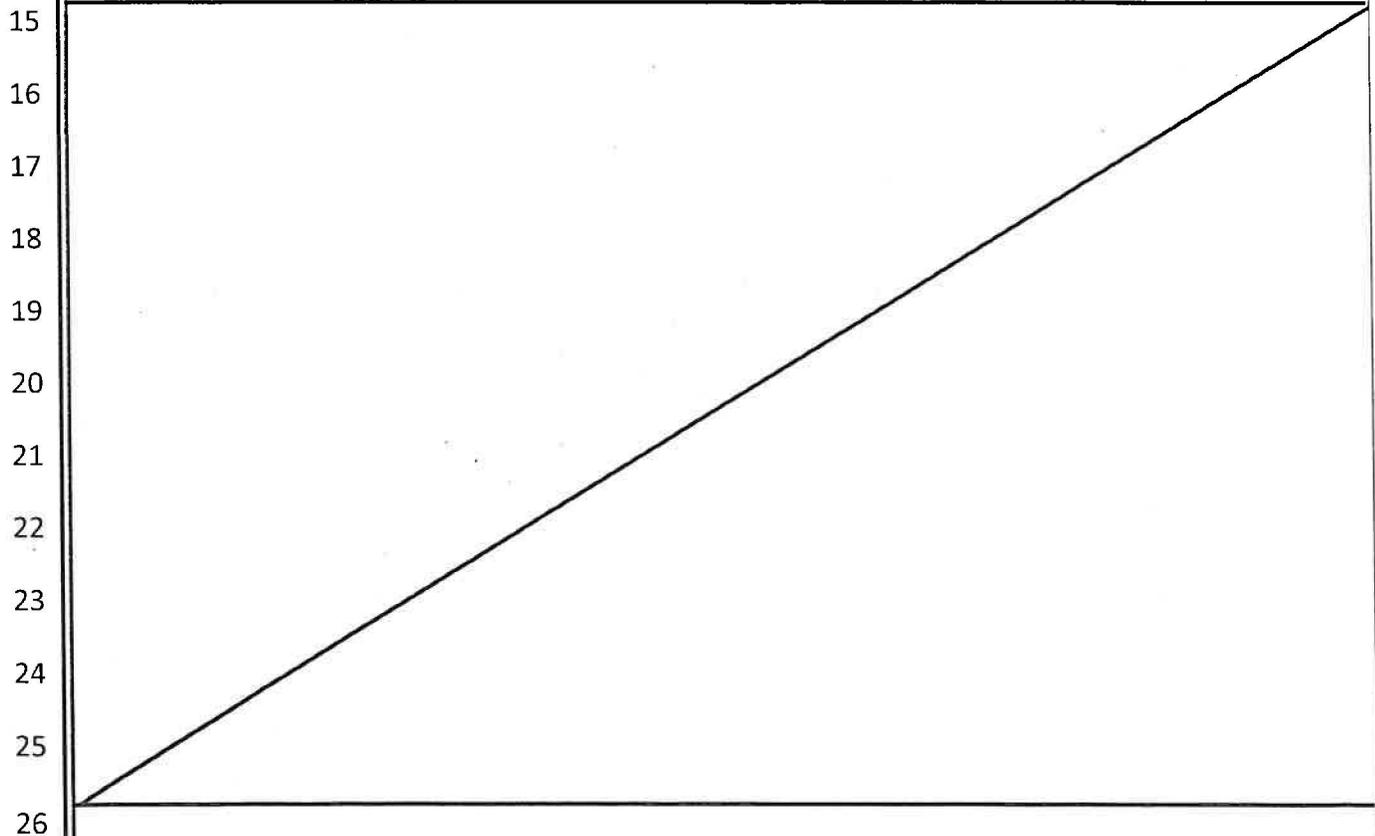
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Los Angeles, State of
14 California, Highway 07-LA-101 and described as follows:



RESOLUTION OF NECESSITY DESCRIPTION

Parcel 80853-1 (TCE):

For freeway purposes, a temporary construction easement over and across that portion of Lot 22 in Block 16 of Tract No. 2955, in the City of Los Angeles, County of Los Angeles, State of California, as shown on map recorded in Book 31, Pages 62 to 70 inclusive, of Maps, in the Office of the Registrar-recorder/County Clerk of said County, being more particularly described as follows:

BEGINNING at the easterly terminus of that certain course described as having a bearing and distance of "S 88°54'18" E, 104.72" feet in the northerly boundary of State Parcel D-2038, recorded on August 6, 1963, in Book D2134, page 632 of Official Records in said office, said course having a bearing of S 88°42'41" E for the purpose of this description; thence westerly along said course N 88°42'41" W, 13.46 feet to a non-tangent curve being concentric with and distant southwesterly 10.00 feet, measured radially, from that certain curve having a radius of 20.00 feet in said deed; thence southeasterly and easterly along said concentric curve concave being northeasterly and having a radius of 30.00 feet from a tangent which bears S 31°11'33" E, through a central angle of 75°10'05" an arc distance of 39.36 feet to that certain non-tangent curve having a radius of 34.00 feet in said deed; thence Northwesterly along said non-tangent curve concave southwesterly and having a radius of 34.00 feet from a tangent which bears N 24°54'43" W, through a central angle of 18°14'23", an arc distance of 10.82 feet to its Northwesterly terminus and that certain non-tangent curve, concave northeasterly and having a radius of 20.00 feet in said deed; thence westerly and northwesterly along said non-tangent curve from a tangent which bears S 83°03'15" W, through a central angle of 44°34'21", an arc distance of 15.56 feet to the POINT of BEGINNING.

The above described parcel of land is to be used for temporary construction purposes and incidents thereto in connection with the construction of Route 101 freeway project designated 07-LA-101-PM 20.0 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 October 24, 2022. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearing and distances in the herein above described lines are based on the California Coordinate System North American Datum (NAD) 1983, Zone 5.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21684**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 08-Riv-62-PM 82.00 PARCEL 24109-1
9 OWNER: The Metropolitan Water District of Southern California, a
10 Public Corporation

11 Resolved by the California Transportation Commission after
12 notice (and hearing) pursuant to Code of Civil Procedure Section
13 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

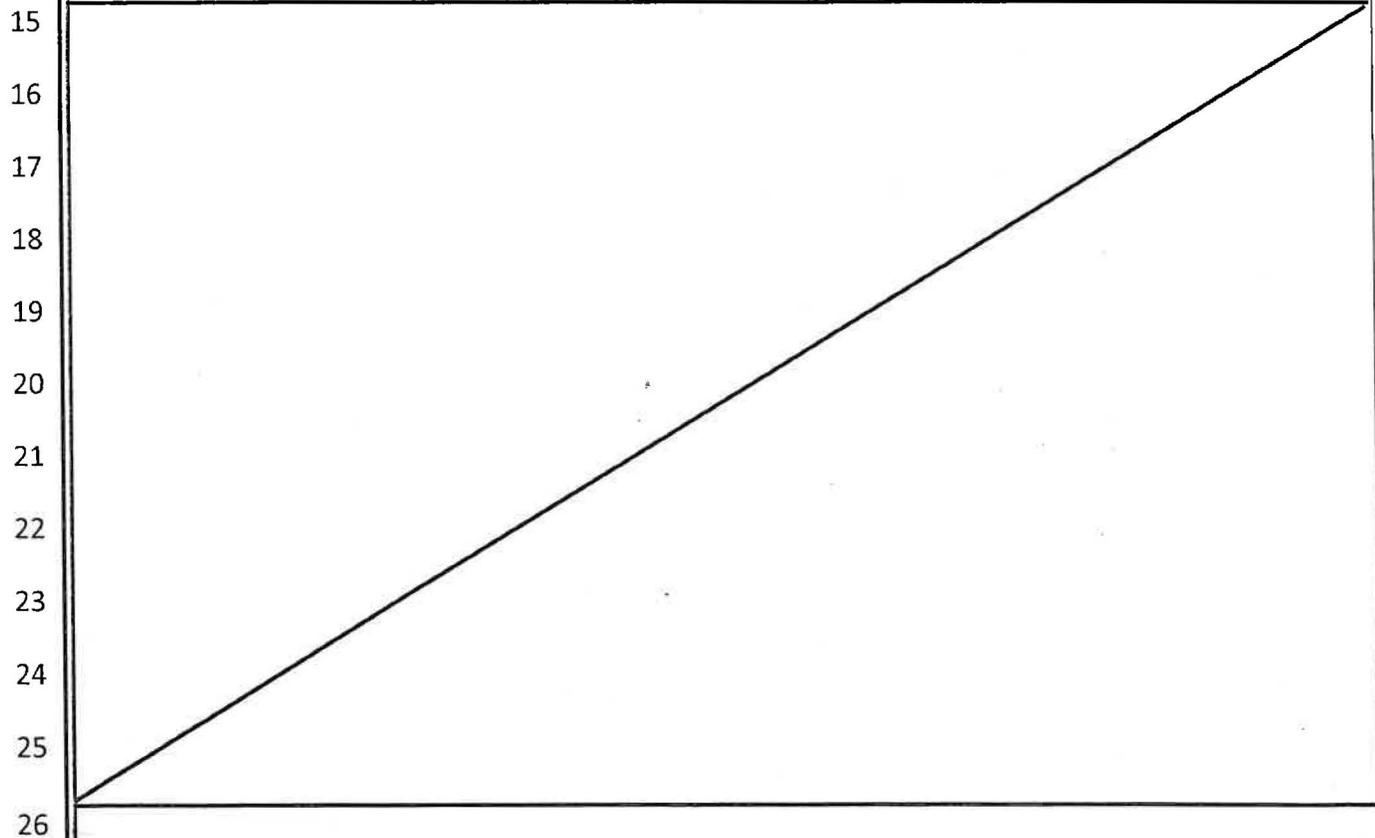
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Riverside, State of
14 California, Highway 08-Riv-62 and described as follows:



LEGAL DESCRIPTION

An EASEMENT for highway purposes and incidents thereto, in and to those portions of Sections 25 and 26, Township 1 South, Range 16 East, San Bernardino Meridian, according to the official plat thereof, in the unincorporated area of Riverside County, State of California, described as follows:

BEGINNING at a point on the west line of the northeast quarter of said Section 26, distant thereon North $0^{\circ}41'33''$ West 359.20 feet from the center-north sixteenth corner of said section marked by a 2" iron pipe tagged "LS 7083" as shown on a map filed in Book 129, pages 20 through 43 of Records of Survey in the office of the County Recorder of said County; thence along said west line North $00^{\circ}41'33''$ West 76.35 feet; thence leaving said west line South $76^{\circ}25'39''$ East 565.12 feet to the beginning of a tangent curve, concave southwesterly and having a radius of 4,237.00 feet; thence southeasterly 615.83 feet along said curve through a central angle of $8^{\circ}19'40''$; thence South $68^{\circ}06'00''$ East 126.27 feet to the beginning of a tangent curve, concave southwesterly and having a radius of 2,537.00 feet; thence southeasterly 40.32 feet along said curve through a central angle of $0^{\circ}54'38''$; thence South $22^{\circ}48'39''$ West 12.50 feet to the beginning of a non-tangent curve, concave southwesterly having a radius of 2,524.50 feet, a radial line to said curve bears North $22^{\circ}48'39''$ East; thence southeasterly 70.69 feet along said curve through a central angle of $1^{\circ}36'15''$; thence North $24^{\circ}24'54''$ East 12.50 feet to the beginning of a non-tangent curve, concave southwesterly having a radius of 2,537.00 feet, a radial line to said curve bears North $24^{\circ}24'54''$ East; thence southeasterly 172.52 feet along said curve through a central angle of $03^{\circ}53'46''$; thence North $28^{\circ}18'40''$ East 5.00 feet to the beginning of a non-tangent curve, concave southwesterly having a radius of 2,542.00 feet, a radial line to said curve bears North $28^{\circ}18'40''$ East; thence southeasterly 64.70 feet along said curve through a central angle of $1^{\circ}27'30''$; thence South $60^{\circ}13'50''$ East 229.63' to the beginning of a tangent curve, concave northeasterly having a radius of 1,158.00 feet; thence southeasterly 122.30 feet along said curve through a central angle of $6^{\circ}03'05''$; thence South $23^{\circ}43'05''$ West 5.00 feet to the beginning of a non-tangent curve, concave northeasterly having a radius of 1,163.00 feet, a radial line to said curve bears South $23^{\circ}43'05''$ West; thence southeasterly 219.88 feet along said curve through a central angle of $10^{\circ}49'57''$; thence South $77^{\circ}06'52''$ East 45.92 feet; thence

LEGAL DESCRIPTION

South 77° 03' 25" East 437.10 feet to the beginning of a tangent curve, concave southwesterly having a radius of 12,741.21 feet; thence southeasterly 355.65 feet along said curve through a central angle of 1°35'58" to the beginning of a compound curve, concave southwesterly having a radius of 5,219.47 feet; thence southeasterly 152.47 feet along said curve through a central angle of 1°40'26"; thence South 73°47'02" East 169.92 feet to the beginning of a tangent curve, concave southwesterly having a radius of 52,551.38 feet; thence southeasterly 141.28 feet along said curve through a central angle of 0°09'15" to the easterly line of that certain land described in the Notice of Ownership of Real Property recorded July 28, 2005 as Instrument No. 2005-0607818, of Official Records in the Office of said County Recorder; thence along said easterly line South 0°45'07" East 77.44 feet to the beginning of a non-tangent curve, concave southwesterly having a radius of 52,477.38 feet, a radial line to said curve bears North 16° 23' 42" East; thence leaving said easterly line northwesterly 163.87 feet along said curve through a central angle of 0°10'44"; thence North 73°47'02" West 169.92 feet to the beginning of a tangent curve, concave southwesterly having a radius of 5,145.47 feet; thence northwesterly 150.31 feet along said curve through a central angle of 1°40'26" to the beginning of a compound curve, concave southwesterly having a radius of 12,667.21 feet; thence northwesterly 353.59 feet along said curve through a central angle of 1°35'58"; thence North 77°03'25" West 437.02 feet; thence North 77° 06' 52" West 45.92 feet to the beginning of a tangent curve, concave northeasterly having a radius of 1,237.00 feet; thence northwesterly 364.52 feet along said curve through a central angle of 16°53'02"; thence North 60°13'50" West 229.63 feet to the beginning of a tangent curve, concave southwesterly having a radius of 2,463.00 feet; thence northwesterly 269.59 feet along said curve through a central angle of 6°16'16"; thence South 23°29'54" West 5.00 feet to the beginning of a non-tangent curve, concave southwesterly having a radius of 2,458.00 feet, a radial line to said curve bears North 23°29'54" East; thence northwesterly 68.56 feet along said curve through a central angle of 1°35'54"; thence North 68°06'00" West 120.26 feet; thence North 21°54'00" East 5.00 feet; thence North 68°06'00" West 6.01 feet to the beginning of a tangent curve, concave southwesterly having a radius of 4,163.00 feet; thence northwesterly 605.07 feet along said curve through a central angle of 8°19'40"; thence North 76°25'39" West 546.31 feet to the **POINT OF BEGINNING**.

LEGAL DESCRIPTION

The distances used in the above description are on the California Coordinate System of 1983, Zone 6 (Epoch 1991.35). Divide the distances used in the above description by 0.99993117 to obtain ground level distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21685**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 08-Riv-74-PM 31.18 PARCEL 24168-1
9 OWNER: Robert J. Morin, etc., et al.

10 Resolved by the California Transportation Commission after
11 notice (and hearing) pursuant to Code of Civil Procedure Section
12 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

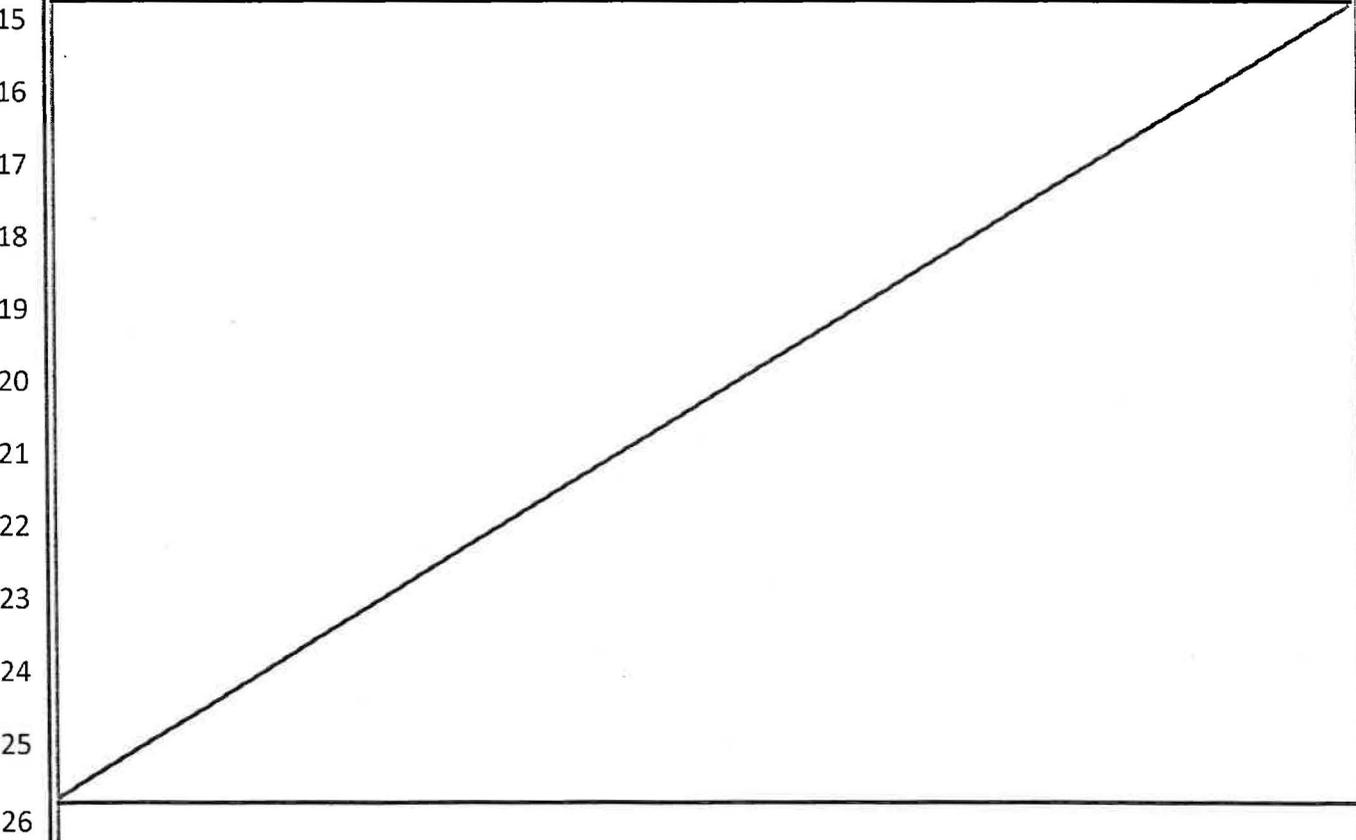
APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Riverside, State of
14 California, Highway 08-Riv-74 and described as follows:



LEGAL DESCRIPTION

For highway purposes, this portion of Lot 1669 of Romola Farms No. 15 in the County of Riverside, State of California, as shown on a map filed in Book 15 of Maps, Pages 98 through 100 inclusive, in the Office of the County Recorder of said County, lying northerly and northeasterly of the following described line:

BEGINNING at a point on the westerly line of said Lot 1669, said point being a point of intersection with a line parallel with and distant southerly 72.00 feet, measured at right angles from the centerline of State Highway 74, said centerline also being the north line of Section 18, Township 5 South, Range 2 West San Bernardino Meridian; thence along said parallel line South $89^{\circ}44'33''$ East, 603.50 feet; thence South $44^{\circ}35'10''$ East, 32.44 feet to a point on the east line of said Lot 1669, also being the **POINT OF TERMINATION** of this line.

Excepting therefrom that portion as conveyed to the County of Riverside by Grant Deed, recorded April 7, 1989 as Instrument No. 110174 of Official Records of said county.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 6. Divide the above distances by 0.999907263 to obtain ground level distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21686**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 09-Iny-6-PM 0.1 PARCEL 3982-1

9 OWNER: The City of Los Angeles, a municipal corporation

10 Resolved by the California Transportation Commission after
11 notice (and hearing) pursuant to Code of Civil Procedure Section
12 1245.235 that it finds and determines and hereby declares that:

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

16 The public interest and necessity require the proposed public
17 project, namely a State highway; and Code of Civil Procedure
18 Section 1240.610 in that the property is required for a more
19 necessary public use;

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

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

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

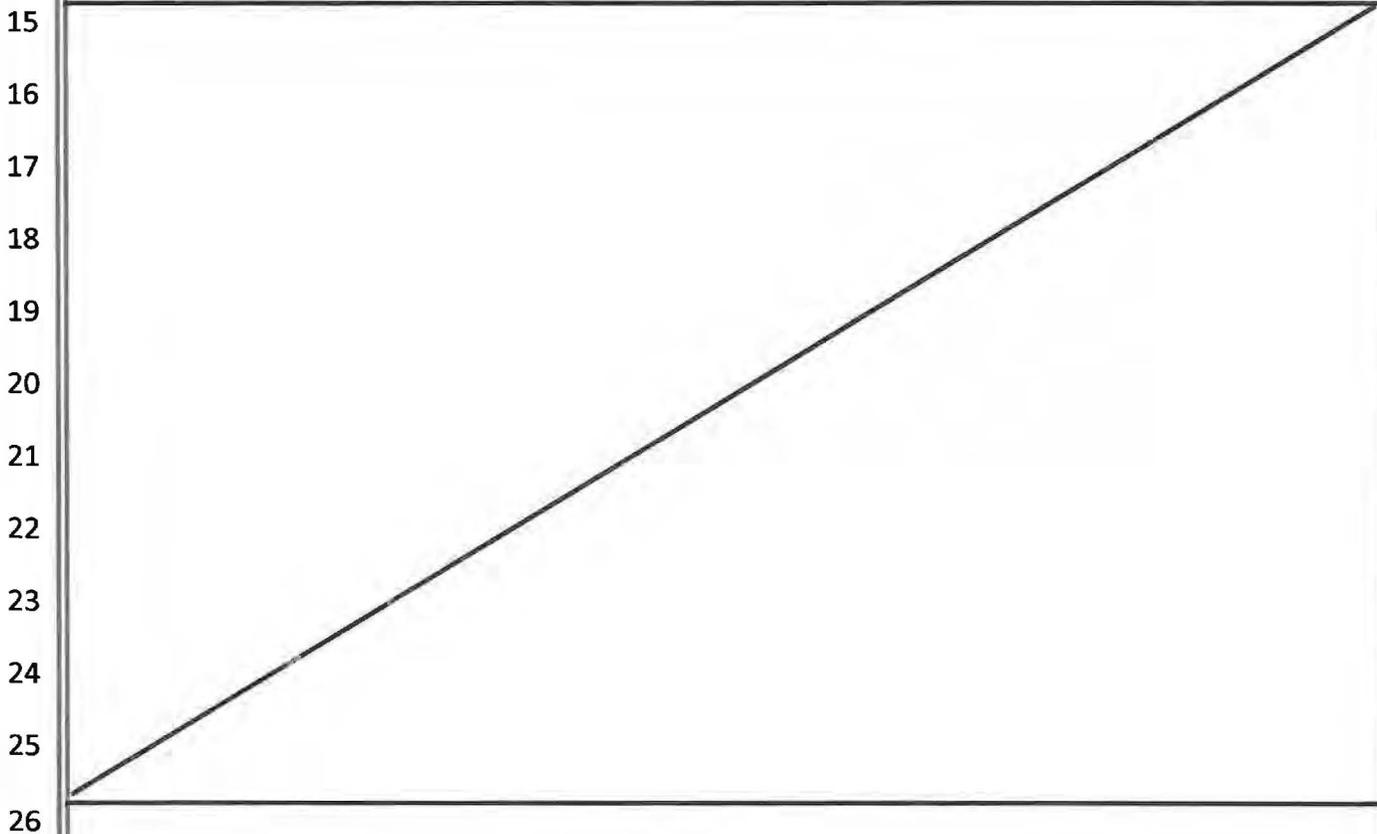
APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Inyo, State of California,
14 Highway 09-Iny-6 and described as follows:



Number
3982-1

LEGAL DESCRIPTION

THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 6, TOWNSHIP 7 SOUTH, RANGE 33 EAST, M.D.B. & M. LOCATED WITHIN THE INCORPORATED CITY OF BISHOP, COUNTY OF INYO, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF PARCEL 2333-1 AS SHOWN ON RECORD OF SURVEY NO. 17-011, RECORDED IN RECORD OF SURVEY MAP BOOK 20, PAGES 3 THROUGH 5, AND AS RECORDED IN THE INYO COUNTY RECORDERS OFFICE AS DOCUMENT NO. 91-3633 OFFICIAL RECORDS OF INYO COUNTY, SAID NORTHEAST CORNER BEING MONUMENTED BY A 2 INCH DIAMETER IRON PIPE WITH BRASS CAP AFFIXED, STAMPED "NE COR PARCEL 2333-1",

THENCE; S 89°48'12" E, ON A PROLONGATION OF THE NORTH LINE OF SAID PARCEL 2333-1, 99.98' TO A ONE INCH IRON PIPE WITH TAG AFFIXED, STAMPED "LA DWP LS 7894",

THENCE; S 00°10'38" W, 899.93' TO A ONE INCH PIPE WITH TAG AFFIXED STAMPED "LA DWP LS 7894",

THENCE; N 89°49'42" W, 400.00' TO A POINT ON THE EAST RIGHT OF WAY LINE OF SPRUCE STREET, SAID POINT BEING MARKED WITH A LEAD AND TAG STAMPED 'LA DWP LS 7894",

THENCE; N 00°10'38" E, ALONG SAID EAST RIGHT OF WAY LINE, 300.00' MORE OR LESS TO THE SOUTHWEST CORNER OF SAID PARCEL 2333-1 BEING MARKED BY A 2 INCH DIAMETER IRON PIPE WITH BRASS CAP STAMPED "SW COR PARCEL 2333-1",

THENCE; S 89°49'42" E, ALONG THE SOUTH LINE OF SAID PARCEL 2333-1, 299.94' MORE OR LESS TO THE SOUTHEAST CORNER OF PARCEL 2333-1 BEING MARKED BY A 2 INCH IRON PIPE WITH BRASS CAP AFFIXED, STAMPED "SE COR PARCEL 2333-1",

THENCE; N 00°11'04" E, ALONG THE EAST LINE OF SAID PARCEL 2333-1, 599.97' MORE OR LESS TO THE POINT OF BEGINNING.

CONTAINING 4.13 ACRES MORE OR LESS.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTION ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 (EPOCH 1991.35), ZONE 4. DIVIDE THE ABOVE DISTANCES BY 0.9998294 TO OBTAIN GROUND LEVEL DISTANCES.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21687**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 10-SJ-4-PM 17.2 PARCEL 16888-1
9 OWNER: Iracema T. Larger, an unmarried woman

10 Resolved by the California Transportation Commission after
11 notice (and hearing) pursuant to Code of Civil Procedure Section
12 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

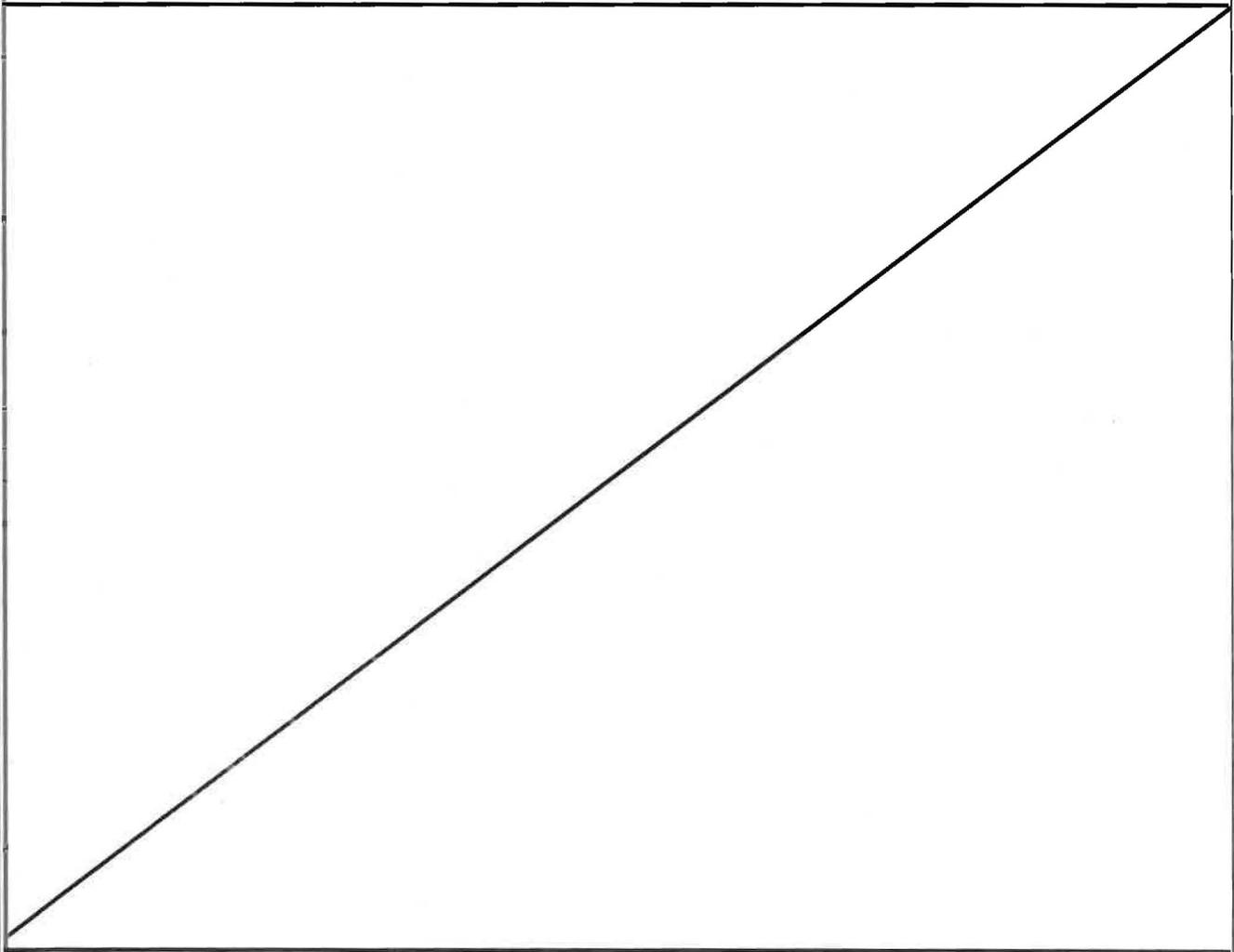
25 RESOLVED by this Commission that the Department of
26 Transportation be and said Department is hereby authorized and
empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

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

8 The real property or interests in real property, which the
9 Department of Transportation is by this resolution authorized to
10 acquire, is situated in the County of San Joaquin, State of
11 California, Highway 10-SJ-4 and described as follows:



PARCEL 16888-1

For State highway purposes, that portion of real property conveyed in that Grant Deed recorded November 24, 1997 as Document Number 97116316, San Joaquin County Records, lying southerly of courses (1) and (2) of the following described line:

Commencing at the City of Stockton monument 410, a brass disk stamped '14S-23, LS 6670' in a monument well, as shown on Record of Survey filed December 3, 2001, in Book 35 of Surveys, page 5 in the Office of the Recorder of San Joaquin County, from which the City of Stockton monument 409, a brass disk stamped '14S-22' in a monument well, as shown on said Record of Survey, bears North $73^{\circ}52'50''$ East, 1381.00 feet; Thence North $02^{\circ}50'50''$ West, 403.89 feet to a point on the easterly Right of Way of Ladd Tract Road and the point of beginning;

Thence (1) along said easterly Right of Way, South $63^{\circ}04'12''$ East, 61.15 feet;

Thence (2) leaving said Right of Way, North $57^{\circ}09'35''$ East, 254.42 feet to the westerly Right of Way of State Route 99;

Thence (3) South $83^{\circ}06'50''$ East, 1086.33 feet to said City of Stockton monument 409.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 3. Divide distances by 0.9999386 to convert to ground distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21688**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 11-SD-5-PM 46.6 PARCEL 35483-1
9 OWNER: 6125 Paseo Del Norte LLC, a California limited liability
10 company

11 Resolved by the California Transportation Commission after
12 notice (and hearing) pursuant to Code of Civil Procedure Section
13 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

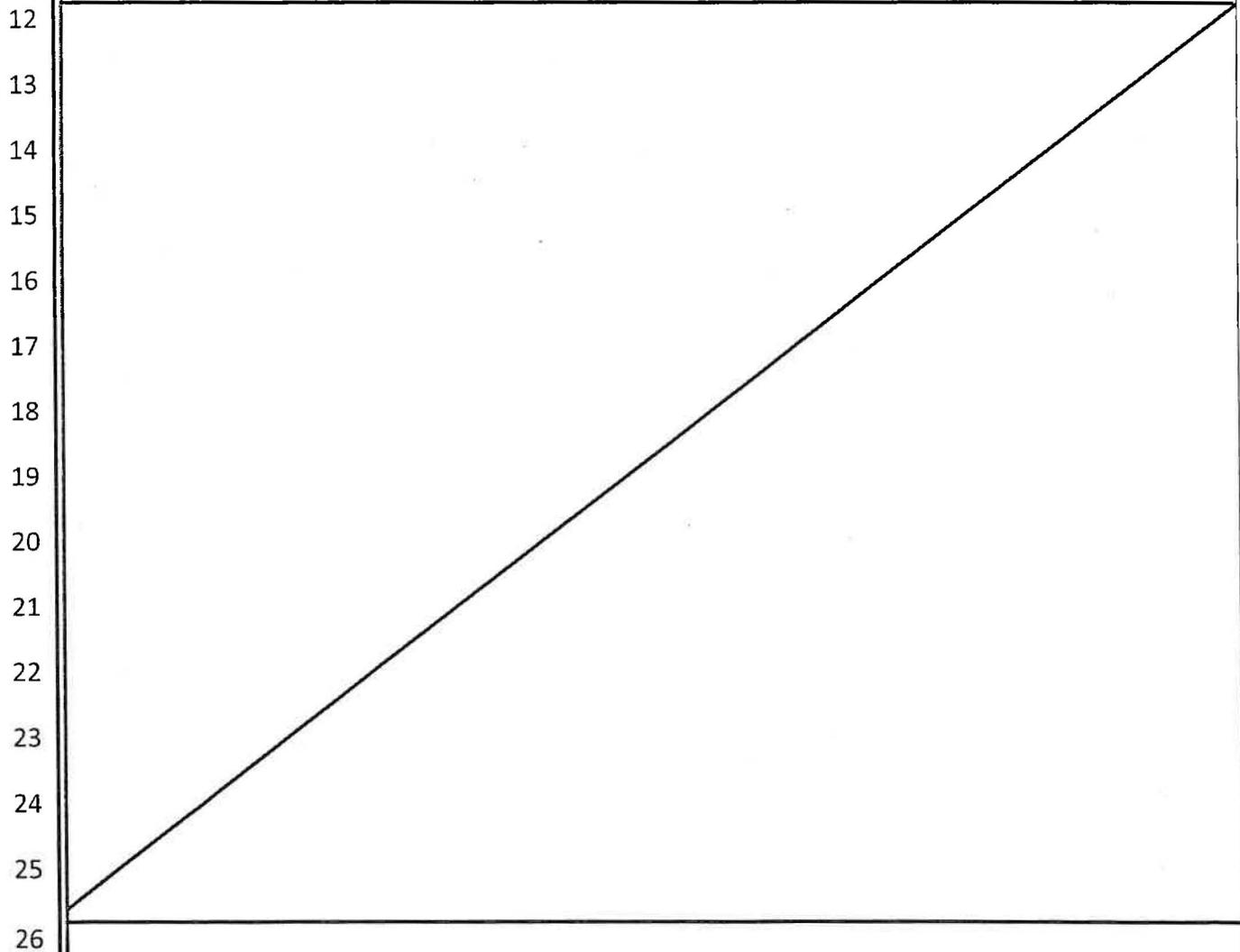
RESOLVED by this Commission that the Department of
Transportation be and said Department is hereby authorized and
empowered;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

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

8 The real property or interests in real property, which the
9 Department of Transportation is by this resolution authorized to
10 acquire, is situated in the County of San Diego, State of
11 California, Highway 11-SD-5 and described as follows:



ASSESSOR'S PARCEL NO. 211-040-39

Suit No. 1498

PARCEL 35483-1

FOR FREEWAY PURPOSES a temporary easement for construction purposes upon, over, under and across the Southwesterly 20.00 feet of Parcel B of LOT LINE ADJUSTMENT ADJ 15-05 in the City of Carlsbad, County of San Diego, State of California, recorded in the Office of the County Recorder of San Diego County, on January 13, 2016, as Document Number 2016-0014169 of Official Records.

Rights to the above described temporary easement shall cease and terminate on December 31, 2021. Said rights may also be terminated prior to the above date by STATE upon notice to owner.

The bearings and distances used in the above descriptions are based on the California Coordinate System of 1983, Zone 6, HPGN Epoch 1991.35. Distances are in U.S. Survey Feet unless otherwise noted. Divide all distances in the above description by 0.9999614 to obtain ground level distances.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21689**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 12-Ora-5-PM 14.2 PARCEL 202044-1
9 OWNER: Pacific Bell, a California Corporation and The Pacific
10 Telephone and Telegraph Company, a California Corporation

11 Resolved by the California Transportation Commission after
12 notice (and hearing) pursuant to Code of Civil Procedure Section
13 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

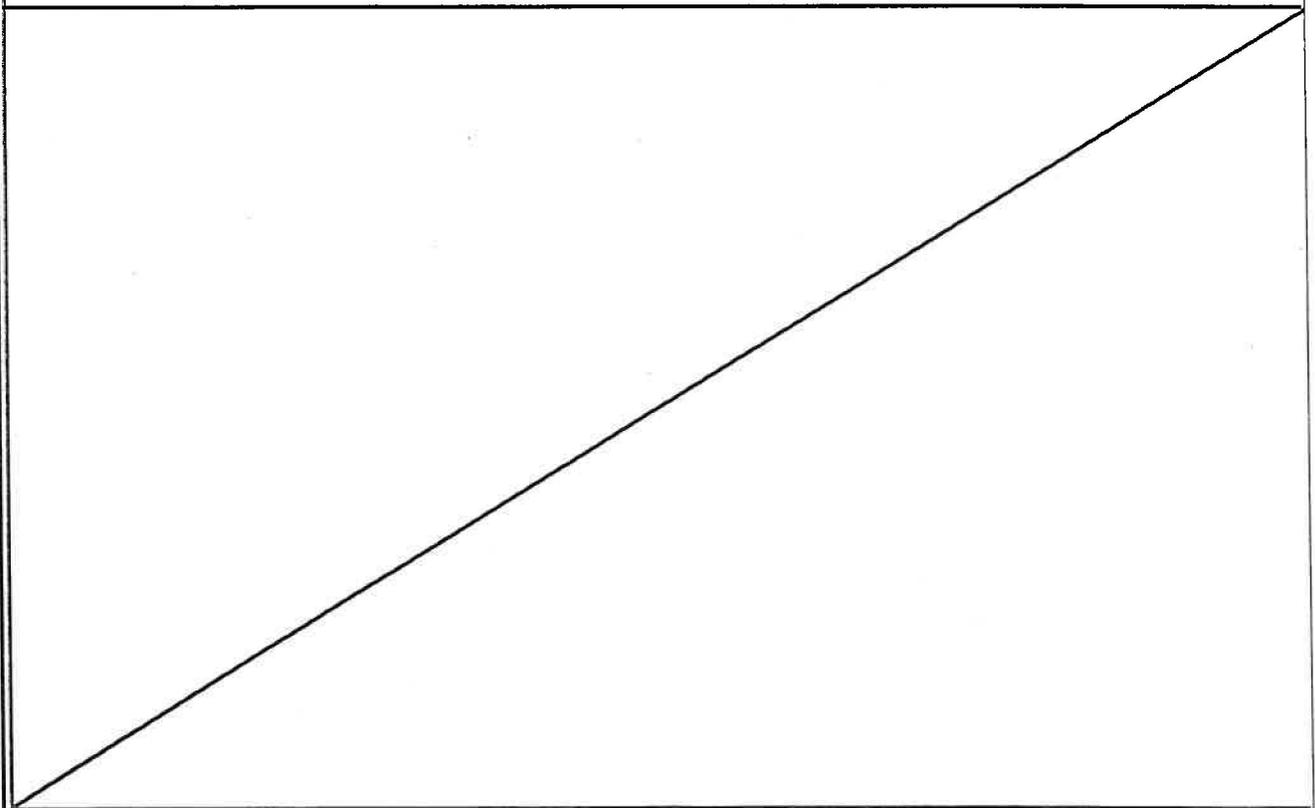
DIVISION OF RIGHT OF WAY

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Orange, State of California,
14 Highway 12-Ora-5 and described as follows:

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Legal Description

PARCEL 202044-1 Temporary Construction Easement

An easement for temporary construction purposes in and to that certain lot of land situated in the City of Laguna Niguel, County of Orange, State of California, being that portion of Lot 8, 9, and 10 of Tract No. 6107 as per the map filed in Book 230, Pages 7 through 9 of Miscellaneous Maps, Records of said County, lying easterly of the following described line:

Beginning at the southeasterly corner of Lot 2 of said Tract No. 6107;
thence along the easterly line of said Lot 2 North $28^{\circ}18'36''$ East 3.30 feet;
thence North $61^{\circ}41'24''$ West 10.00 feet to the **True Point of Beginning**;
thence North $28^{\circ}18'36''$ East 51.82 feet;
thence North $11^{\circ}44'48''$ East 608.94 feet;
thence North $06^{\circ}52'13''$ East 1009.75 feet;
thence South $83^{\circ}07'47''$ East 1.61 feet;
thence South $27^{\circ}30'50''$ West 12.11 feet;
thence North $03^{\circ}14'29''$ East 69.34 feet;
thence North $82^{\circ}44'52''$ West 4.23 feet;
thence North $07^{\circ}15'40''$ East 208.13 feet to the northwesterly line of Lot 10 of said Tract No. 6107;
thence North $38^{\circ}47'35''$ East 13.01 feet along said northwesterly line to the northerly most corner of said Lot 10.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Rights to the above described temporary easement shall cease and terminate on December 1, 2023. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21690**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 12-Ora-5-PM 13.0 PARCEL 202057-1, 3, 01-01
9 OWNER: Claire R. Schwan, Trustee, etc., et al.
10 LESSEE: Global Liquidation Company DBA Mission Rugs

11 Resolved by the California Transportation Commission after
12 notice (and hearing) pursuant to Code of Civil Procedure Section
13 1245.235 that it finds and determines and hereby declares that:

14 The hereinafter described real property is necessary for State
15 Highway purposes and is to be acquired by eminent domain pursuant
16 to Streets and Highways Code Section 102 and Code of Civil
17 Procedure Section 1240.410 in that the property being acquired
18 includes a remnant that would be of little market value; and Code
19 of Civil Procedure Section 1240.510 in that the property being
20 acquired is for a compatible use;

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

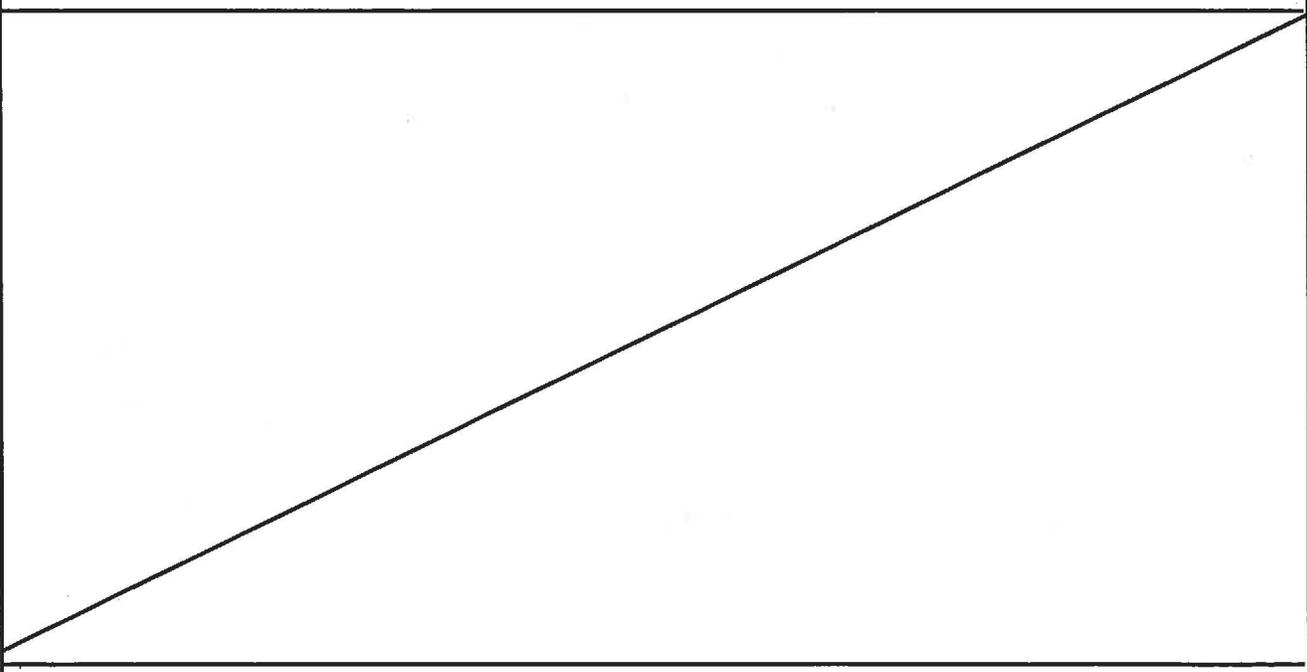
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

1 The offer required by Section 7267.2 of the Government Code
2 has been made to the owner or owners of record; and be it further
3 RESOLVED by this Commission that the Department of
4 Transportation be and said Department is hereby authorized and
5 empowered;

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

13 The real property or interests in real property, which the
14 Department of Transportation is by this resolution authorized to
15 acquire, is situated in the County of Orange, State of California,
16 Highway 12-Ora-5 and described as follows:



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Legal Description

PARCEL 202057-1 Fee

For freeway purposes, that certain parcel of land situated in the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 2 per the map filed in Book 36, Page 41 of Parcel Maps, Records of said County, lying northerly of the following described line:

Commencing at the centerline intersection of Marguerite Parkway, 100.00 feet wide, and Avery Parkway, formally "Rancho Viejo Road", 100.00 feet wide, as shown on said map;

thence South $12^{\circ}18'18''$ West 79.64 feet along the centerline of said Marguerite Parkway;

thence leaving said centerline North $77^{\circ}41'42''$ West 50.00 feet to the northerly terminus of the course shown as "North $12^{\circ}16'25''$ East 140.36 feet" in the easterly line of Parcel 2 per the map filed in Book 8, page 27 of Parcel Maps, Records of said County, said course having a bearing of North $12^{\circ}18'18''$ East for the purpose of this description;

thence South $12^{\circ}18'18''$ West 85.38 feet along said easterly line to the **True Point of Beginning**;

thence North $77^{\circ}41'42''$ West 0.98 feet;

thence North $11^{\circ}25'36''$ East 11.87 feet to a curve concave southwesterly having a radius of 46.00 feet;

thence northwesterly 83.98 feet along said curve through a central angle of $104^{\circ}36'08''$;

thence South $86^{\circ}49'28''$ West 7.90 feet to a curve concave northerly having a radius of 5031.00 feet;

thence westerly 232.57 feet along said curve through a central angle of $02^{\circ}38'55''$ to the southeasterly terminus of the course shown as "North $17^{\circ}43'03''$ West 79.38 feet" in the westerly line of said Parcel 2 per the map filed in Book 36, Page 41 of Parcel Maps, Records of said County, having a bearing of North $17^{\circ}42'28''$ West for the purpose of this description and the **Point of Termination**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Legal Description

PARCEL 202057-3 Access Control

For freeway purposes, the extinguishment of all easement of access appurtenant to that portion of the owner's remaining property over the following described line:

In the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 2 of the Parcel Map filed in Book 36, Page 41 of Parcel Maps, Records of said County, described as follows:

Beginning at the northwesterly corner of said Parcel 2;

thence along the westerly line of said Parcel 2 South $17^{\circ}42'28''$ East 79.39 feet to an angle point therein and the **True Point of Beginning**, said point also being the beginning of a non-tangent curve concave northerly having a radius of 5031.00 feet, a radial line to said curve bears South $00^{\circ}31'37''$ East;

thence easterly along said curve a distance of 85.48 feet through a central angle of $00^{\circ}58'25''$ to the easterly line of said Parcel 2 and the **Point of Termination**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Legal Description

PARCEL 202057-01-01 Excess Fee

For freeway purposes as excess, in the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 2 per the map filed in Book 36, Page 41 of Parcel Maps, Records of said County, lying southerly of the following described line:

Commencing at the centerline intersection of Marguerite Parkway, 100.00 feet wide, and Avery Parkway, formally "Rancho Viejo Road", 100.00 feet wide, as shown on said map;

thence South $12^{\circ}18'18''$ West 79.64 feet along the centerline of said Marguerite Parkway;

thence leaving said centerline North $77^{\circ}41'42''$ West 50.00 feet to the northerly terminus of the course shown as "North $12^{\circ}16'25''$ East 140.36 feet" in the easterly line of Parcel 2 per the map filed in Book 8, page 27 of Parcel Maps, Records of said County, said course having a bearing of North $12^{\circ}18'18''$ East for the purpose of this description;

thence South $12^{\circ}18'18''$ West 85.38 feet along said easterly line to the **True Point of Beginning**;

thence North $77^{\circ}41'42''$ West 0.98 feet;

thence North $11^{\circ}25'36''$ East 11.87 feet to a curve concave southwesterly having a radius of 46.00 feet;

thence northwesterly 83.98 feet along said curve through a central angle of $104^{\circ}36'08''$;

thence South $86^{\circ}49'28''$ West 7.90 feet to a curve concave northerly having a radius of 5031.00 feet;

thence westerly 232.57 feet along said curve through a central angle of $02^{\circ}38'55''$ to the southeasterly terminus of the course shown as "North $17^{\circ}43'03''$ West 79.38 feet" in the westerly line of said Parcel 2 per the map filed in Book 36, Page 41 of Parcel Maps, Records of said County, having a bearing of North $17^{\circ}42'28''$ West for the purpose of this description and the **Point of Termination**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21691**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 12-Ora-5-PM 13.0 PARCEL 202058-1, 2, 3, 4
9 OWNER: Tesoro South Coast Company, LLC, a Delaware limited
10 liability company

11 Resolved by the California Transportation Commission after
12 notice (and hearing) pursuant to Code of Civil Procedure Section
13 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

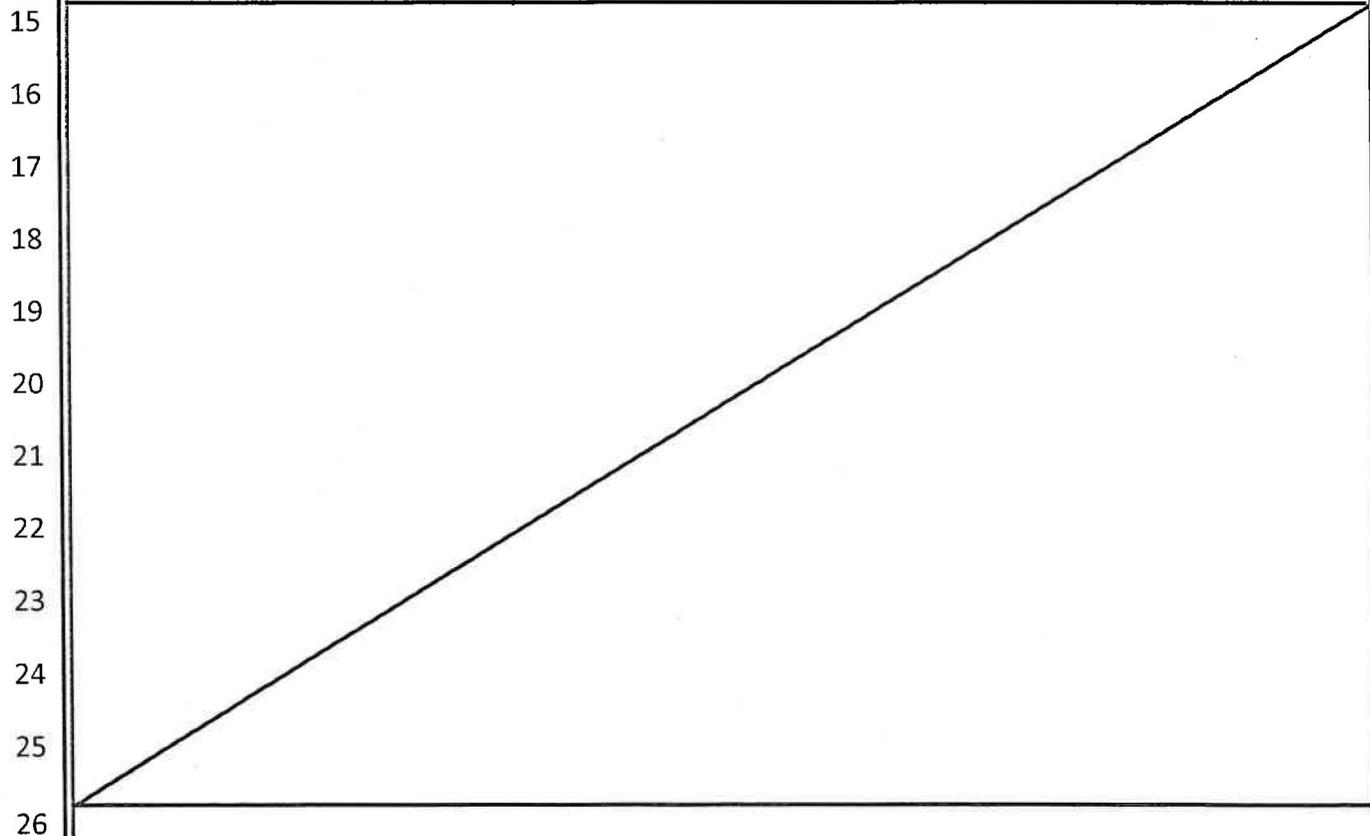
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Orange, State of California,
14 Highway 12-Ora-5 and described as follows:



Legal Description

PARCEL 202058-1 Fee

For freeway purposes, that certain parcel of land situated in the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 2 as per map filed in Book 8, Page 27, of Parcel Maps, Records of said County, lying easterly, northeasterly, and northerly of the following described line:

Commencing at the centerline intersection of Marguerite Parkway, 100.00 feet wide, and Avery Parkway, formally "Rancho Viejo Road", 100.00 feet wide, as shown on said map;

thence South $12^{\circ}18'18''$ West 79.64 feet along the centerline of said Marguerite Parkway;

thence leaving said centerline North $77^{\circ}41'42''$ West 50.00 feet to the northerly terminus of the course shown as "North $12^{\circ}16'25''$ East 140.36 feet" in the easterly line of Parcel 2 per the map filed in Book 8, page 27 of Parcel Maps, Records of said County, said course having a bearing of North $12^{\circ}18'18''$ East for the purpose of this description;

thence South $12^{\circ}18'18''$ West 85.38 feet along said easterly line to the **True Point of Beginning**;

thence North $77^{\circ}41'42''$ West 0.98 feet;

thence North $11^{\circ}25'36''$ East 11.87 feet to a curve concave southwesterly having a radius of 46.00 feet;

thence northwesterly 83.98 feet along said curve through a central angle of $104^{\circ}36'08''$;

thence South $86^{\circ}49'28''$ West 7.90 feet to a curve concave northerly having a radius of 5031.00 feet;

thence westerly 232.57 feet along said curve through a central angle of $02^{\circ}38'55''$ to the southeasterly terminus of the course shown as "North $17^{\circ}43'03''$ West 79.38 feet" in the westerly line of said Parcel 2 per the map filed in Book 36, Page 41 of Parcel Maps, Records of said County, having a bearing of North $17^{\circ}42'28''$ West for the purpose of this description and the **Point of Termination**.

Together with all of the existing improvements which are located partially within and partially outside the boundaries of the above described parcel.

Together with a temporary easement, to expire on December 1, 2023, over and across the following described parcel for the purpose of removing existing improvements. The temporary easement will be described as follows:

In the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 2 per the map filed in Book 8, Page 27 of Parcel Maps, Records of said County, lying westerly, southwesterly, and southerly of the following described line:

Commencing at the centerline intersection of Marguerite Parkway, 100.00 feet wide, and Avery Parkway, formally "Rancho Viejo Road", 100.00 feet wide, as shown on said map;

thence South $12^{\circ}18'18''$ West 79.64 feet along the centerline of said Marguerite Parkway;

thence leaving said centerline North 77°41'42" West 50.00 feet to the northerly terminus of the course shown as "North 12°16'25" East 140.36 feet" in the easterly line of Parcel 2 per the map filed in Book 8, page 27 of Parcel Maps, Records of said County, said course having a bearing of North 12°18'18" East for the purpose of this description;

thence South 12°18'18" West 85.38 feet along said easterly line to the **True Point of Beginning**;

thence North 77°41'42" West 0.98 feet;

thence North 11°25'36" East 11.87 feet to a curve concave southwesterly having a radius of 46.00 feet;

thence northwesterly 83.98 feet along said curve through a central angle of 104°36'08";

thence South 86°49'28" West 7.90 feet to a curve concave northerly having a radius of 5031.00 feet;

thence westerly 232.57 feet along said curve through a central angle of 02°38'55" to the southeasterly terminus of the course shown as "North 17°43'03" West 79.38 feet" in the westerly line of said Parcel 2 per the map filed in Book 36, Page 41 of Parcel Maps, Records of said County, having a bearing of North 17°42'28" West for the purpose of this description and the **Point of Termination**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Legal Description

PARCEL 202058-2 Temporary Construction Easement

An easement for temporary construction purposes, In the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 2 per the map filed in Book 8, Page 27 of Parcel Maps, Records of said County, lying westerly, southwesterly, and southerly of the following described line:

Commencing at the centerline intersection of Marguerite Parkway, 100.00 feet wide, and Avery Parkway, formally "Rancho Viejo Road", 100.00 feet wide, as shown on said map;

thence South $12^{\circ}18'18''$ West 79.64 feet along the centerline of said Marguerite Parkway;

thence leaving said centerline North $77^{\circ}41'42''$ West 50.00 feet to the northerly terminus of the course shown as "North $12^{\circ}16'25''$ East 140.36 feet" in the easterly line of Parcel 2 per the map filed in Book 8, page 27 of Parcel Maps, Records of said County, said course having a bearing of North $12^{\circ}18'18''$ East for the purpose of this description;

thence South $12^{\circ}18'18''$ West 85.38 feet along said easterly line to the **True Point of Beginning**;

thence North $77^{\circ}41'42''$ West 0.98 feet;

thence North $11^{\circ}25'36''$ East 11.87 feet to a curve concave southwesterly having a radius of 46.00 feet;

thence northwesterly 83.98 feet along said curve through a central angle of $104^{\circ}36'08''$;

thence South $86^{\circ}49'28''$ West 7.90 feet to a curve concave northerly having a radius of 5031.00 feet;

thence westerly 232.57 feet along said curve through a central angle of $02^{\circ}38'55''$ to the southeasterly terminus of the course shown as "North $17^{\circ}43'03''$ West 79.38 feet" in the westerly line of said Parcel 2 per the map filed in Book 36, Page 41 of Parcel Maps, Records of said County, having a bearing of North $17^{\circ}42'28''$ West for the purpose of this description and the **Point of Termination**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Rights to the above described temporary easement shall cease and terminate on December 1, 2023. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Legal Description

PARCEL 202058-3 Access Control

For freeway purposes, the extinguishment of all easement of access appurtenant to that portion of the owner's remaining property over the following described line:

In the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 2 per the map filed in Book 8, Pages 27 of Parcel Maps, Records of said County, described as follows:

Beginning at the northwesterly corner of Parcel 2 per the map filed in Book 36, Page 41 of Parcel Maps, Records of said County;

thence along the westerly line of said Parcel 2 South $17^{\circ}42'28''$ East 79.39 feet to an angle point therein and the beginning of a non-tangent curve concave northerly having a radius of 5031.00 feet, a radial line to said curve bears South $00^{\circ}31'37''$ East;

thence easterly along said curve a distance of 85.48 feet through a central angle of $00^{\circ}58'25''$ to the westerly line of said Parcel 2 filed in Book 8, Page 27 of Parcel Maps and the **True Point of Beginning**;

thence continuing easterly along said curve a distance of 90.00 feet through a central angle of $01^{\circ}01'30''$ to the **Point of Termination**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Legal Description

PARCEL 202058-4 Access Control "Ingress Only"

For freeway purposes, the extinguishment of all easement of access appurtenant to that portion of the owner's remaining property with ingress only, over the following described line:

In the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 2 per the map filed in Book 8, Pages 27 of Parcel Maps, Records of said County, described as follows:

Beginning at the northwesterly corner of said Parcel 2 per the map filed in Book 36, Page 41 of Parcel Maps, Records of said County;

thence along the westerly line of said Parcel 2 South $17^{\circ}42'28''$ East 79.39 feet to an angle point therein and the beginning of a non-tangent curve concave northerly having a radius of 5031.00 feet, a radial line to said curve bears South $00^{\circ}31'37''$ East;

thence easterly along said curve a distance of 85.48 feet through a central angle of $00^{\circ}58'25''$ to the westerly line of said Parcel 2 filed in Book 8, Page 27 of Parcel Maps;

thence continuing easterly along said curve a distance of 90.00 feet through a central angle of $01^{\circ}01'30''$ to the **True Point of Beginning**, said point also being the beginning of a non-tangent curve concave northerly having a radius of 5031.00 feet, a radial line to said curve bears South $02^{\circ}31'32''$ East;

thence easterly along said curve a distance of 57.08 feet through a central angle of $00^{\circ}39'00''$;

thence North $86^{\circ}49'28''$ East 7.90 feet to the **Point of Termination**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21692**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 12-Ora-5-PM 13.0 PARCEL 202062-1, 2, 3, 4
9 OWNER: Pacific Castle International, LLC, a Delaware limited
10 liability company

11 Resolved by the California Transportation Commission after
12 notice (and hearing) pursuant to Code of Civil Procedure Section
13 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

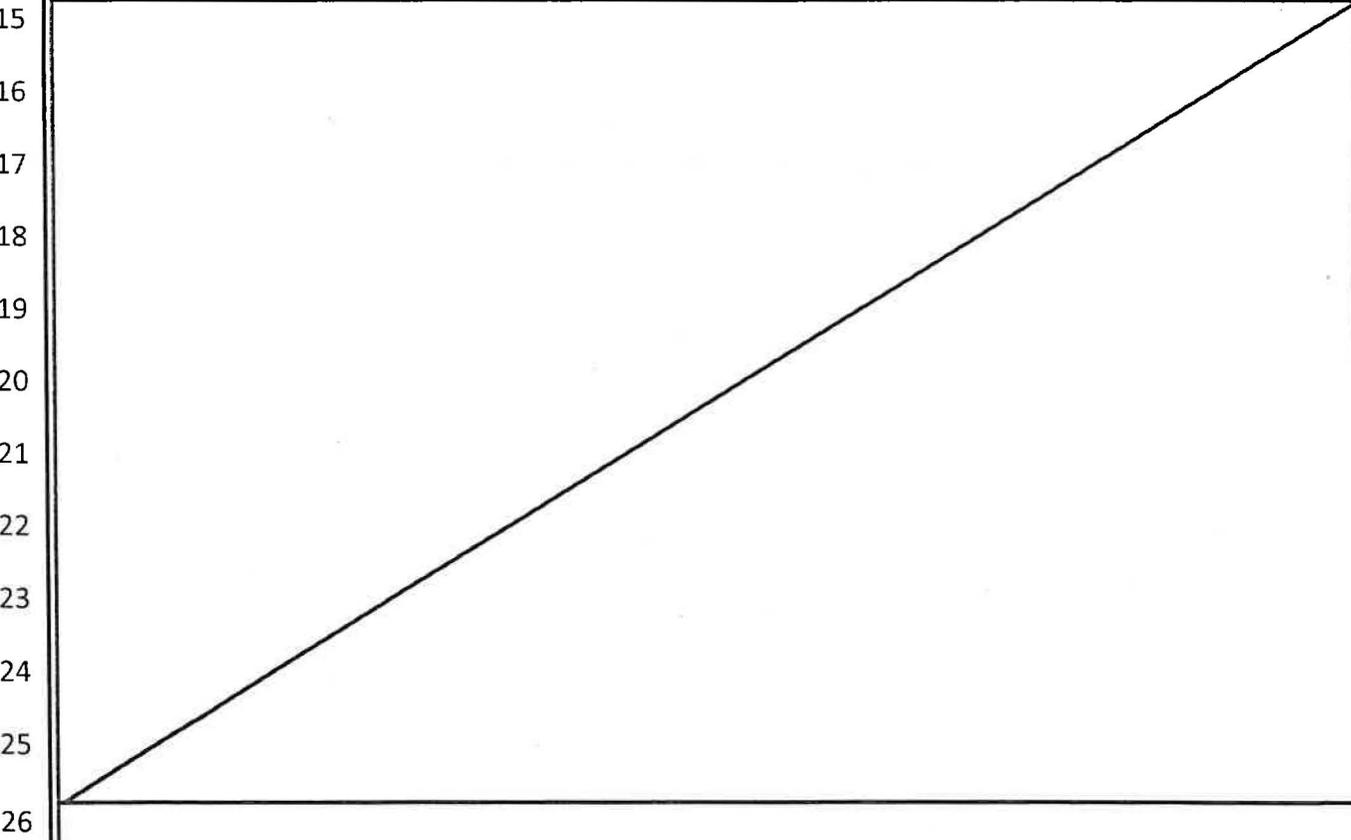
APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Orange, State of California,
14 Highway 12-Ora-5 and described as follows:



Legal Description

PARCEL 202062-1 Permanent Highway Easement

An easement for permanent highway purposes in the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 3 of Parcel Map 2013-120 as per the map filed in Book 383, Pages 1 through 4, inclusive, of Parcel Maps, Records of said County described as follows:

Commencing at the centerline intersection of Marguerite Parkway, 100.00 feet wide, and Avery Parkway, 100.00 feet wide, as shown on said map;

thence North $12^{\circ}17'08''$ East 220.05 feet along the centerline of said Marguerite Parkway;

thence leaving said centerline North $77^{\circ}42'52''$ West 50.00 feet to the southeasterly corner of said Parcel 3 and the **True Point of Beginning**;

thence North $77^{\circ}42'22''$ West 3.57 feet along the southerly line of said Parcel 3 to a non-tangent curve concave northwesterly having a radius of 2537.83 feet, a radial line to said curve bears South $77^{\circ}18'01''$ East;

thence northeasterly 5.00 feet along said curve through a central angle of $00^{\circ}06'46''$, a radial line to said curve bears South $77^{\circ}24'47''$ East;

thence non-tangent to said curve South $77^{\circ}24'47''$ East 3.54 feet to the easterly line of said Parcel 3;

thence South $12^{\circ}17'08''$ West 4.98 along said easterly line to the **True Point of Beginning**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Legal Description

PARCEL 202062-2 Permanent Highway Easement

An easement for permanent highway purposes in the City of Mission Viejo, County of Orange, State of California, being that portion of Parcels 1 and 3 of Parcel Map 2013-120 as per the map filed in Book 383, Pages 1 through 4, inclusive, of Parcel Maps, Records of said County described as follows:

Commencing at the centerline intersection of Marguerite Parkway, 100.00 feet wide, and Avery Parkway, 100.00 feet wide, as shown on said map;

thence North $12^{\circ}17'08''$ East 220.05 feet along the centerline of said Marguerite Parkway;

thence leaving said centerline North $77^{\circ}42'52''$ West 50.00 feet to the southeasterly corner of said Parcel 3;

thence North $12^{\circ}17'08''$ East 116.80 feet along the easterly line of said Parcels to the **True Point of Beginning**;

thence North $79^{\circ}10'50''$ West 4.33 feet to a non-tangent curve concave westerly having a radius of 2538.00 feet, a radial line to said curve bears South $79^{\circ}10'50''$ East;

thence northerly 41.84 feet along said curve through a central angle of $00^{\circ}56'40''$;

thence non-tangent to said curve South $80^{\circ}07'30''$ East 5.00 feet to a non-tangent curve concave westerly having a radius of 2543.00 feet, a radial line to said curve bears South $80^{\circ}07'30''$ East;

thence northerly 15.11 feet along said curve through a central angle of $00^{\circ}20'25''$;

thence North $11^{\circ}56'50''$ East 10.03 feet;

thence North $16^{\circ}46'35''$ East 10.06 feet;

thence North $19^{\circ}02'58''$ East 4.35 feet to a non-tangent curve concave northwesterly having a radius of 1549.92 feet, a radial line to said curve bears South $78^{\circ}36'36''$ East and the easterly line of said Parcels;

thence along said easterly line the following two courses:

1. southwesterly 24.23 feet along said curve through a central angle of $00^{\circ}53'45''$;
2. South $12^{\circ}17'08''$ West 57.15 to the **True Point of Beginning**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Legal Description

PARCEL 202062-3 Temporary Construction Easement

An easement for temporary construction purposes in the City of Mission Viejo, County of Orange, State of California, being that portion of Parcels 1 and 3 of Parcel Map 2013-120 as per the map filed in Book 383, Pages 1 through 4, inclusive, of Parcel Maps, Records of said County described as follows:

Commencing at the centerline intersection of Marguerite Parkway, 100.00 feet wide, and Avery Parkway, 100.00 feet wide, as shown on said map;

thence North $12^{\circ}17'08''$ East 220.05 feet along the centerline of said Marguerite Parkway;

thence leaving said centerline North $77^{\circ}42'52''$ West 50.00 feet to the southeasterly corner of said Parcel 3;

thence North $77^{\circ}42'22''$ West 3.57 feet along the southerly line of said Parcel 3 to a non-tangent curve concave northwesterly having a radius of 2537.83 feet, a radial line to said curve bears South $77^{\circ}18'01''$ East and the **True Point of Beginning**;

thence northeasterly 5.00 feet along said curve through a central angle of $00^{\circ}06'46''$;

thence non-tangent to said curve South $77^{\circ}24'47''$ East 3.54 feet to the easterly line of said Parcels;

thence North $12^{\circ}17'08''$ East 111.83 feet along said easterly line;

thence North $79^{\circ}10'50''$ West 4.33 feet to a non-tangent curve concave westerly having a radius of 2538.00 feet, a radial line to said curve bears South $79^{\circ}10'50''$ East;

thence northerly 41.84 feet along said curve through a central angle of $00^{\circ}56'40''$;

thence non-tangent to said curve South $80^{\circ}07'30''$ East 5.00 feet to a non-tangent curve concave westerly having a radius of 2543.00 feet, a radial line to said curve bears South $80^{\circ}07'30''$ East;

thence northerly 15.11 feet along said curve through a central angle of $00^{\circ}20'25''$;

thence non-tangent to said curve North $11^{\circ}56'50''$ East 10.03 feet;

thence North $16^{\circ}46'35''$ East 10.06 feet;

thence North $19^{\circ}02'58''$ East 4.35 feet to said easterly line and a non-tangent curve concave westerly having a radius of 1549.92 feet, a radial line to said curve bears South $78^{\circ}36'36''$ East;

thence northerly 34.20 feet along said curve and easterly line through a central angle of $01^{\circ}15'52''$;

thence non-tangent to said curve North $79^{\circ}52'30''$ West 2.00 feet;

thence South $23^{\circ}06'58''$ West 52.76 feet;

thence North 77°57'29" West 16.99 feet;
thence South 12°17'08" West 75.89 feet;
thence South 77°42'52" East 21.00 feet;
thence South 12°17'08" West 87.18 feet;
thence North 77°42'52" West 14.50 feet;
thence South 12°17'08" West 17.34 feet to the southerly line of said Parcel 3;
thence South 77°42'22" East 19.93 feet along said southerly line to the **True Point of Beginning**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Rights to the above described temporary easement shall cease and terminate on December 1, 2023. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Legal Description

PARCEL 202062-4 Temporary Construction Easement

An easement for temporary construction purposes in the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 4 of Parcel Map 2013-120 as per the map filed in Book 383, Pages 1 through 4, of Parcel Maps, Records of said County described as follows:

Beginning at the most southwesterly corner of said Parcel 4;

thence along the general westerly line of said Parcel 4 North 04°39'58" East 21.43 feet to an angle point therein;

thence continuing along said general westerly line South 85°20'03" East 5.00 feet to a line that is parallel with and 5.00 feet easterly from the westerly line of said Parcel 4 described above having a bearing of North 04°39'58" East;

thence along said parallel line South 04°39'58" West 21.04 feet to the southerly line of said Parcel 4;

thence along said southerly line North 89°48'30" West 5.01 feet to the **Point of Beginning**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Rights to the above described temporary easement shall cease and terminate on December 1, 2023. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

1 TRANSPORTATION COMMISSION
2 RESOLUTION NO.

3 **C-21693**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 12-Ora-5-PM 13.8 PARCEL 202063-1, 2
9 OWNER: Crown Valley Holdings, LLC a Delaware limited liability
10 company

11 Resolved by the California Transportation Commission after
12 notice (and hearing) pursuant to Code of Civil Procedure Section
13 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

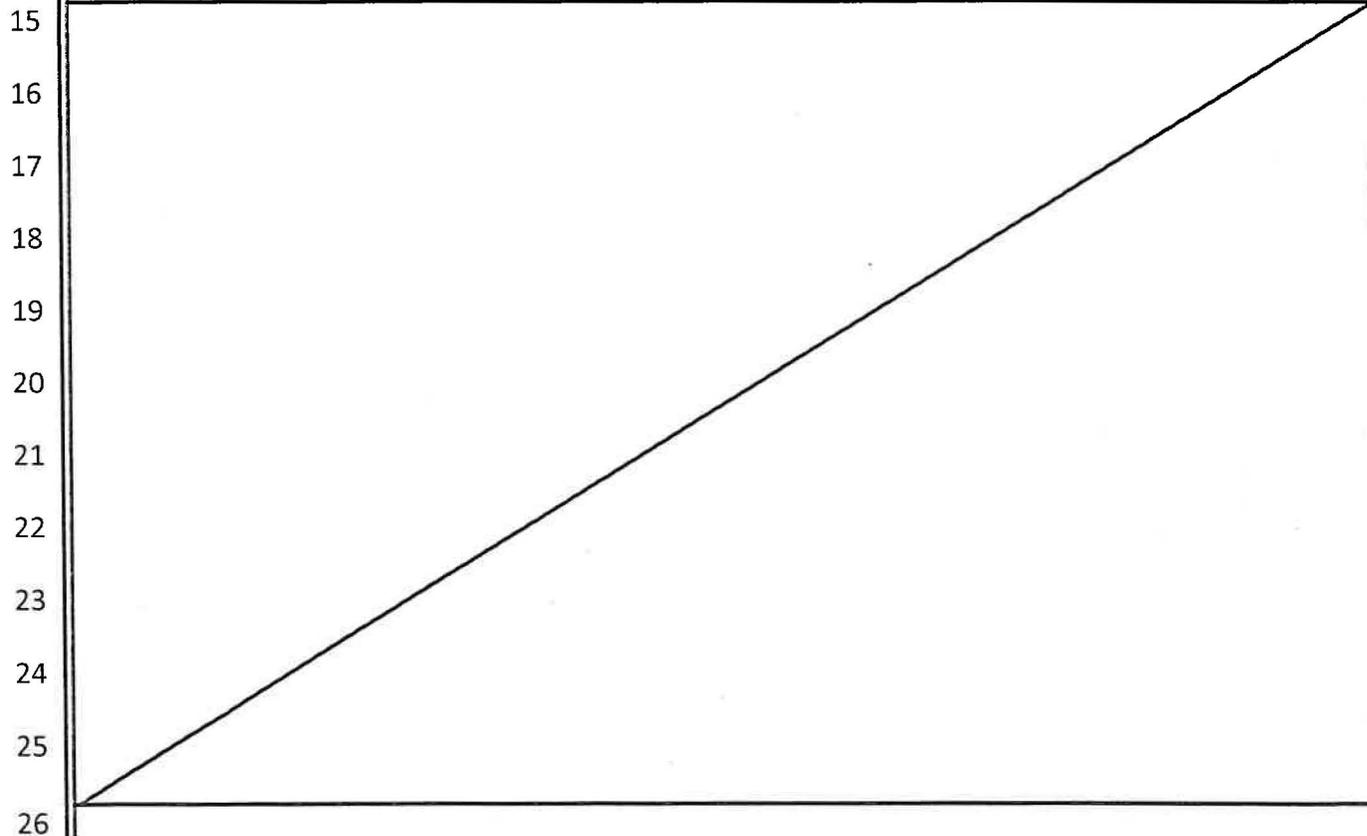
APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Orange, State of California,
14 Highway 12-Ora-5 and described as follows:



Legal Description

PARCEL 202063-1 Temporary Construction Easement

An easement for temporary construction purposes in the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 1 of Parcel Map No. 96-117 as per map filed in Book 297, Pages 24 through 27, inclusive, of Parcel Maps, Records of said County, described as follows:

Beginning at the most westerly corner of said Parcel 1;

thence North 14°29'12" East 57.67 feet along westerly line of said Parcel 1;

thence South 09°18'34" East 131.52 feet to the westerly line of said Parcel 1;

thence North 25°46'13" West 82.12 feet along said westerly line to the **Point of Beginning**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Rights to the above described temporary easement shall cease and terminate on December 1, 2023. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Legal Description

PARCEL 202063-2 Soil Nail Easement

An easement for soil nail purposes in the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 1 of Parcel Map No. 96-117 as per map filed in Book 297, Pages 24 through 27, inclusive, of Parcel Maps, Records of said County, described as follows:

Beginning at westerly terminus of the course in the northerly line of said Parcel 1 shown as "North 80°45'35" East 251.53 feet";

thence North 80°48'13" East 38.23 feet along said northerly line;

thence South 03°13'08" West 1.71 feet;

thence South 74°05'01" West 40.02 feet to the course shown as North 07°17'59" East 346.23 feet on said Parcel Map No. 96-117;

thence North 07°20'37" East 6.63 feet along said course to the **Point of Beginning**.

The State, its successors and assigns, and their respective agents and assigns, shall have the right to directionally drill into the subsurface of said real property hereinabove described for the purposes above set forth, from lands other than said property, without, however, the right to use or drill through the surface of said property or drill in such manner as to endanger the safety of any improvements that may be constructed on said property. Owner, his successors and assigns, shall retain all surface rights of the above-described easement area and rights to build permanent structures thereon.

All costs incurred for improvements made by the Owner, his successors and assigns, in the use of the rights to the surface and the rights to build permanent structures shall be borne by the Owner, his successors and assigns, and such use shall not unreasonably interfere or act inconsistently with the rights of the State, its successors and assigns, and the design and construction of any and all improvements to the easement area shall be first approved by the State of California, Department of Transportation, whose review will not be unreasonably withheld.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21694**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 12-Ora-5-PM 13.8 PARCEL 202064-1
9 OWNER: Business Properties Partnership No. 6, a California general
10 partnership

11 Resolved by the California Transportation Commission after
12 notice (and hearing) pursuant to Code of Civil Procedure Section
13 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

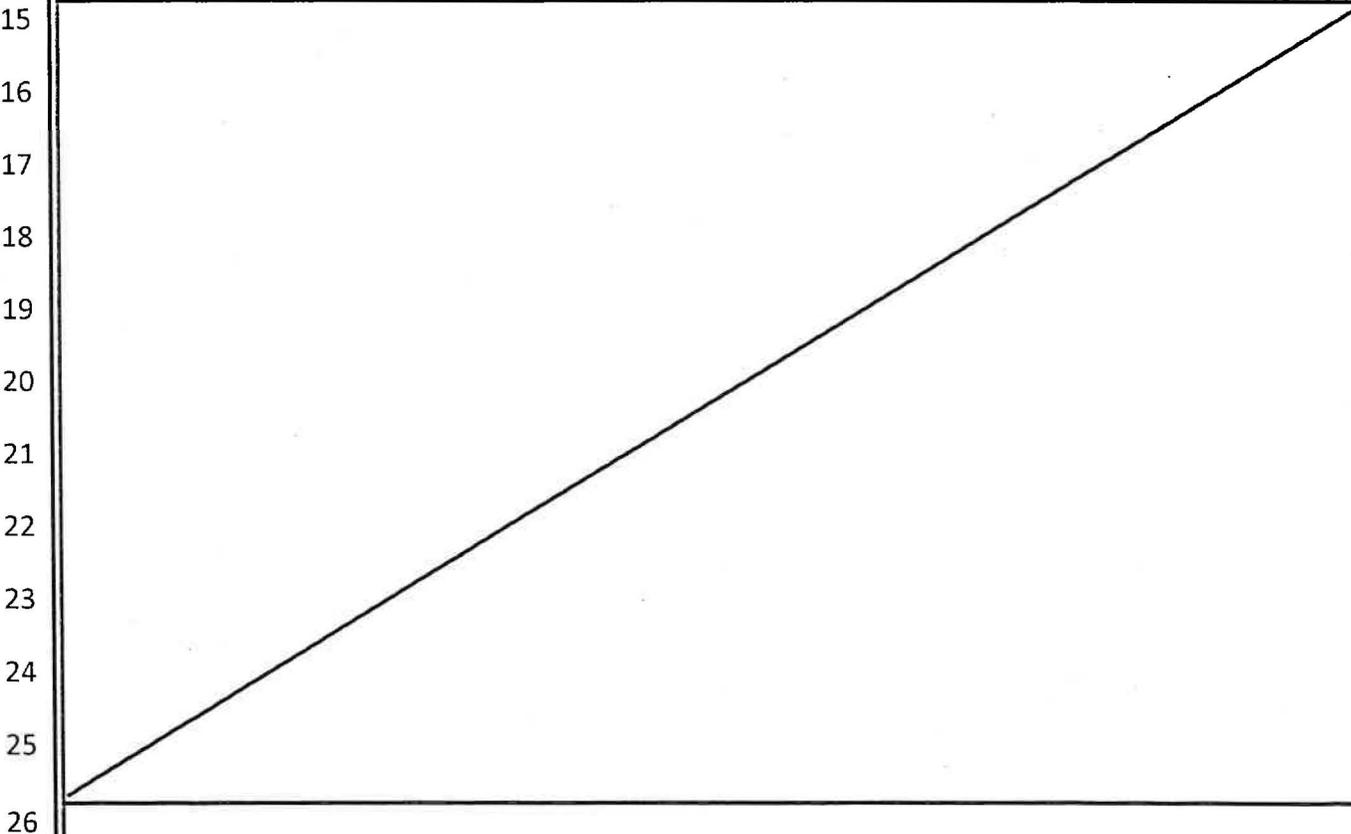
APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Orange, State of California,
14 Highway 12-Ora-5 and described as follows:



Legal Description

PARCEL 202064-1 Soil Nail Easement

An easement for soil nail purposes in the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel "C" of Parcel Map No. 96-117 as per map filed in Book 297, Pages 24 through 27, inclusive, of Parcel Maps, Records of said County, described as follows:

Beginning at the southwesterly corner of said Parcel "C";

thence along the westerly and northerly line of said Parcel "C" the following two courses:

1. North 07°20'37" East 200.86 feet;
2. South 82°39'21" East 22.94 feet;

thence South 03°13'08" West 190.47 feet to the southerly line of said Parcel "C";

thence South 80°48'13" West 38.23 feet along said southerly line to the **Point of Beginning**.

The State, its successors and assigns, and their respective agents and assigns, shall have the right to directionally drill into the subsurface of said real property hereinabove described for the purposes above set forth, from lands other than said property, without, however, the right to use or drill through the surface of said property or drill in such manner as to endanger the safety of any improvements that may be constructed on said property. Owner, his successors and assigns, shall retain all surface rights of the above-described easement area and rights to build permanent structures thereon.

All costs incurred for improvements made by the Owner, his successors and assigns, in the use of the rights to the surface and the rights to build permanent structures shall be borne by the Owner, his successors and assigns, and such use shall not unreasonably interfere or act inconsistently with the rights of the State, its successors and assigns, and the design and construction of any and all improvements to the easement area shall be first approved by the State of California, Department of Transportation, whose review will not be unreasonably withheld.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

1 TRANSPORTATION COMMISSION
2 RESOLUTION NO.

3 **C-21695**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 12-Ora-5-PM 14.2 PARCEL 202068-1, 2
9 OWNER: Business Properties Partnership No. 6, a California general
10 partnership

11 Resolved by the California Transportation Commission after
12 notice (and hearing) pursuant to Code of Civil Procedure Section
13 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

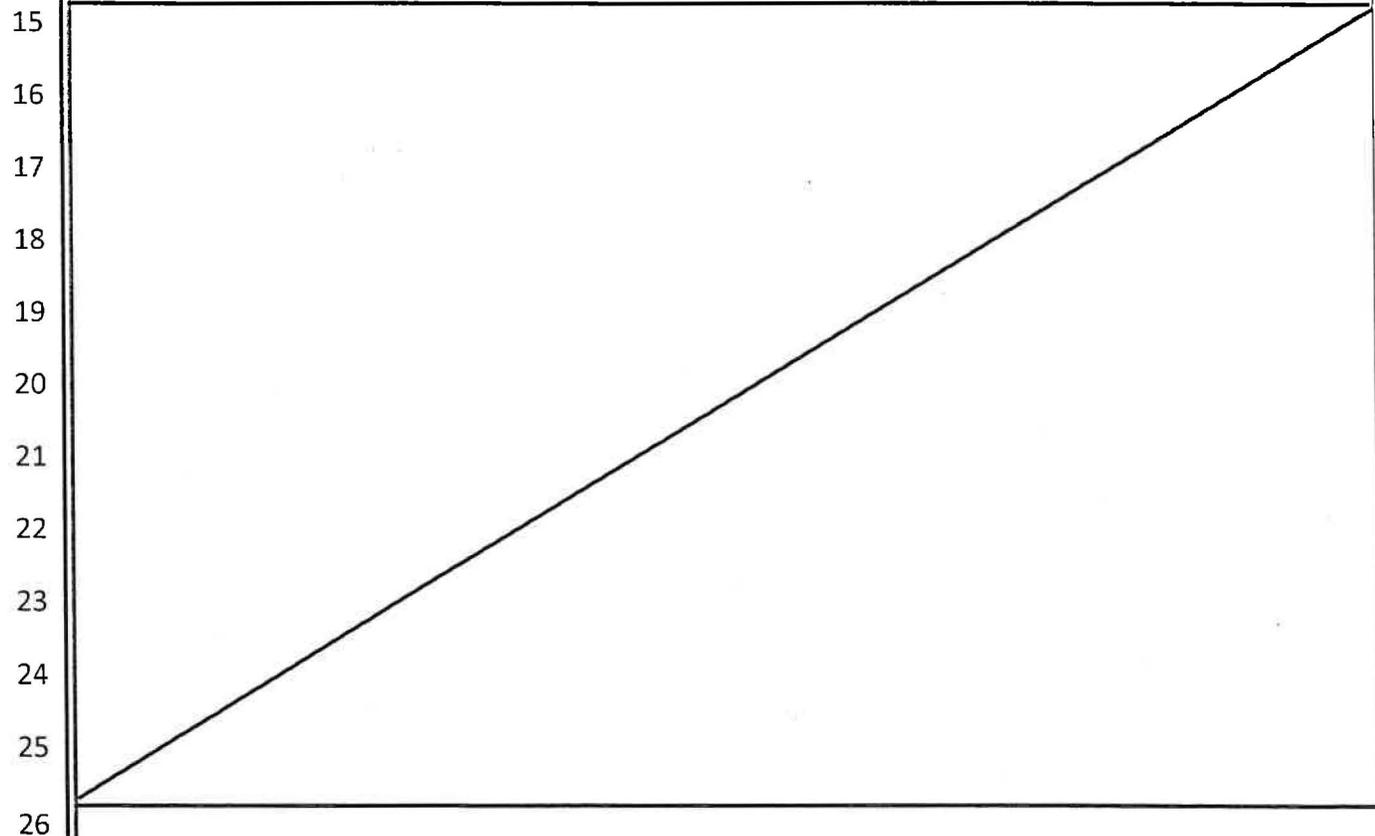
APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

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

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Orange, State of California,
14 Highway 12-Ora-5 and described as follows:



Legal Description

PARCEL 202068-1 Fee

For freeway purposes, that real property in the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 2 as per map filed in Book 44, Pages 28 of Parcel Maps, Records of said County, described as follows:

Commencing at the northeasterly corner of said Parcel 2;

thence South $80^{\circ}14'18''$ West 134.21 feet along the northerly line of said Parcel 2 to the **True Point of Beginning**;

thence South $06^{\circ}52'47''$ West 34.96 feet to the westerly line of said Parcel 2;

thence along the westerly, and northerly lines of said Parcel 2 the following three courses:

1. North $24^{\circ}04'03''$ West 12.39 feet;
2. North $06^{\circ}46'57''$ East 22.42 feet;
3. North $80^{\circ}14'18''$ East 6.69 feet to the **True Point of Beginning**.

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

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Legal Description

PARCEL 202068-2 Soil Nail Easement

An easement for soil nail purposes in the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 2 as per map filed in Book 44, Pages 28 of Parcel Maps, Records of said County, described as follows:

Commencing at the northeasterly corner of said Parcel 2;

thence South 80°14'18" West 42.47 feet along the northerly line of said Parcel 2 to the **True Point of Beginning**;

thence continuing South 80°14'18" West 91.74 feet along said northerly line;

thence South 06°52'47" West 34.96 feet to the westerly line of said Parcel 2;

thence along the westerly, and southerly lines of said Parcel 2 the following ten courses:

1. South 24°04'03" East 45.93 feet;
2. South 18°14'12" West 102.00 feet;
3. South 19°43'33" East 167.73 feet;
4. South 06°50'29" West 50.01 feet;
5. South 23°15'11" West 52.13 feet;
6. South 06°31'15" West 100.07 feet;
7. South 12°34'13" East 132.42 feet;
8. South 12°55'10" East 26.58 feet;
9. South 07°20'37" West 109.91 feet;
10. South 82°39'21" East 22.94 feet;

thence North 03°13'08" East 812.31 to the **True Point of Beginning**.

The State, its successors and assigns, and their respective agents and assigns, shall have the right to directionally drill into the subsurface of said real property hereinabove described for the purposes above set forth, from lands other than said property, without, however, the right to use or drill through the surface of said property or drill in such manner as to endanger the safety of any improvements that may be constructed on said property. Owner, his successors and assigns, shall retain all surface rights of the above-described easement area and rights to build permanent structures thereon.

All costs incurred for improvements made by the Owner, his successors and assigns, in the use of the rights to the surface and the rights to build permanent structures shall be borne by the Owner, his successors and assigns, and such use shall not unreasonably interfere or act inconsistently with the rights of the State, its successors and assigns, and the design and construction of any and all improvements to the easement area shall be first approved by the State of California, Department of Transportation, whose review will not be unreasonably withheld.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No: 2.4d.
Action Item

From: STEVEN KECK
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 \$1,014,800. The State will receive a return of \$1,405,207 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

DIRECTOR’S DEEDS:

<u>01-02-Plu-89</u> Post Mile (PM) 40.5	Lake Almanor
Disposal Units #DK 2447-05-02	1.84 acres
#DK 2447-05-03	\$0 Appraisal (Appraisal N/A)
Convey to: Pacific Gas and Electric Company	

Direct conveyance for no monetary consideration. The property rights were meant to be conveyed to PG&E in 1973; the State’s recorded Director’s Deed in 1973 recorded an incorrect legal description and omitted a portion of the total area purchased by Pacific Gas & Electric Company (PG&E). Conveyance of the deed will correct this error that was made in 1973.

02-04-Mrn-101-PM 10.6 San Rafael
Disposal Unit #DD 002248-01-01 18,365 Sqaure Feet (s.f.)
Convey to: Gabrielsen Family Limited Partnership II \$551,000 (Appraisal \$551,000)

Direct sale. The excess parcel was acquired to relocate the existing frontage road which is no longer a programmed project. The parcel has been under leases to the adjacent owner since 1986. The adjacent property is improved with an office building that utilizes the excess parcel for parking and its only improved vehicle access. The improved access is to the snub end of the frontage road. The parcel is below the average size and shape of properties in the area. The highest and best use of the parcel is its current use as parking/access to the adjoining parcel. Sale of the parcel to another owner would cause undue or unfair hardship to the adjoining owner's business operations as the property was developed to be accessed from the frontage road. The fair market value of the parcel is highest under the adjoining owner as the City has stated that no other uses of the property would be legally permissible; nor will the City allow a driveway to be installed off Grand Ave., which landlocks the adjoining property owner without the conveyance of DD 002248-01-01. Selling price represents the appraised value received from the adjoining owner.

03-06-Fre-99 PM 25.7 Fresno
Disposal Unit #DD 86953-01-01 2.3 acres
Convey to: RSA Investments, LLC \$198,000 (Appraisal \$263,000)

Public sale. Selling price is the highest bid received from the public auction. This is a 100% reimbursed project per the terms of the agreement with California High Speed Rail Authority (CHSRA). On March 20, 2018 the CHSRA Board approved to amend the inter-agency agreement (HRS12-06) with California Department of Transportation. This action increased the budget by \$29.2 million dollars to cover estimated additional cost for right-of-way activities. Sale price of \$198,000 represents the highest bid received, and sale funds will be returned to CHSRA once the 29.2 million dollars has been released to the Department.

04-06-Fre-99 PM 25.7 Fresno
Disposal Unit #DE 86953-02-01 376 s.f.
Convey to: Fresno Irrigation District \$0 (Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is 100% State's obligation pursuant to Utility Agreement No. 06-1398.32 dated January 12, 2016.

05-07-LA-105/710-PM 13.5/16.1 Lynwood
Disposal Unit #DD 54715-01-01 335 s.f.
Convey to: Beatrice Chacon, a Single Woman \$1,700 (Appraisal \$1,700)

Direct sale. Parcel is a small, irregularly-shaped, landlocked parcel that is incapable of independent development. Selling price represents the highest appraised value from the only adjoining owner.

06-08-SBd-215-7.1 San Bernardino
Disposal Unit #DD A04200-01-01 34,250 s.f.
Convey to: Arrowhead 66, LLC \$610,000
Public Sale Estimate (PSE \$175,000)

Public sale. Selling price represents the highest bid received at the public auction. There were 21 registered bidders and seven active bidders that participated in the auction.

07-10-Ama-49-PM 3.85 Jackson
Disposal Unit #DD 013446-01-01 0.16 acre
Convey to: Lee Scundi, A Married Man as \$19,000 (PSE \$8,700)
His sole and separate property.

Public sale. There were three bidders total that participated in the auction. Selling price represents the highest bid received at a public auction.

08-10-Cal-4-PM 21.7 City of Angels
Disposal Unit #DD 14876-01-01 0.44 acre
Convey to: K. Shane Avey and Diana J. Avey \$2,500 (Appraisal \$2,500)
Trustees of the Avey 2002 Revocable Trust

Direct sale. Parcel is landlocked. Both adjoining owners were contacted and the parcel was offered for sale to the only interested adjoining owner at the appraised value of \$2,500.

09-10-Tuo-108-PM 3.9 Tuolumne County
Disposal Unit #DD 013858-01-01 3.21 acres
Convey to: Country Cowboy Church, Inc., \$18,000 (PSE \$9,300)
A California Corporation

Private Sale. Sales price represents the highest bid received at private auction between adjoining landowners on this landlocked parcel. Three out of five bidders participated in the auction.

10-12-Ora-5 PM 9.6 San Juan Capistrano
Disposal Unit #DD 102492-01-01 0.15 acre
Convey to: Capistrano Inn, a Limited Partnership \$5,007 (PSE \$3,600)

Private sale. The selling price represents the highest bid received at the sealed bid auction. Only one of the two adjoining owners participated in the auction.

Attachments

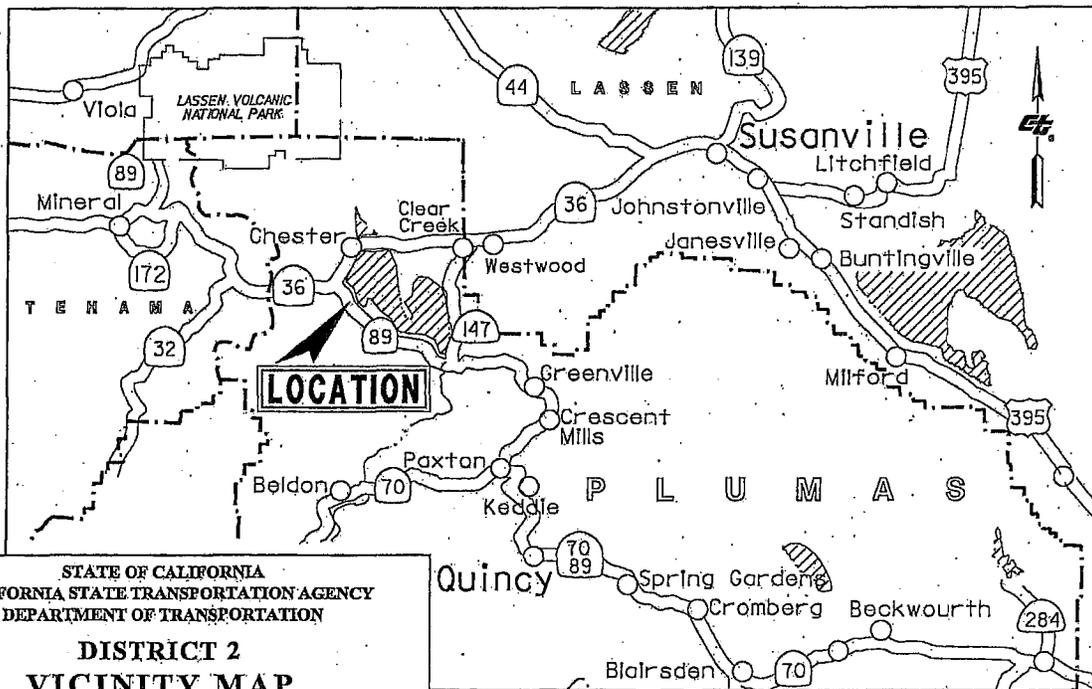
Attachment A - Financial summary spreadsheet
Exhibits 1A-10B - Parcel maps

SUMMARY OF DIRECTOR'S DEEDS - 2.4d.**PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - January 30-31, 2019****Table I - Volume by Districts**

District	Direct Sales	Public Sales	Non-Inventory Conveyances (i.e. Utility Easements)	Other Funded Sales	Total Items	Current Estimated Value	Return From Sales	Recovery %
								Return From Sales Current Value
01								
02			1		1	\$0.00	\$0.00	
03								
04	1				1	\$551,000	\$551,000	100.0%
05								
06		1	1		2	\$263,000	\$198,000	75.3%
07	1				1	\$1,700	\$1,700	100.0%
08		1			1	\$175,000	\$610,000	348.6%
09								
10	2	1			3	\$20,500	\$39,500	192.7%
11								
12	1				1	\$3,600	\$5,007	139.1%
Total	5	3	2		10	\$1,014,800	\$1,405,207	138.5%

Table II - Analysis by Type of Sale

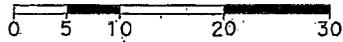
Type of Sale	# of Items	Current Estimated Value	Return From Sales	Recovery %
				Return From Sales Current Value
Direct Sales	5	\$568,100	\$578,207	101.8%
Public Sales	3	\$446,700	\$827,000	185.1%
Non-Inventory Conveyances	2	\$0	\$0	0.0%
Sub-Total	10	\$1,014,800	\$1,405,207	138.5%
Other Funded Sales				
Total	10	\$1,014,800	\$1,405,207	138.5%



STATE OF CALIFORNIA
 CALIFORNIA STATE TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION

**DISTRICT 2
 VICINITY MAP
 D.K. 2447-05-02 AND
 D.K. 2447-05-03**

SCALE IN MILES



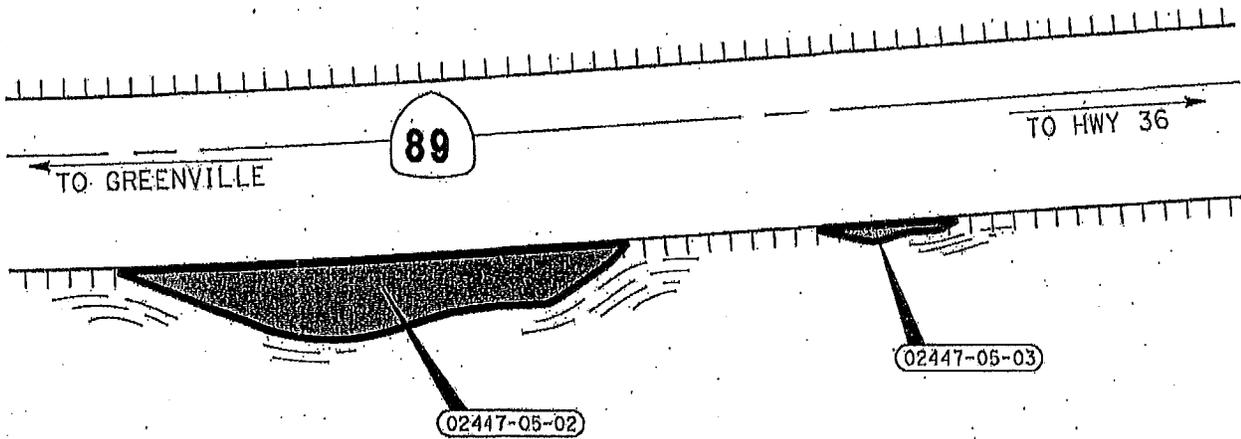
TO DESIGN: / /		EA(s): NONE		FA#:	
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
02	PLU	89	40.5	1	2

PROJECT ID: 00 0000 0000

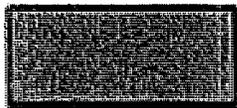
T. 28 N., R. 7 E., M.D.M.

NE 1/4

of SECTION 30



LAKE ALMANOR



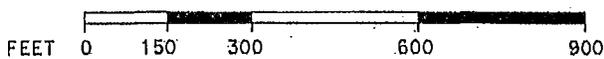
AREA TO BE VACATED

AREA = 1.84 Ac.



STATE OF CALIFORNIA
 CALIFORNIA STATE TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION

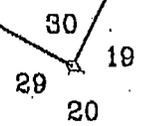
DISTRICT 2
 VICINITY MAP
 D.K. 2447-05-02 AND
 D.K. 2447-05-03



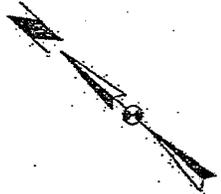
TO DESIGN: / / EA(§): NONE FA#:

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
02	PLU	89	40.5	2	2

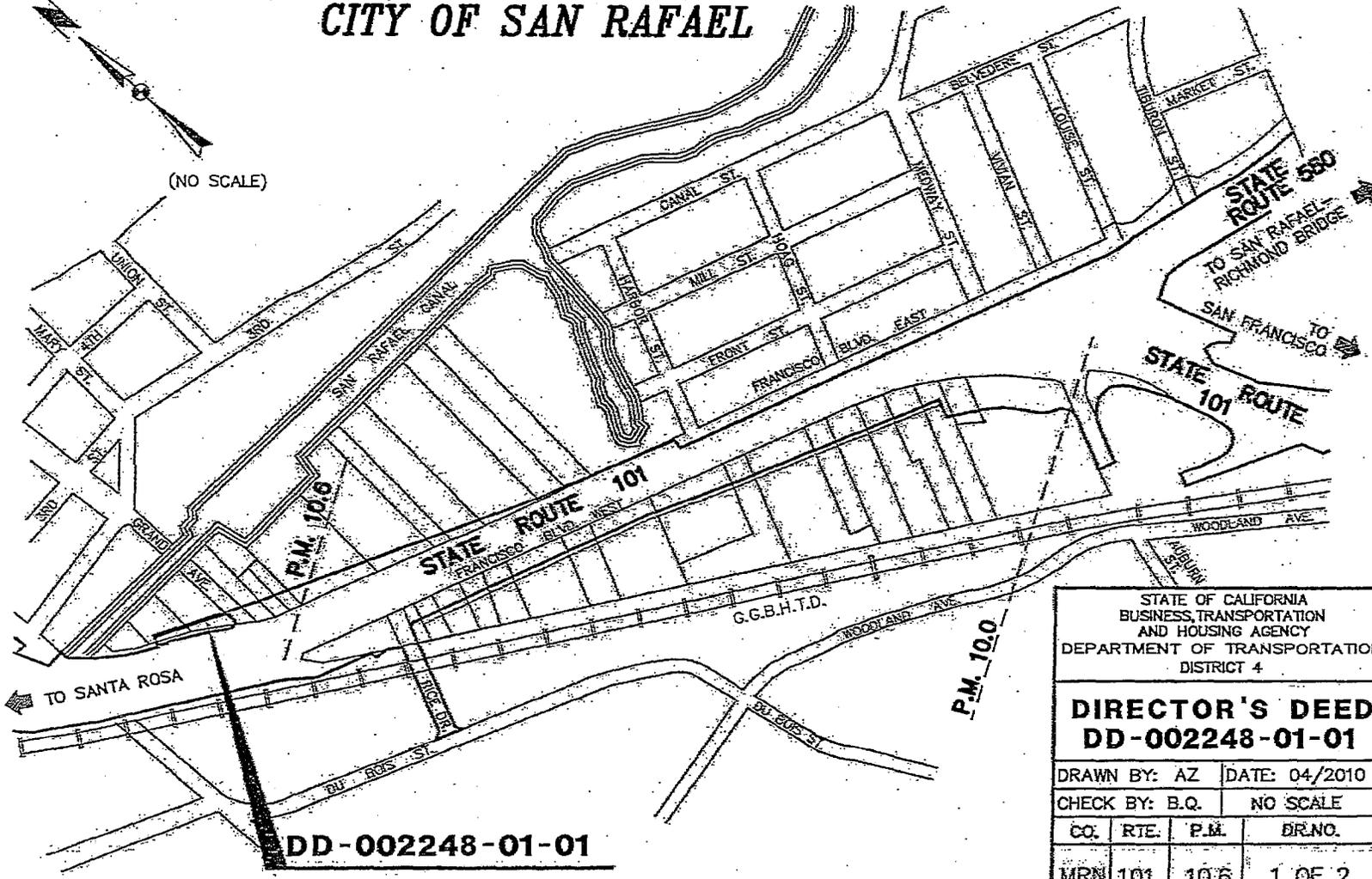
PROJECT ID: 00 0000 0000



MARIN COUNTY CITY OF SAN RAFAEL



(NO SCALE)



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED DD-002248-01-01

DRAWN BY: AZ DATE: 04/2010

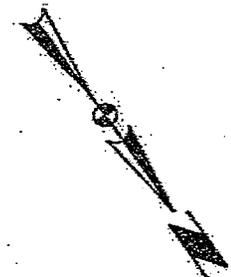
CHECK BY: B.Q. NO SCALE

CO.	RTE.	P.M.	BR.NO.
MRN	101	10.6	1 OF 2

R-22.17

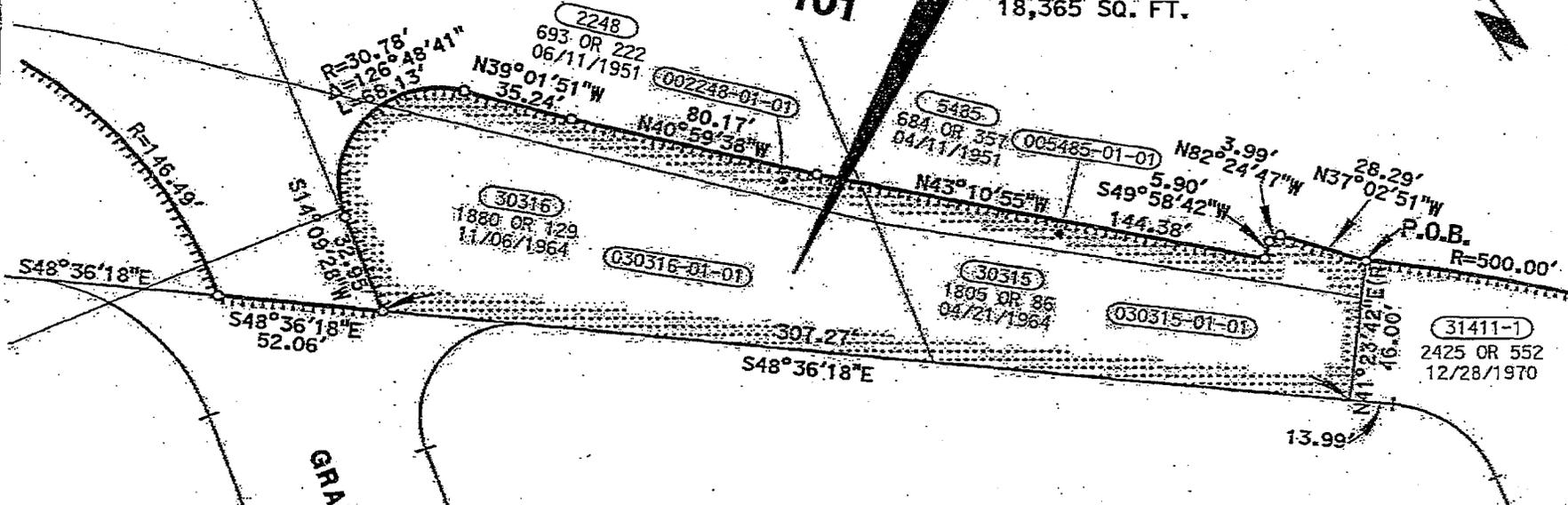
COORDINATES, BEARINGS AND DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000607 TO OBTAIN GROUND-LEVEL DISTANCES.

CITY OF SAN RAFAEL



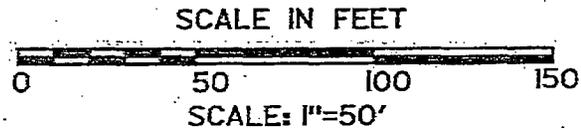
STATE ROUTE 101

DD-002248-01-01
18,365 SQ. FT.



LEGEND

ACCESS PROHIBITED P.O.B. POINT OF BEGINNING



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-002248-01-01

DR. BY: A.Z. DATE: 04/10
CRD. BY: B.O. SCALE: 1"=50'

CO.	REV.	P.M.	DR. No.
MRN	101	10.62	OF 2

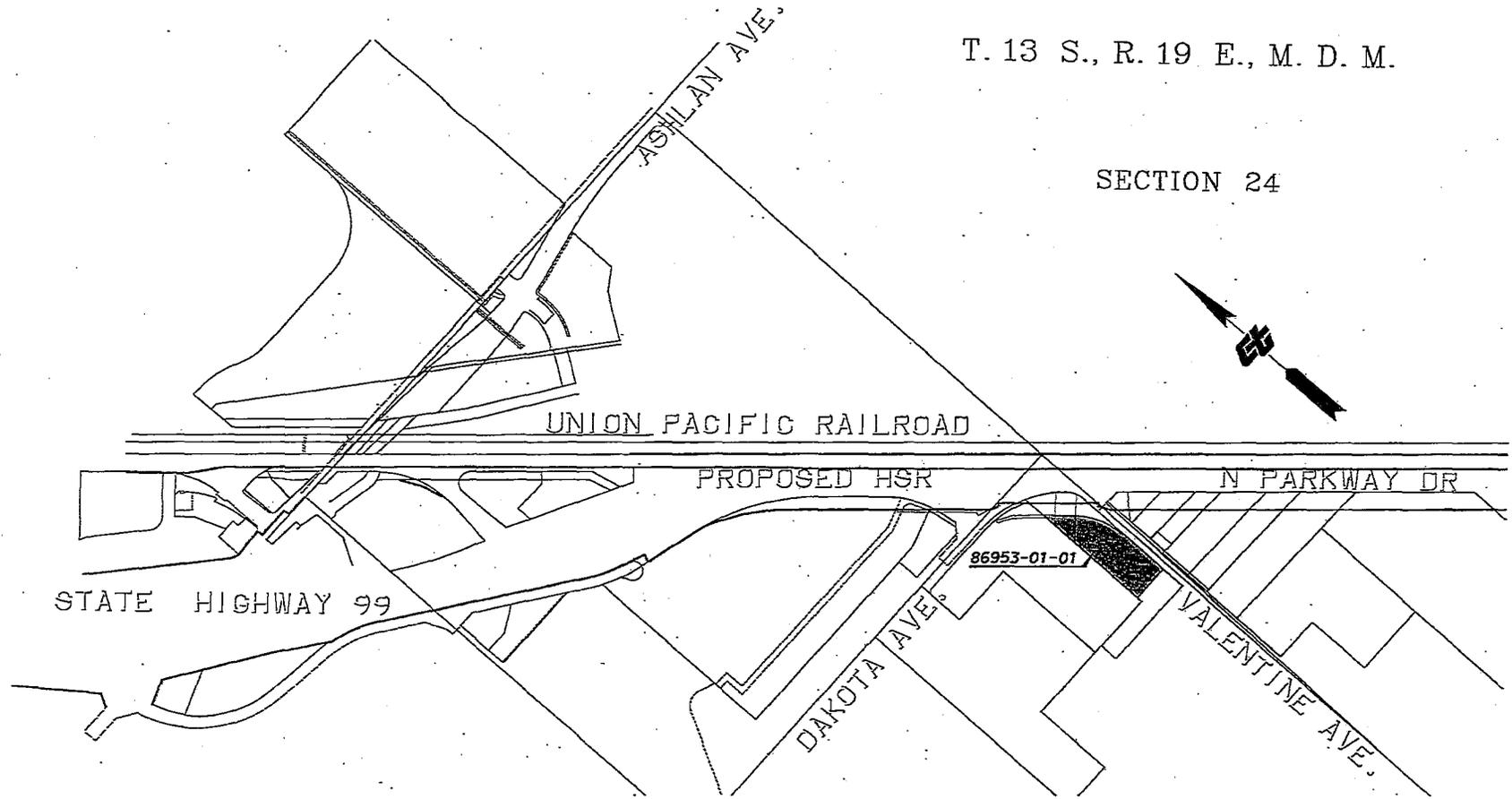
R-22.17

CITY OF FRESNO

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

T. 13 S., R. 19 E., M. D. M.

SECTION 24



NOTES
All distances are in feet unless otherwise noted.
LEGEND

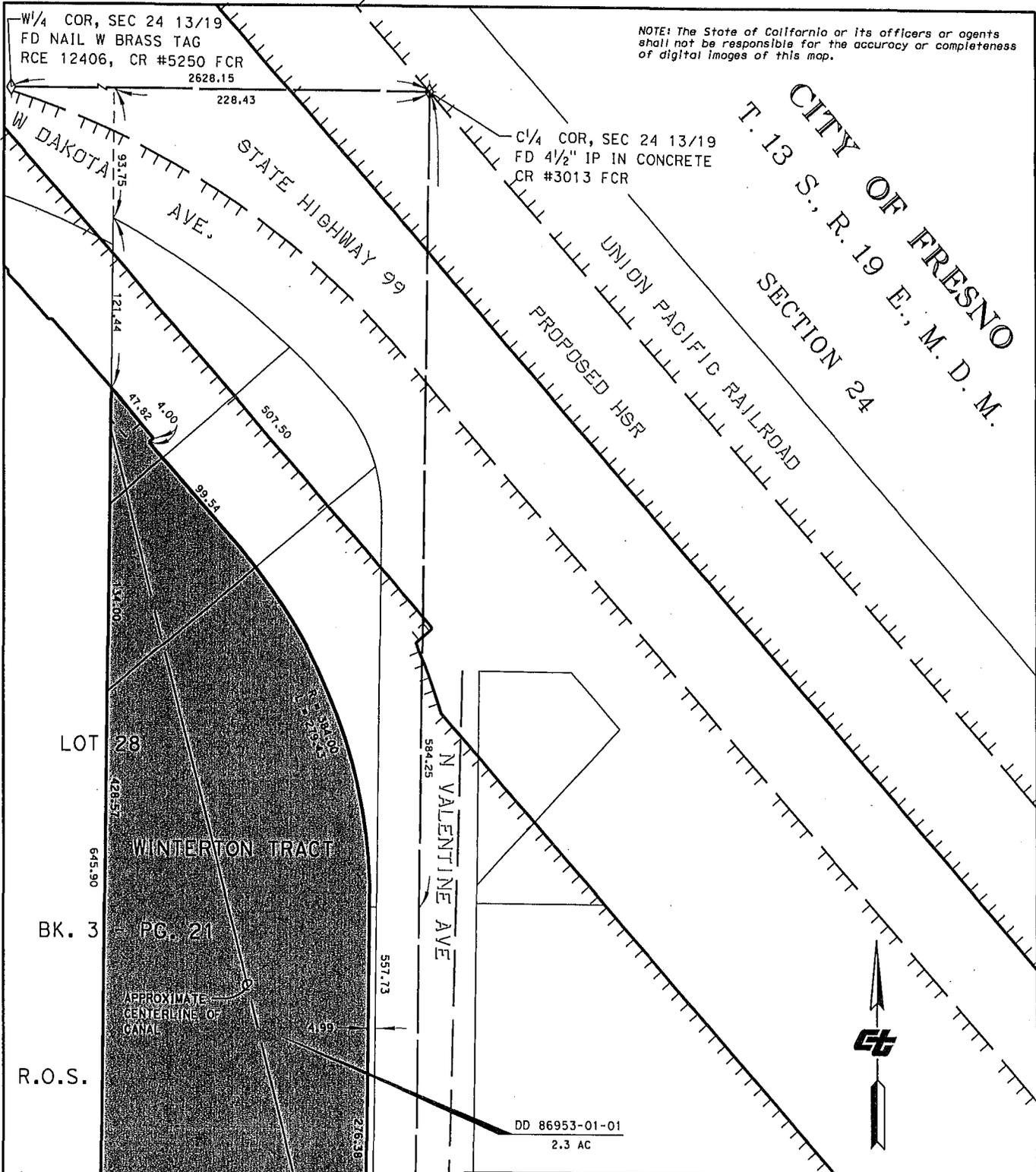
STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION					
RIGHT OF WAY DIRECTOR'S DEED DD 86953-01-01 AREA MAP					
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	FRE	99	25.7	1	2

W 1/4 COR, SEC 24 13/19
 FD NAIL W BRASS TAG
 RCE 12406, CR #5250 FCR
 2628.15

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 FRESNO
 T. 13 S., R. 19 E., M. D. M.
 SECTION 24

C 1/4 COR, SEC 24 13/19
 FD 4 1/2" IP IN CONCRETE
 CR #3013 FCR

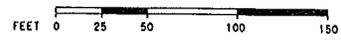


DD 86953-01-01
 2.3 AC

NOTES
 All distances are in feet unless otherwise noted.

LEGEND
 [Symbol] Access Prohibited
 [Symbol] Access Superseded
 [Symbol] Existing R/W Superseded

STATE OF CALIFORNIA
 CALIFORNIA STATE TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION
**RIGHT OF WAY
 DIRECTOR'S DEED
 DD 86953-01-01**



SUBJECT TO AN AGREEMENT FOR
 SUBSTITUTION OF PIPELINE FOR OPEN
 DITCH OWNED BY FRESNO IRRIGATION
 DISTRICT PER DOCUMENT #85506,
 RECORDED NOVEMBER 21, 1961, F.C.R.

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	FRE	99	25.7	2	2

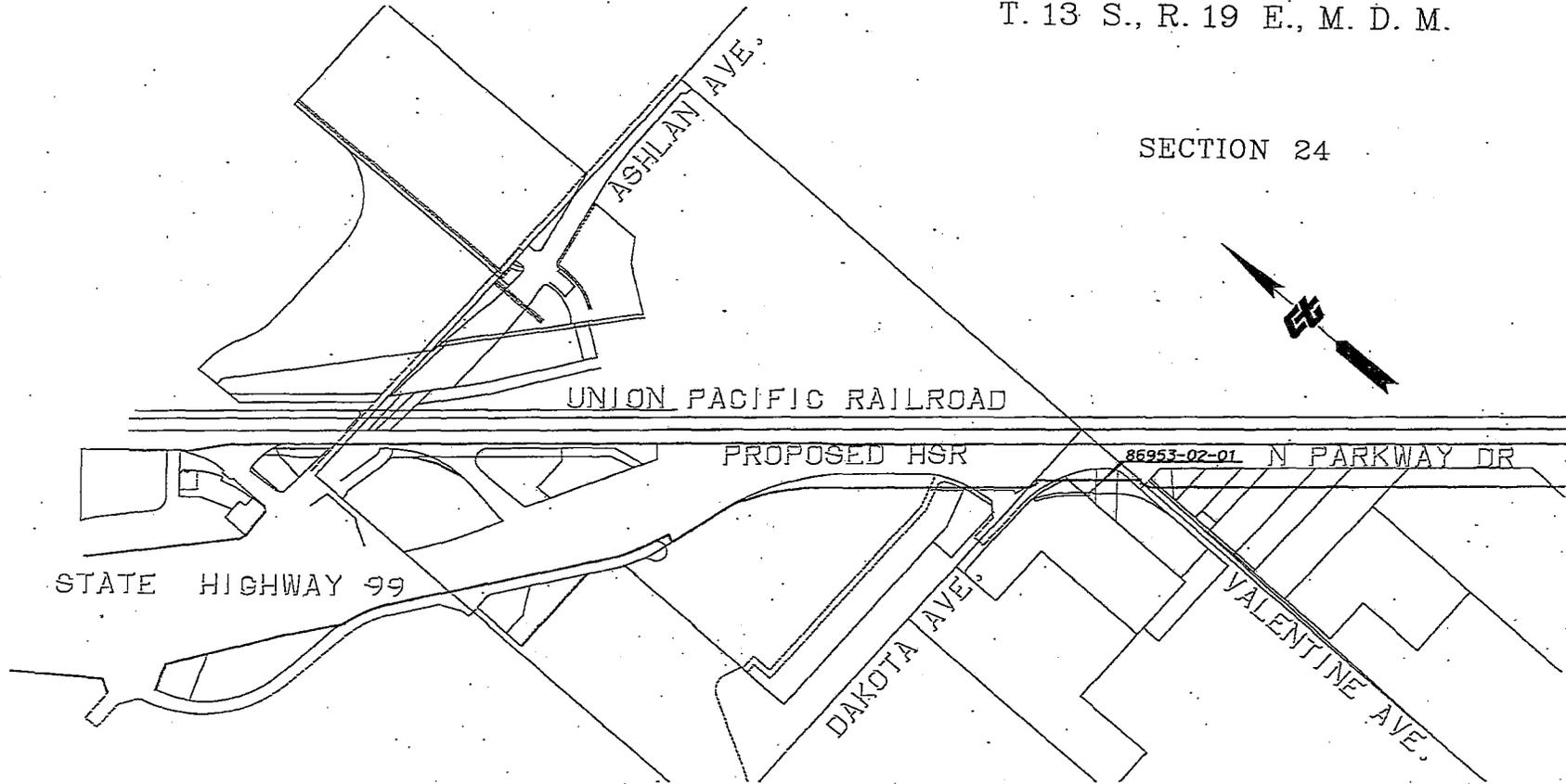
CITY OF FRESNO

EXHIBIT B

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.

T. 13 S., R. 19 E., M. D. M.

SECTION 24



NOTES All distances are in feet unless otherwise noted.
LEGEND

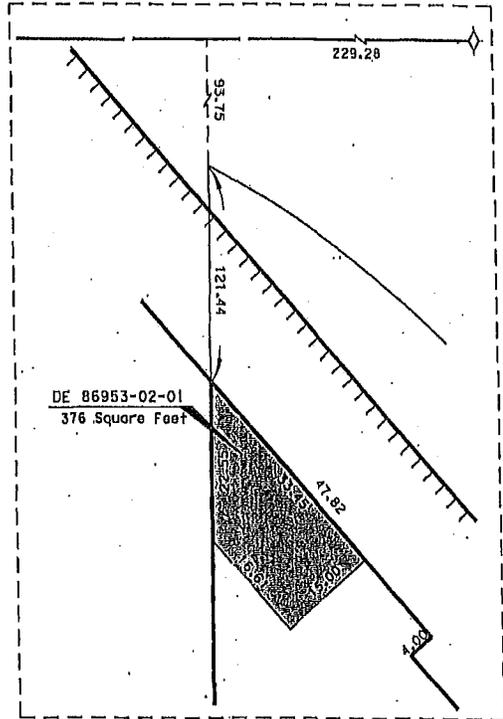
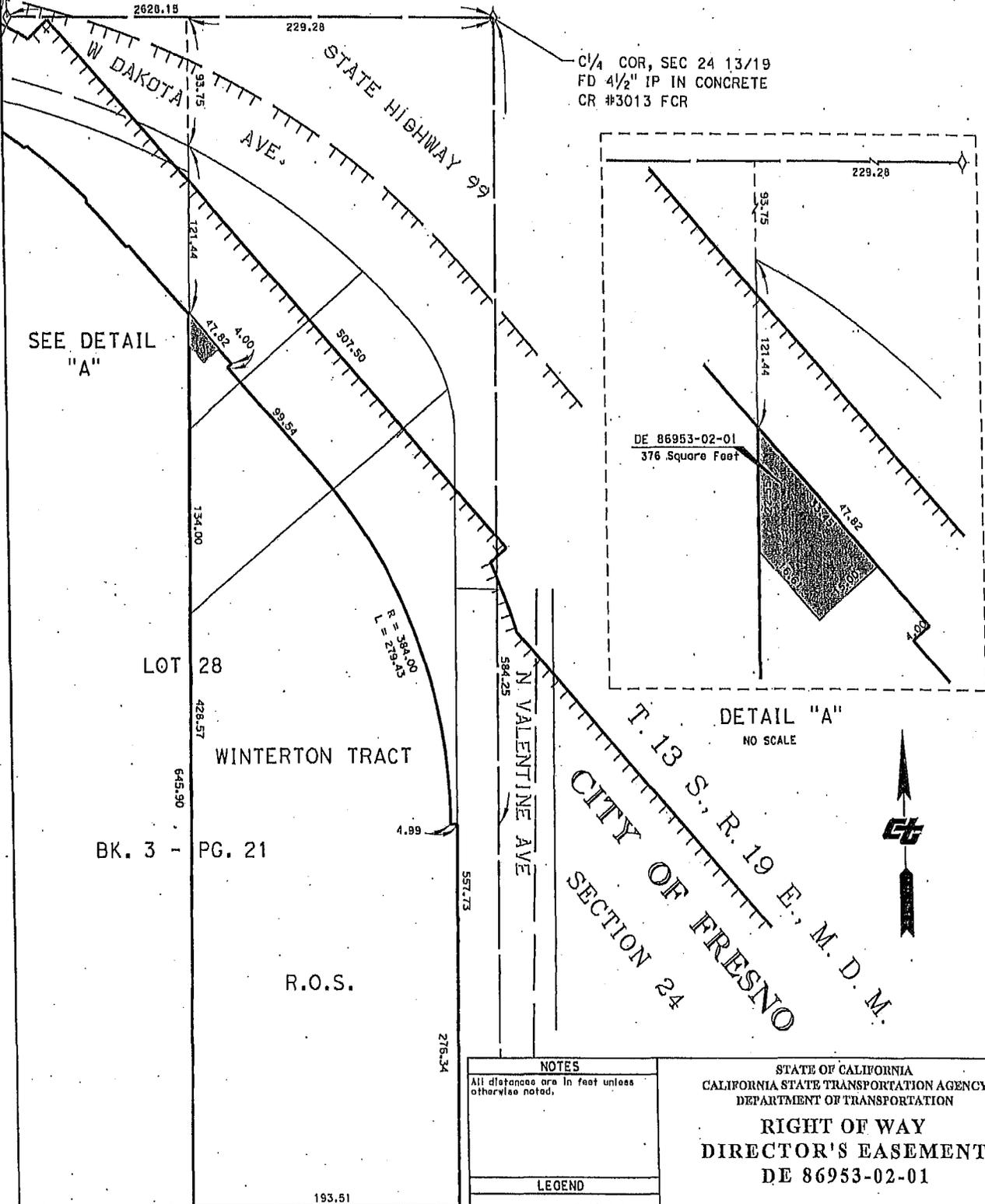
STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY DIRECTOR'S DEED DD 86953-02-01 AREA MAP					
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	FRE	99	25.7	1	2

EXHIBIT B

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.

W/4 COR, SEC 24 13/19
 . FD NAIL W BRASS TAG
 RCE 12406, CR #5250 FCR

C/4 COR, SEC 24 13/19
 FD 4 1/2" IP IN CONCRETE
 CR #3013 FCR



T. 13 S., R. 19 E., M. D. M.
 CITY OF FRESNO
 SECTION 24

NOTES
 All distances are in feet unless otherwise noted.

LEGEND

- Access Prohibited
- Access Superadded
- Existing R/W Superadded

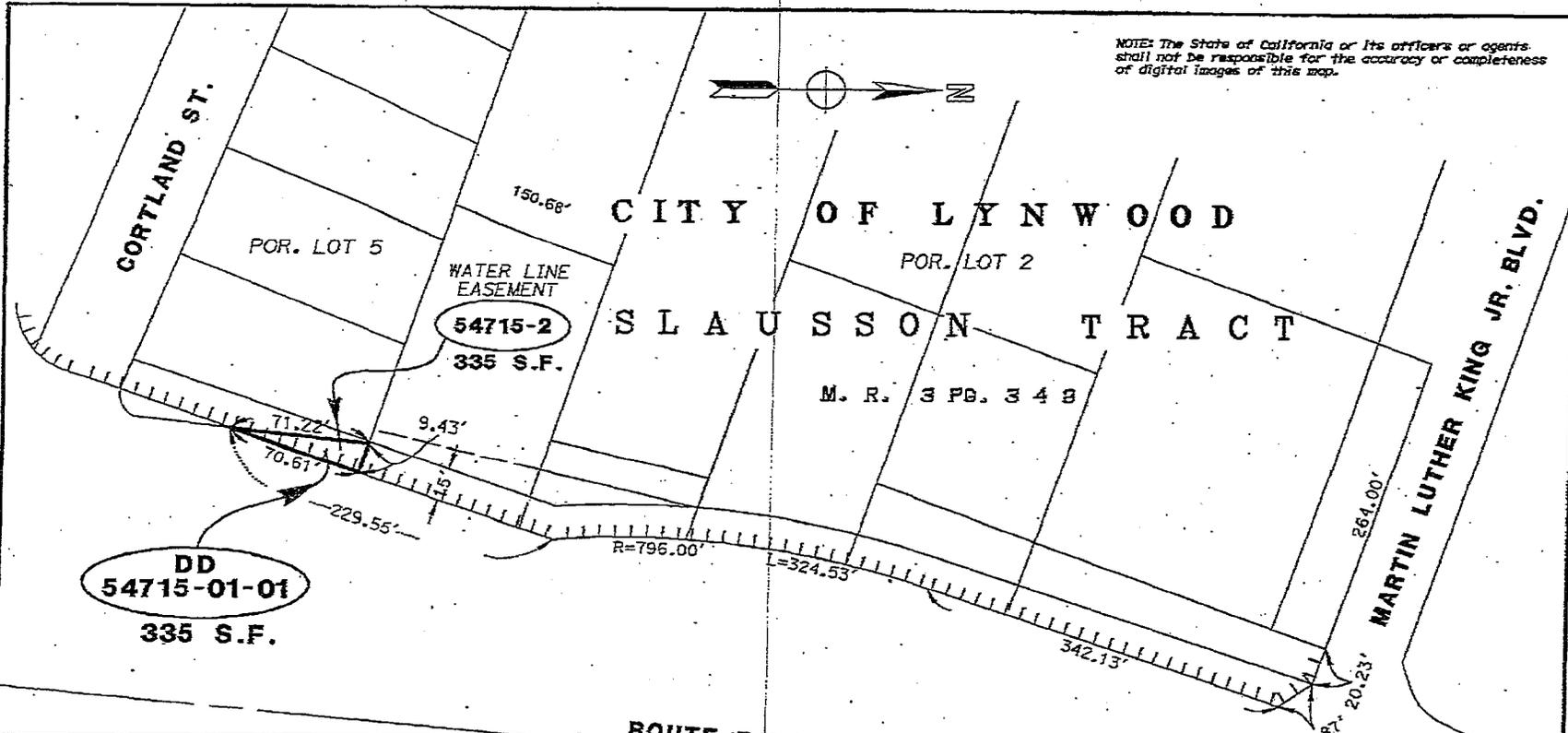
STATE OF CALIFORNIA
 CALIFORNIA STATE TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
 DIRECTOR'S EASEMENT**
 DE 86953-02-01



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	FRE	99	25.7	2	2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

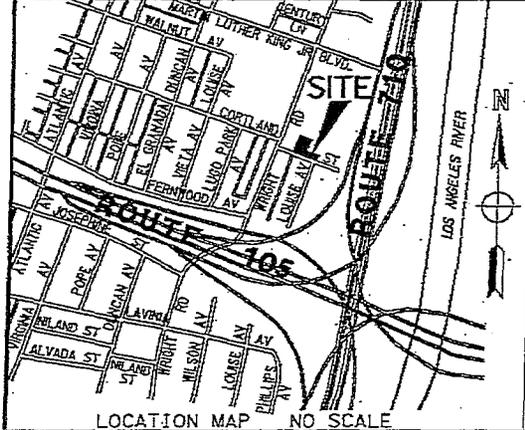


DD
54715-01-01
335 S.F.

54715-2
335 S.F.

CITY OF LYNWOOD
SLAUSSON TRACT
M. R. 3 PG. 3 4 8

CITY OF LYNWOOD



PARCEL NO.	AREA
DD 54715-01-01	335 SF

RESERVED WATER LINE EASEMENT	AREA
54715-2	335 SF

PORTION OF LOT 2 OF
SLAUSSON TRACT
M.R. 3 PG. 348

ROUTE 710 FREEWAY

**INTERSTATE
IN CITY OF LYNWOOD**

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DD 54715-01-01**

NOT TO SCALE

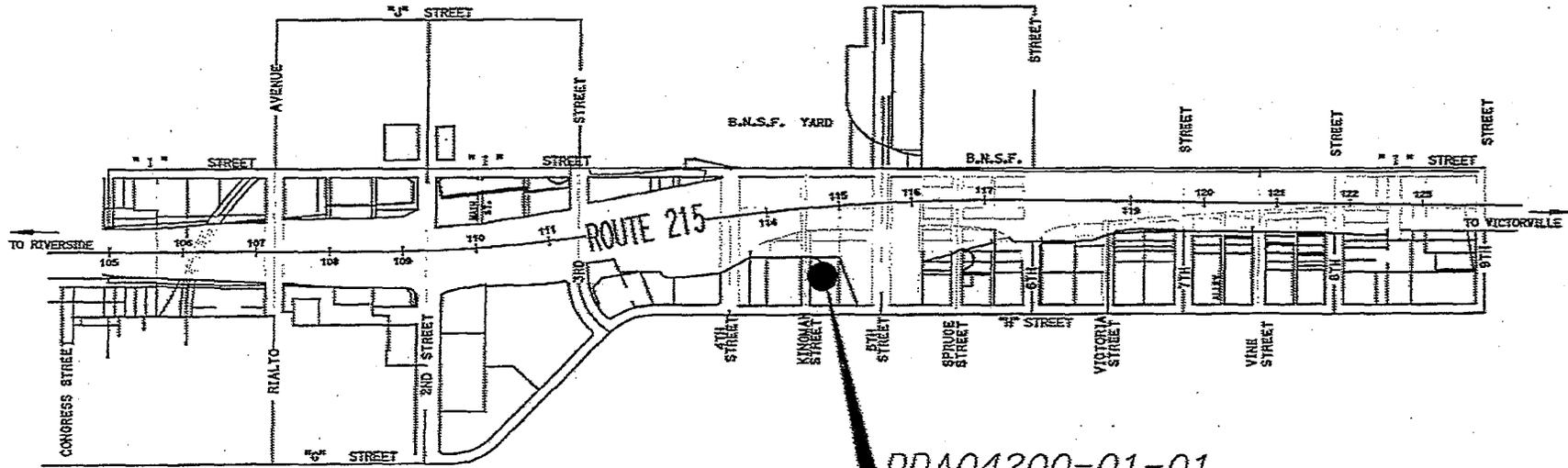
NOTES
All distances are in feet unless otherwise noted.
LEGEND
STATE RETAINS ACCESS RIGHTS

REF. MAP: R/W MAP NO. F1519-9		DATE: 12-07-17			
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	105/710	13.5/16.1	1	1

5A

CITY OF SAN BERNARDINO
 COUNTY OF SAN BERNARDINO
 M.B. 7/1

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.



DDA04200-01-01
 VICINITY MAP

REF. INFO. DIST. 08
 R/W RECORD MAP 67207-05

STATE OF CALIFORNIA					
CALIFORNIA STATE TRANSPORTATION AGENCY					
DEPARTMENT OF TRANSPORTATION					
RIGHT OF WAY					
DIRECTOR'S DEED					
DDA04200-01-01					
EXHIBIT "B"					
NO SCALE					
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
08	Sbd	215	7.1	1	2

6A

CITY OF SAN BERNARDINO
 COUNTY OF SAN BERNARDINO

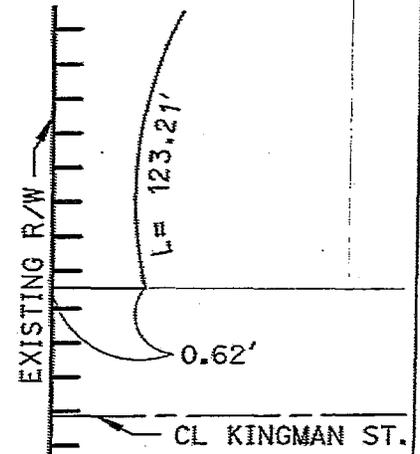
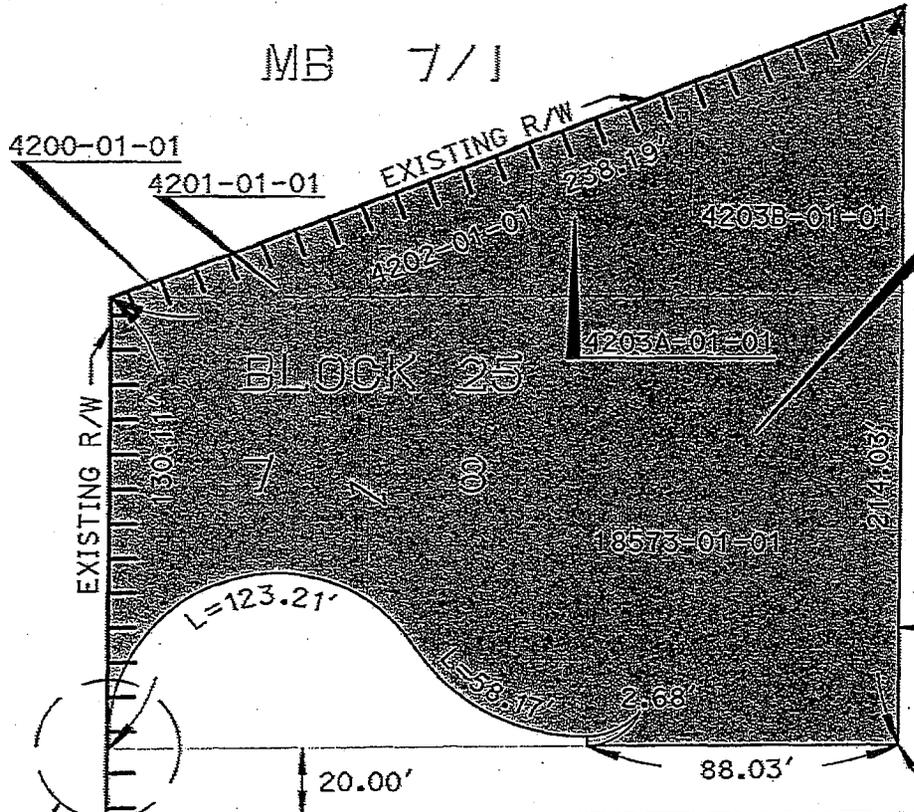
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



ROUTE 215

MB 7/1

DDA04200-01-01
 CONTAINS 34250 SQ.FT.



DETAIL "A"
 NOT TO SCALE

STATE OF CALIFORNIA
 CALIFORNIA STATE TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION
 RIGHT OF WAY
 DIRECTOR'S DEED
 DDA04200-01-01
 EXHIBIT "B"
 SCALE: 1" = 50'

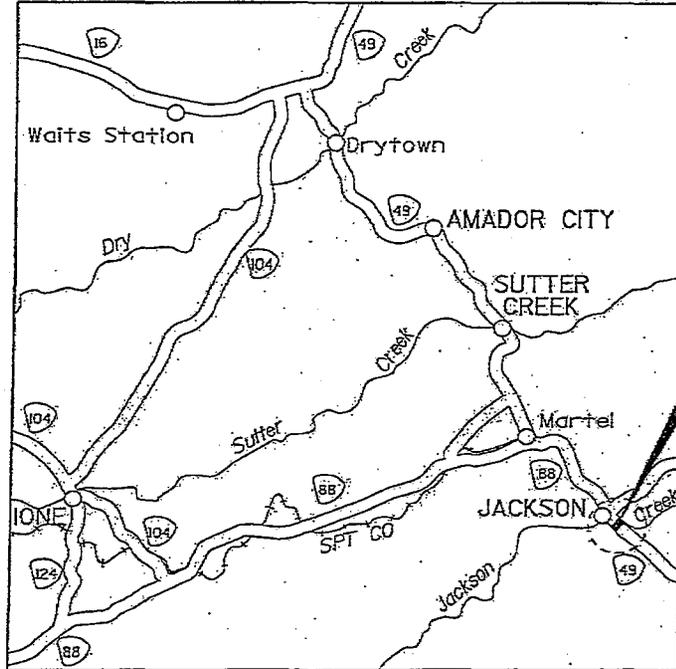
DISTRICT	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS
08	Sbd	215	7.1	2

SEE
 DETAIL "A"

REF. INFO. DIST.08 R/W RECORD MAP 67207-05

6B

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
DD013446-01-01

CITY OF
JACKSON

AMADOR COUNTY

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DD013446-01-01**

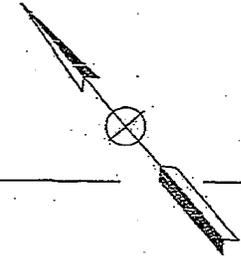
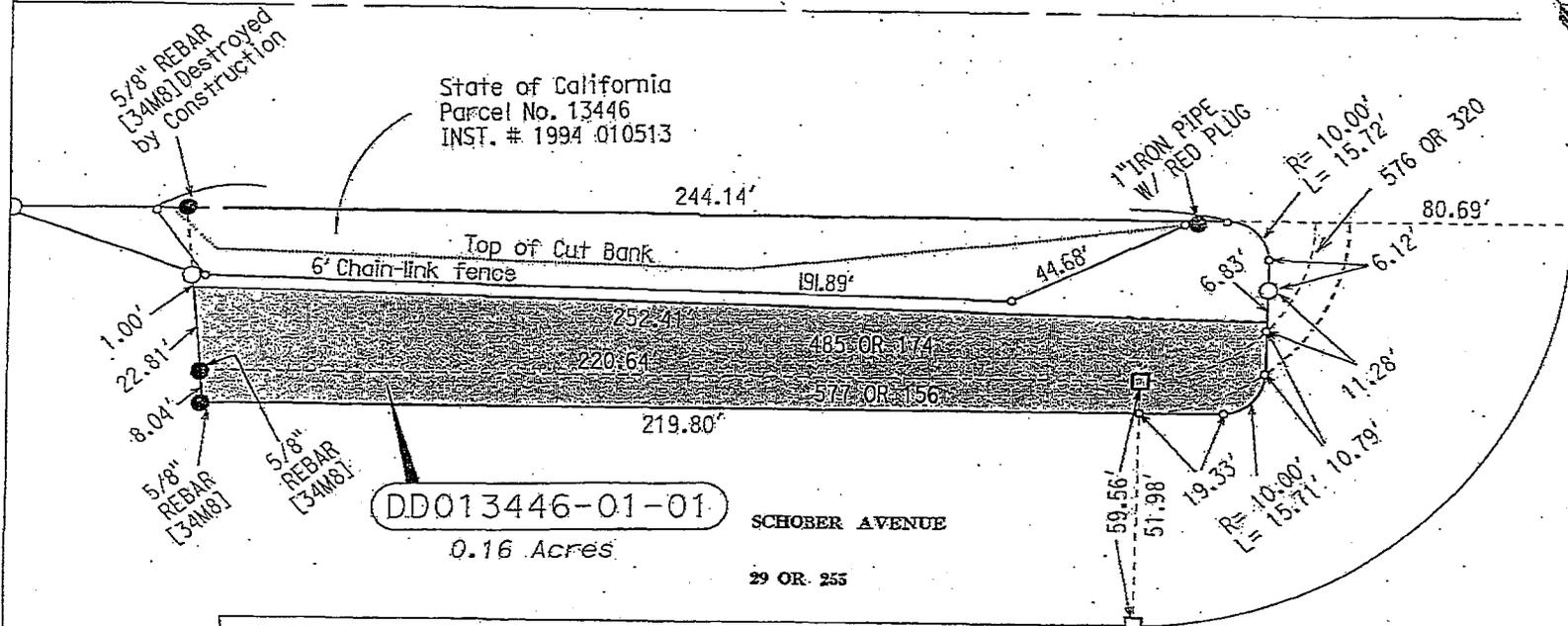
DISTRICT	COUNTY	ROUTE	SHEET PW	SHEET NO.	TOTAL SHEETS
10	AMA	49	3.85	1	2

T.6N., R.11E., M.D.B. & M.

PORTION OF SECTION 28

STATE HIGHWAY ROUTE 49

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.



DD013446-01-01

SCHOBER AVENUE

0.16 Acres

29 OR. 255

CITY OF JACKSON
AMADOR COUNTY

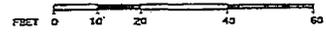
NOTES
All distances are in feet unless otherwise noted.

LEGEND

- Caltrans Parcel Containing 0.16 Ac. +/-
- Calculated point
- Set 1" Iron Pipe
- 6 x 6 Conc. Manuments
- Found as noted

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

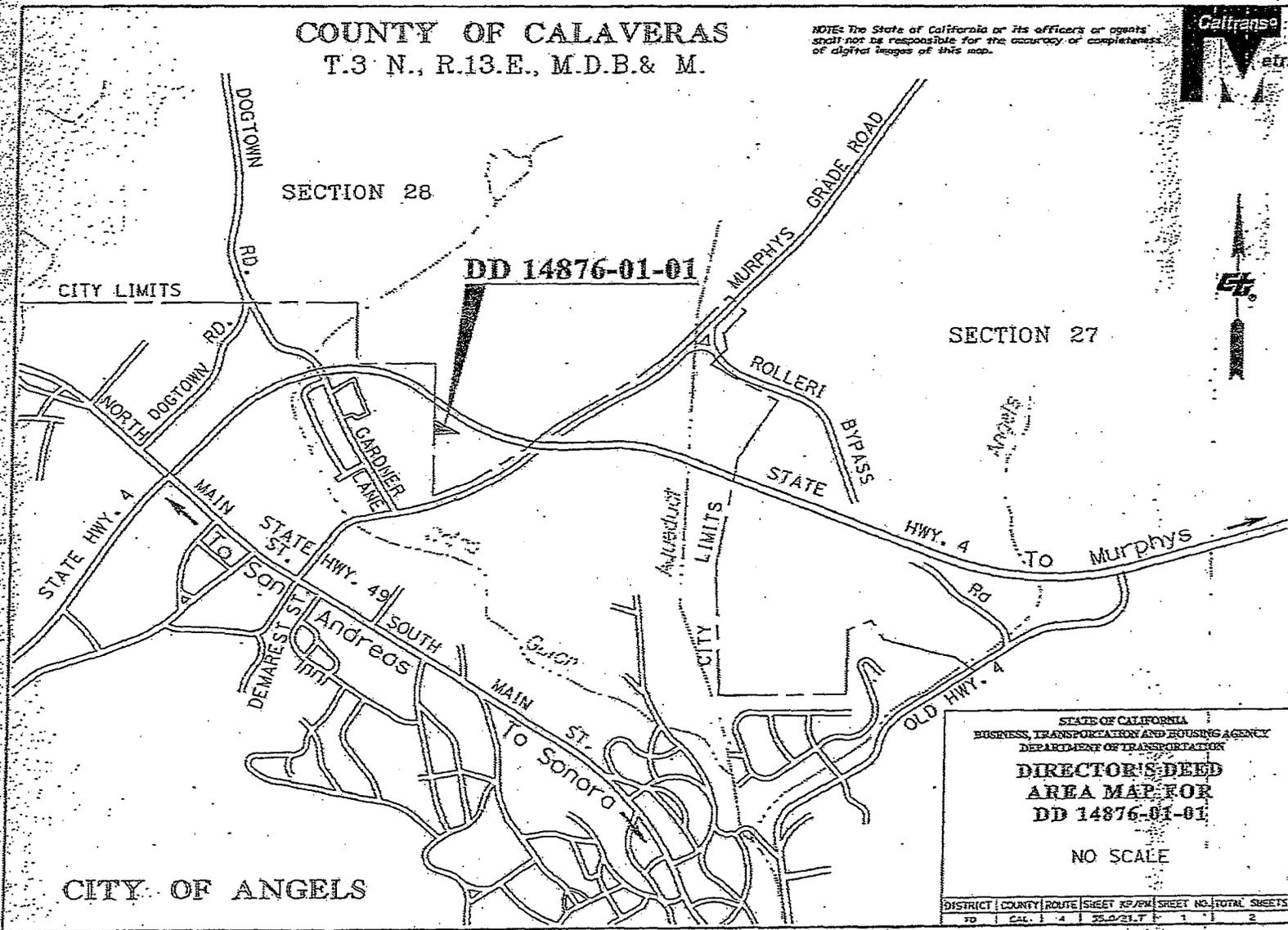
RIGHT OF WAY
DIRECTOR'S DEED
DD 013446-01-01



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	AMA	49	3.85	2	2

COUNTY OF CALAVERAS
T.3 N., R.13.E., M.D.B. & M.

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.



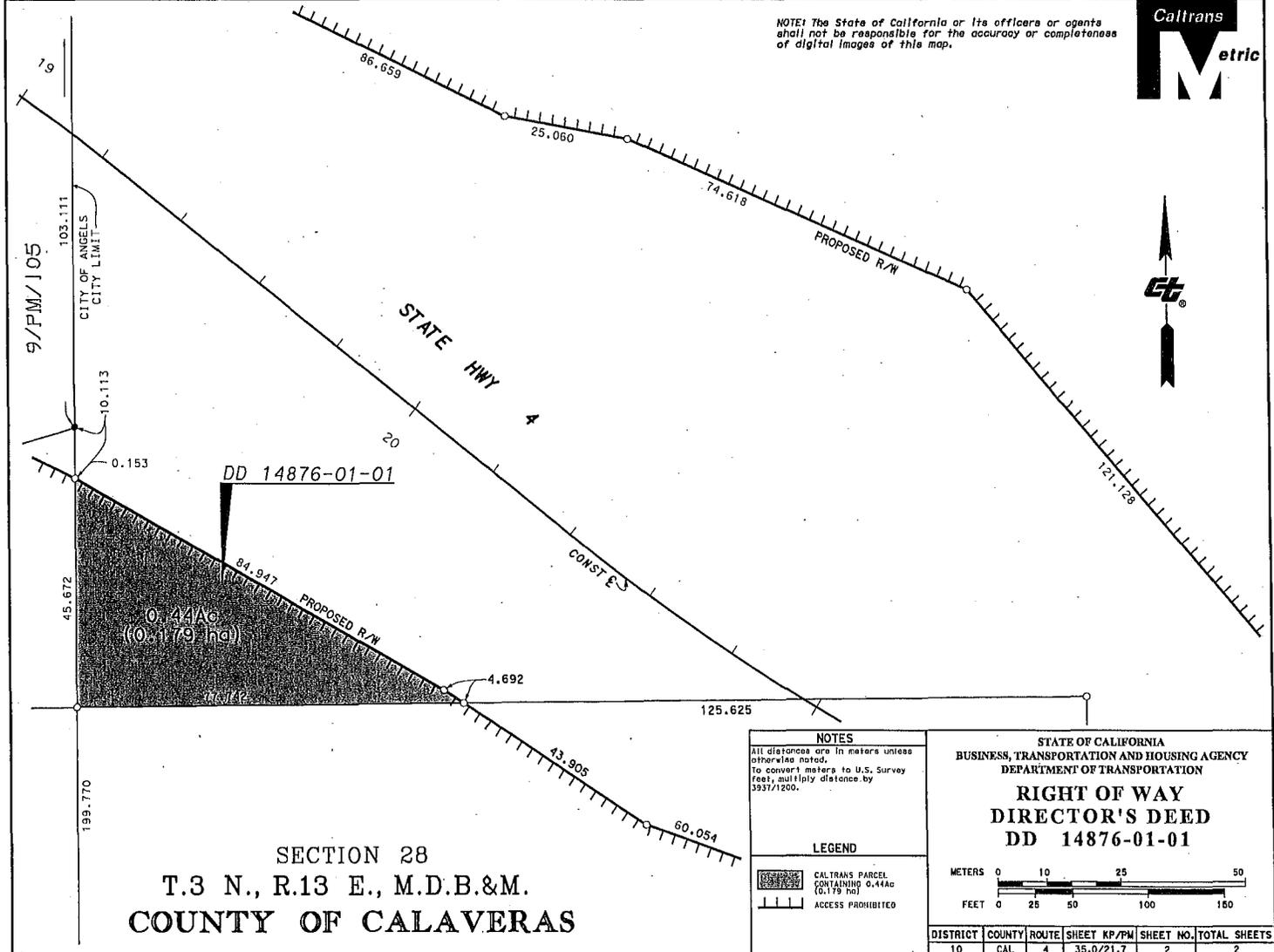
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

**DIRECTOR'S DEED
AREA MAP FOR
DD 14876-01-01**

NO SCALE

DISTRICT	COUNTY	ROUTE	SHEET NO./PM	SHEET NO./TOTAL SHEETS
70	CAL.	4	25.2/21.7	1 / 2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

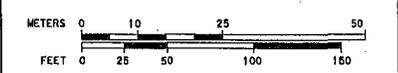


SECTION 28
 T.3 N., R.13 E., M.D.B.&M.
 COUNTY OF CALAVERAS

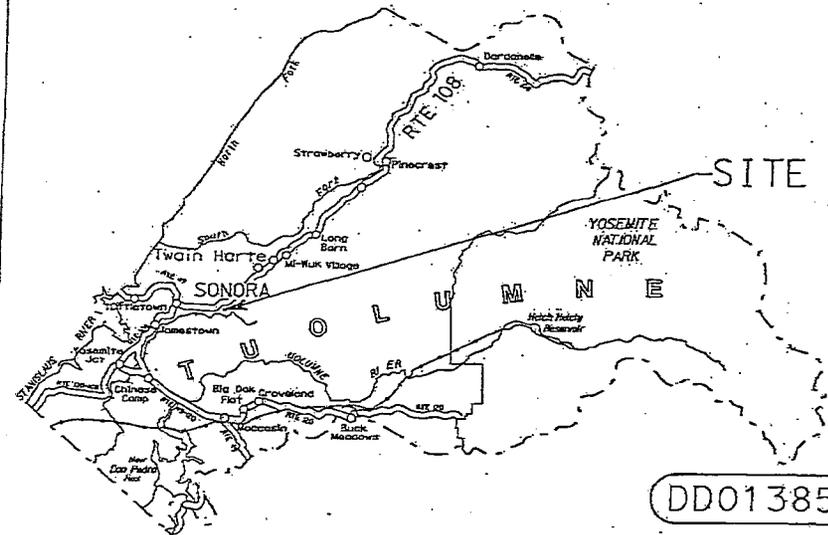
NOTES
 All distances are in meters unless otherwise noted.
 To convert meters to U.S. Survey feet, multiply distance by 3937/1200.

LEGEND
 CALTRANS PARCEL CONTAINING 0.44Ac (0.179 ha)
 ACCESS PROHIBITED

STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
**RIGHT OF WAY
 DIRECTOR'S DEED
 DD 14876-01-01**



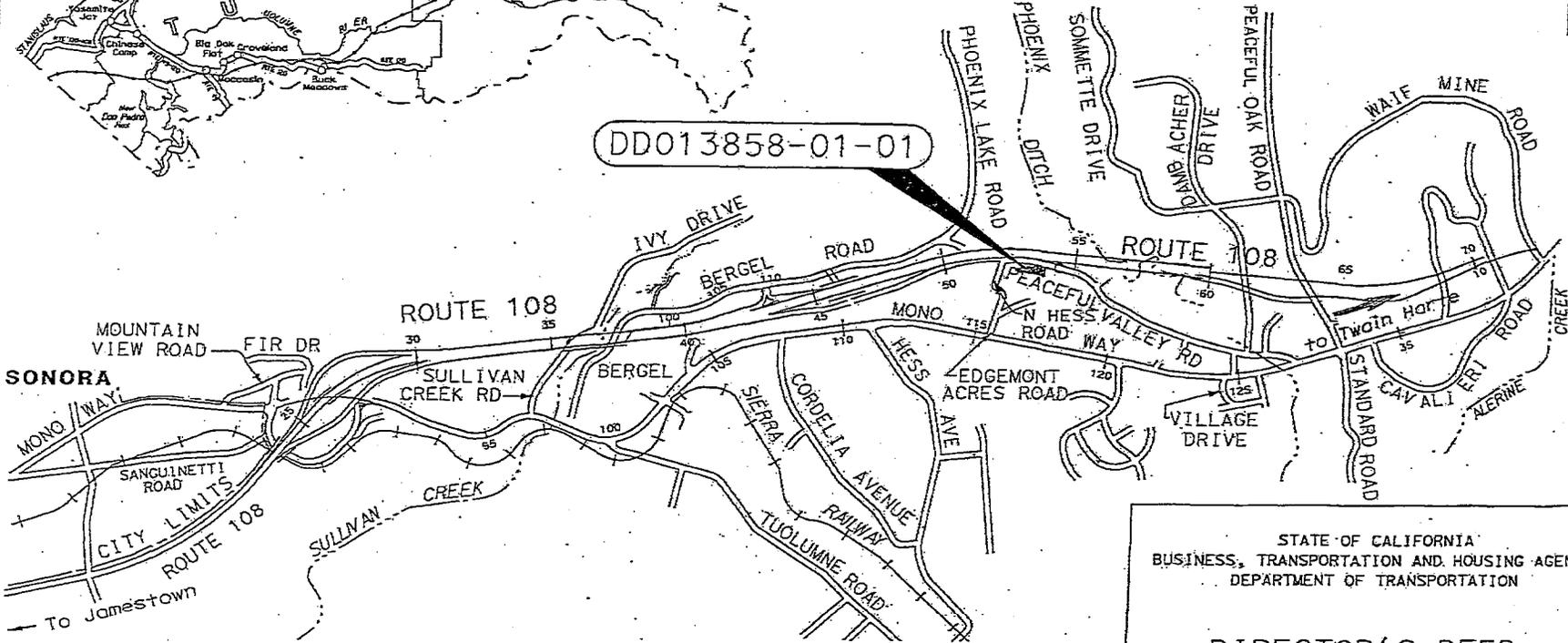
DISTRICT	COUNTY	ROUTE	SHEET KP/PM	SHEET NO.	TOTAL SHEETS
10	CAL	4	35.0/21.7	2	2



NO SCALE



DD013858-01-01



TUOLUMNE COUNTY
SECTION 33
T. 2 N., R. 15 E., M.D.M.

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED
NO. DD013858-01-01

10-TUO-108-PM 3.9
SHEET 1 OF 2

T. 2 N., R. 15 E., M.D.M. SECTION 33 TUOLUMNE COUNTY

52+00

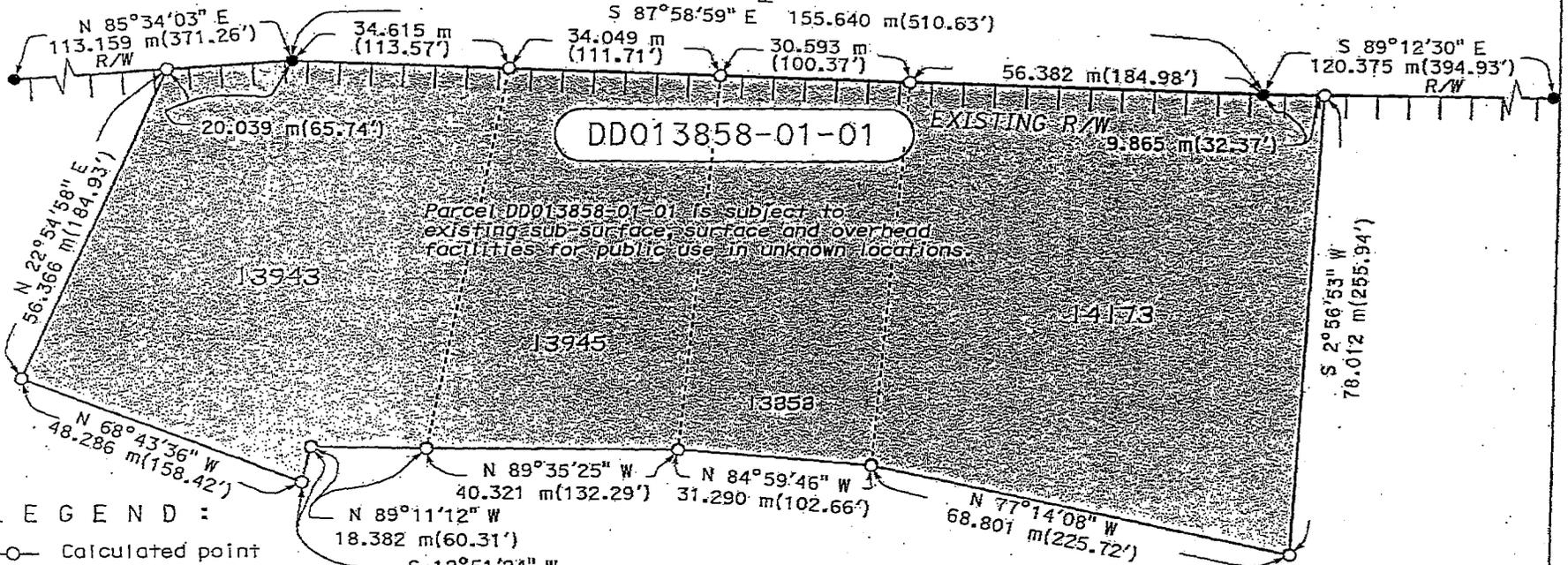
53+00

54+00

To Jamestown

STATE ROUTE 108

To Twain Harte

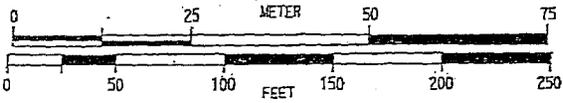


Parcel DD013858-01-01 is subject to existing sub-surface, surface and overhead facilities for public use in unknown locations.

LEGEND :

- Calculated point
- 5/8 inch diameter rebar w/ 2 inch aluminum cap stamped "California DOT, LS 4806" per Record of Survey, Book 43 at Pages 24 through 36, TUOLUMNE COUNTY
- ||| Access Prohibited
- ▨ Parcel DD013858-01-01 fee

Coordinates, bearings and distances shown are based on the California Coordinate System 1983, Zone 3. DISTANCES ARE IN METERS unless otherwise noted. DISTANCES SHOWN IN () ARE IN U.S. SURVEY FEET. Multiply distances shown by 1.00016223 to obtain ground level distances. To convert meters to the U.S. Survey Foot multiply distances by 3937/1200. To convert square meters to square feet multiply area by 10.7639. To convert hectares to acres multiply by 2.471.

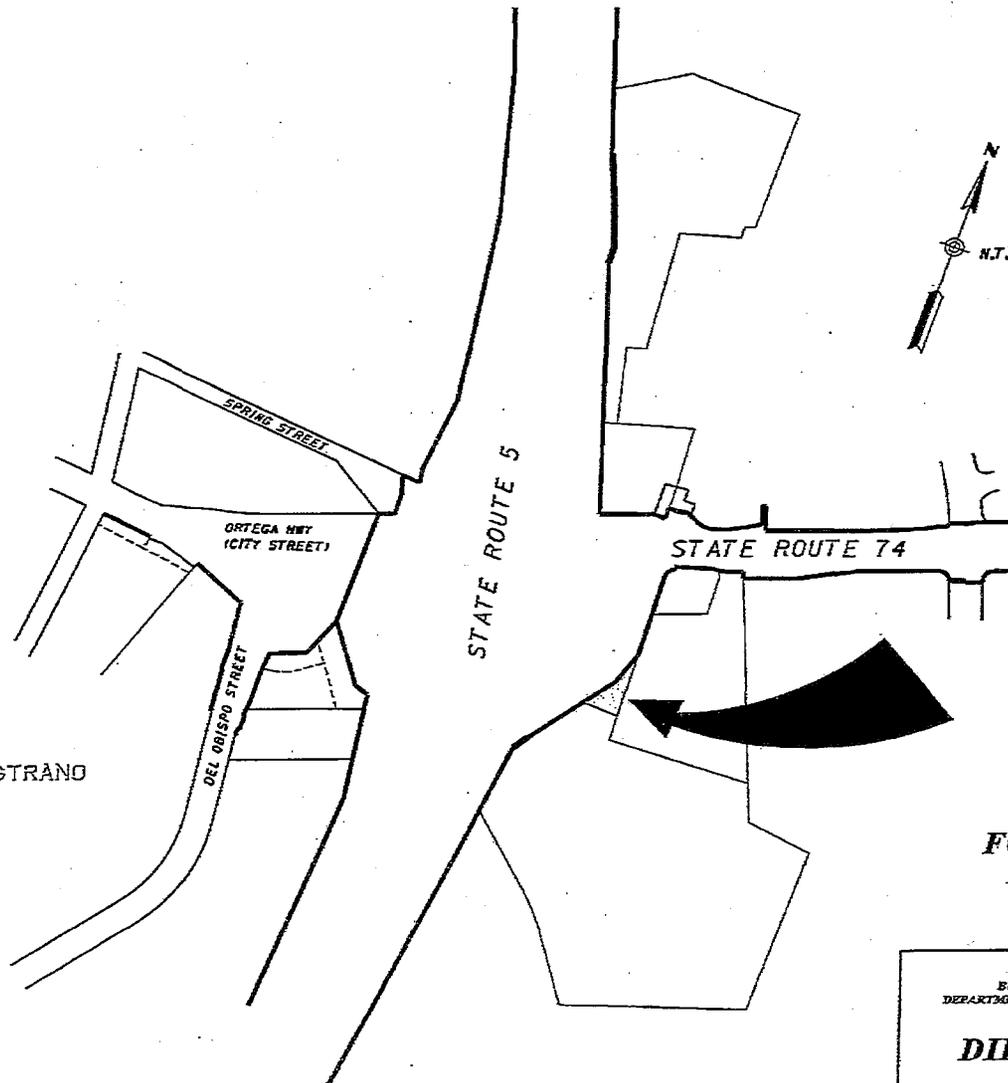


STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED
 NO. DD013858-01-01
 1.299 HECTARES ±
 (3.21 ACRES) ±

10-TUO-108-PM 3.9
 SHEET 2 OF 2

CITY OF
SAN JUAN CAPISTRANO



**FOR CTC USE ONLY
DO NOT RECORD
WITH DEED**

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION - DISTRICT 12 - R/W ENGINEERING

**DIRECTOR'S DEED MAP
INDEX**

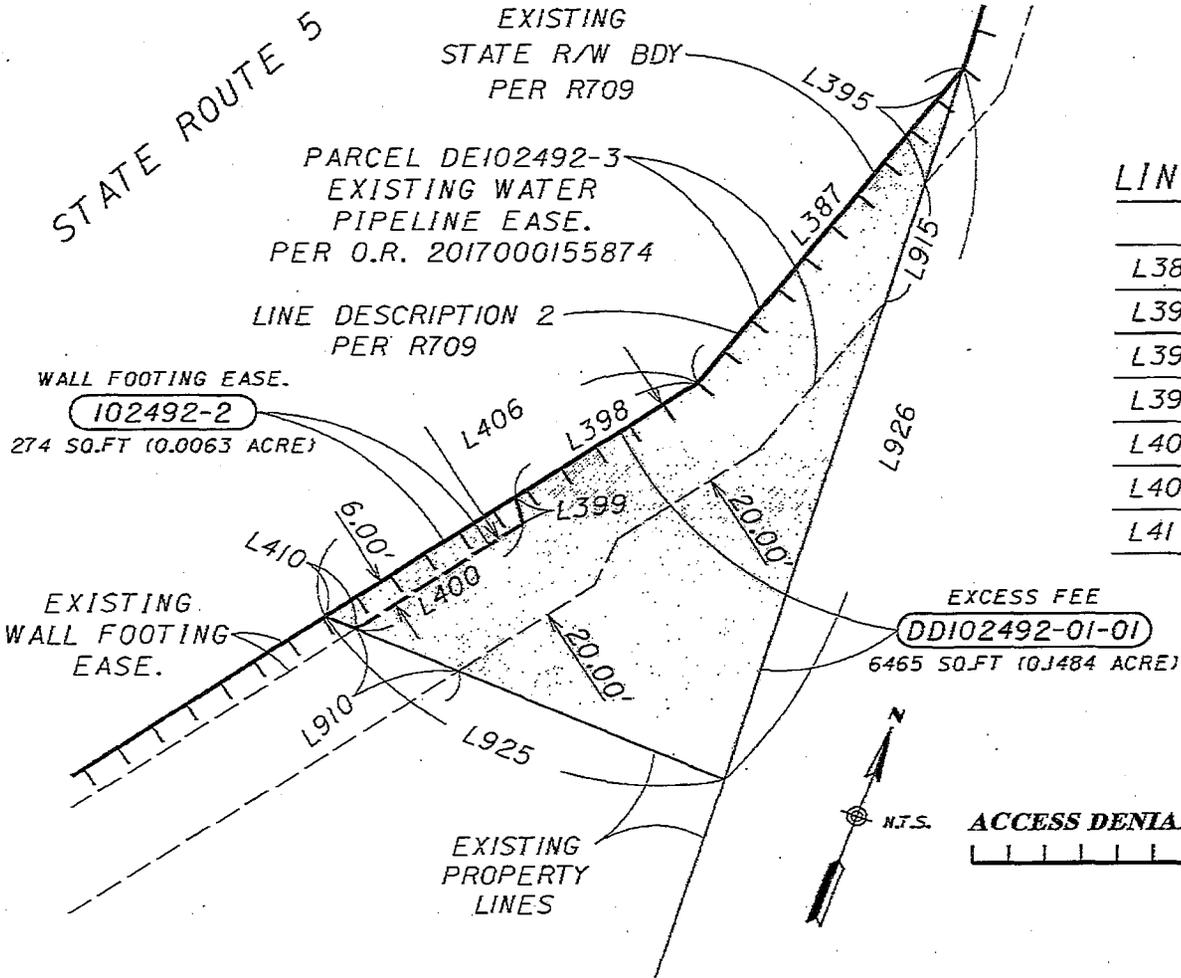
NOT TO SCALE

DISTRICT	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
12	ORANGE	5	9.5	1	2

PARCELS DD102492-01-01 AND 102492-2

R709 - INSTRUMENT NO. 2014000275810, REC. JULY 11, 2014 IN OFFICIAL RECORDS, ORANGE COUNTY, CA

ALL DISTANCES SHOWN HEREON ARE CCS83 ZONE 6 GRID. DIVIDE GRID DISTANCES BY 0.99995716 TO OBTAIN GROUND DISTANCES.



LINE TABLE:

	DIST.		DIST.
L387	90.13'	L910	24.20'
L395	27.09'	L915	27.10'
L398	46.58'	L925	94.18'
L399	6.29'	L926	165.84'
L400	42.68'		
L406	95.24'		
L410	7.26'		

**FOR CTC USE ONLY
DO NOT RECORD
WITH DEED**

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION - DISTRICT 12 - R/W ENGINEERING

DIRECTOR'S DEED MAP

DATE: NAD83 EPOCH 1992.54 ORANGE COUNTY SURVEYOR ADJUSTMENT
COORDINATE SYSTEM: CCS83 ZONE 6 COORDINATES, BEARINGS, DISTANCES
COMBINED FACTOR: 0.99995716 (GROUND = GRID/COMBINED FACTOR)

NOT TO SCALE

DISTRICT	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
12	ORANGE	5	9.5	2	2

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.5g.(7b) – 2.5g.(7g)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Jasvinderjit S. Bhullar, Chief
Division of Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENTS FOR PROPOSITION 1B TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PROJECTS**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for 6 de-allocations from 4 projects for a combined total of \$1,297,110 in Proposition 1B – Traffic Light Synchronization Program (TLSP) funds from the 4 projects listed below, due to cost savings at the completion of each project?

RECOMMENDATION:

The Department recommends that the Commission approve its request for 6 de-allocations from 4 projects for a combined total of \$1,297,110 in Proposition 1B – TLSP funding from the 4 projects listed below, due to cost savings at the completion of each project as follows:

<u>TLSP Project</u>	<u>Project ID</u>	<u>Resolution</u>	<u>Amending Resolution</u>	<u>Current Project Allocation</u>	<u>Cost Savings</u>	<u>Revised Allocation Amount</u>
<u>Project 6784:</u> California Boulevard	12000158	TLS1B-AA-1819-15	TLS1B-A-1112-003	\$68,000	\$16,000	\$52,000
<u>Project 6787:</u> Hill Avenue	12000157	TLS1B-AA-1819-16	TLS1B-A-1112-003	\$66,000	\$10,000	\$56,000
<u>Project 6788:</u> Los Robles Avenue	12000160	TLS1B-AA-1819-17	TLS1B-A-1112-003	\$107,000	\$8,000	\$99,000

<u>TLSP Project</u>	<u>Project ID</u>	<u>Resolution</u>	<u>Amending Resolution</u>	<u>Current Project Allocation</u>	<u>Cost Savings</u>	<u>Revised Allocation Amount</u>
Project 6805: Smart Corridor Projects	0412000313	TLS1B-AA-1819-18 STIP1B-AA-1819-01	TLS1B-AA-1112-010 STIP1B-A-1112-004	\$5,545,000	\$291,913	\$5,253,087
Project 6805: Smart Corridor Projects	0412000425	TLS1B-AA-1819-19	TLS1B-AA-1213-01	\$7,500,000	\$960,764	\$6,539,236
Project 6805: Smart Corridor Projects	0412000443	TLS1B-AA-1819-20	TLS1B-A-1112-004	\$3,455,000	\$10,433	\$3,444,567
Total Savings to be de-allocated:					\$1,297,110	

BACKGROUND:

The Proposition 1B – TLSP 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 approved Proposition 1B – TLSP 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 – TLSP funds currently allocated for each project are hereby amended by its cost savings, in accordance with the attached revised vote boxes.

Attachments

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient Agency	Project Location	Program Prgm'd Amt	Budget Year	Amount by
RTPA/MPO		Project Description	Adv Phase	Item #	Fund Type	Fund Type
Dst-County			EA			
2.5g.(7b) Allocation Amendment–Proposition 1B Traffic Light Synchronization Program (TLSP)				Resolution TLS1B-AA-1819-15 Amending Resolution TLS1B-A-1112-003		
1	\$68,000	City of Pasadena – California Boulevard.	TLSP	2010-11		
	\$52,000	<u>Outcome/Output:</u> Anticipated benefits and results are enhanced traffic signal operation efficiencies and addition of proactive traffic management operations capabilities from the City's Transportation Management Center (TMC).	\$68,000	104-6064		\$68,000
City of Pasadena			\$52,000	TLSP		\$52,000
LACMTA			0712000158			
07-Los Angeles			4			
			4U470			
<u>Amend Resolution TLS1B-A-1112-003 to deallocate \$16,000 in Proposition 1B TLSP funding to reflect project cost savings upon completion.</u>						

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient Agency	Project Location	Program Prgm'd Amt	Budget Year	Amount by
RTPA/MPO		Project Description	Project ID	Adv Phase	Item #	Amount by
Dst-County			EA	Fund Type	Fund Type	Fund Type
2.5g.(7c) Allocation Amendment–Proposition 1B Traffic Light Synchronization Program (TLSP)			Resolution TLS1B-AA-1819-16 Amending Resolution TLS1B-A-1112-003			
1	\$66,000	City of Pasadena – Hill Avenue. <u>Outcome/Output:</u>	TLSP	2010-11		
	\$56,000	Anticipated benefits and results are enhanced traffic signal operation efficiencies and addition of proactive traffic management operations capabilities from the City's Transportation Management Center (TMC).	\$66,000	104-6064		\$66,000
City of Pasadena			\$56,000	TLSP		\$56,000
LACMTA			0712000157			
07-Los Angeles			4			
			4U469			
<u>Amend Resolution TLS1B-A-1112-003 to deallocate \$10,000 in Proposition 1B TLSP funding to reflect project cost savings upon completion.</u>						

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient Agency	Project Location	Program Prgm'd Amt	Budget Year	Amount by
RTPA/MPO		Project Description	Project ID	Adv Phase	Item #	Amount by
Dst-County			EA		Fund Type	Fund Type
2.5g.(7d) Allocation Amendment–Proposition 1B Traffic Light Synchronization Program (TLSP)			Resolution TLS1B-AA-1819-17 Amending Resolution TLS1B-A-1112-003			
1	\$107,000	City of Pasadena – Los Robles Avenue.	TLSP		2010-11	
	\$99,000	<u>Outcome/Output:</u> Anticipated benefits and results are enhanced traffic signal operation efficiencies and addition of proactive traffic management operations capabilities from the City's Transportation Management Center (TMC).	\$107,000		104-6064	\$107,000
City of Pasadena			\$99,000		TLSP	\$99,000
LACMTA			0712000160			
07-Los Angeles			4			
		<u>Amend Resolution TLS1B-A-1112-003 to deallocate \$8,000 in Proposition 1B TLSP funding to reflect project cost savings upon completion.</u>	4U472			

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(7e) Allocation Amendment–Proposition 1B Traffic Light Synchronization Program TLSP		Resolution TLS1B-AA-1819-18 Amending Resolution TLS1B-AA-1112-010 Resolution STIP1B-AA-1819-01 Amending Resolution STIP1B-A-1112-004		
1 \$7,745,000 \$5,253,087	In San Mateo County, located within state right of way along SR 82 and at ramps to US 101, from Whipple Avenue to Route 380. This project will construct traffic signal improvements, CCTVs, trailblazer signs, and vehicle detection systems.	04-2140Q TLSP/10-11 CONST ENG \$1,000,000 \$824,712	004-6064 TLSP 2010-11 304-6064 TLSP 20.20.400.252	\$1,000,000 \$824,712
Department of Transportation MTC San Mateo 04N-SM-82 0.0/19.0	Final Project Development Adjustment: N/A Final Right of Way Share Adjustment: N/A (CEQA – CE, 01/19/10) (NEPA – CE, 01/19/10)	CONST \$4,545,000 \$4,428,375	304-6058 TFA 20.20.075.600	\$4,545,000 \$4,428,375
	<u>Outcome/Output:</u> Provide approximately 150 miles of Traffic Operation System (TOS), communication lines and interconnect traffic signal systems along State Route 82 (El Camino Real) with other TOS projects implemented by local agencies. TOS devices will also be installed at select off-ramps on US-101 within the project limits.	RIP/10-11 CONST ENG \$530,000 CONST \$2,200,000 0412000313 4A923	304-6058 TFA 20.20.075.600	\$2,200,000
<u>Amend Resolution TLS1B-AA-1112-010 to de-allocate \$291,913 in Proposition 1B TLSP funding to reflect project savings upon completion.</u>				

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient Agency	Dst-County	Project Location	Program	Budget Year	Amount by
RTPA/MPO				Project Description	Prgm'd Amt	Item #	Fund Type
					Project ID	Fund Type	Amount by
					EA		Fund Type
2.5g.(7f) Allocation Amendment–Proposition 1B Traffic Light Synchronization Program (TLSP)				Resolution TLS1B-AA-1819-19			
				Amending Resolution TLS1B-AA-1213-01			
1	\$7,500,000			San Mateo County Smart Corridor – Segment 3 (Project 5). In San Mateo County on US 101, SR 82(El Camino Real), SR 84, 109 and 114 from Whipple Avenue in Redwood City of San Mateo/Santa Clara County line. This project will deploy intelligent Transportation system (ITS) elements along state routes.	04-2140T		
	\$6,539,236				TLSP/12-13	004-6064	\$530,000
Department of Transportation					CON ENG	TLSP	\$696,272
MTC					\$530,000	2012-13	
04-SM-101		(CEQA – CE, 03/29/12)			\$696,272	304-6064	\$6,970,000
Var.		(NEPA – CE, N/A)			CONST	TLSP	\$5,842,964
					\$6,970,000	20.20.400.252	
				Final Project Development Adjustment:	\$5,842,964		
					0412000425		
				Final Right of Way Share Adjustment:	4A925		
				<u>Outcome/Output:</u> Construct TOS, communication lines and interconnection of traffic signal systems along SR 82, SR 84, SR 109 and SR 114 and at select off ramps on US 101.			
				<u>Amend Resolution TLS1B-AA-1213-01 for an overall total of \$1,127,036; \$166,272 of which to be used for a CON ENG Increase, leaving a total of \$960,764 de-allocated to reflect project cost savings realized upon completion.</u>			

Project #	Allocation Amount	Recipient Agency	Dst-County	Project Location	Project Description	PPNO Program	Prgm'd Amount	Budget Year	Item #	Amount by Fund Type
			RTPA/MPO			Project ID	Adv Phase	Fund Type		
2.5g.(7g) Allocation Amendment–Proposition 1B Traffic Light Synchronization Program (TLSP)						Resolution TLS1B-AA-1819-20 Amending Resolution TLS1B-A-1112-004				
1	\$3,455,000 \$3,444,567	San Mateo Smart Corridors. Between US 101 and SR 82, from Santa Clara County Line (Menlo Park) to I-380 (San Bruno). Install traffic signal improvements, closed circuit television (CCTV) cameras, trailblazer signs and vehicle detection systems.	City/County Association of Governments of San Mateo County MTC 04-San Mateo			04-2140V		2010-11		
						TLSP		104-6064		\$3,455,000
						\$3,444,567		TLSP		\$3,444,567
						0412000443		20.30.210.400		
						4				
		<p><u>Outcome/Outputs:</u> Reduce recurring and non-recurring traffic congestion on local streets through proactive traffic management by providing the ability to : collect and disseminate arterial travel times, implement responsive and time-of-day signal timing to improve traffic signal coordination, and reduce delays along major corridors and freeway connectors, effectively manage freeway traffic that utilizes local streets, share traffic information between Caltrans and local agencies to improve coordination.</p> <p><u>Amend Resolution TLS1B-A-1112-004 to de-allocate \$10.433 in Proposition 1B TLSP funding to reflect project savings upon completion.</u></p>								

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS CALIFORNIA TRANSPORTATION COMMISSION	CTC Meeting: January 30-31, 2019 Reference No.: 2.5g.(8a) – 2.5g.(8b) Action Item
From: STEVEN KECK Chief Financial Officer	Prepared by: Ron Sheppard, Chief (Acting) Division of Rail and Mass Transportation

Subject: **FINANCIAL ALLOCATION AMENDMENTS FOR PROPOSITION 1B INTERCITY RAIL IMPROVEMENTS FUND PROGRAM PROJECTS**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request to de-allocate savings of \$617,000 in Proposition 1B – Intercity Rail (ICR) funds from the two projects listed below, due to cost savings at the completion of each project?

RECOMMENDATION:

The Department recommends that the Commission approve its request to de-allocate a total of \$617,000 in Proposition 1B – ICR funding from the two projects listed below, due to cost savings at the completion of each project as follows:

<u>ICR Project</u>	<u>District - PPNO</u>	<u>Resolution</u>	<u>Amending Resolution</u>	<u>Current Project Allocation</u>	<u>Cost Savings</u>	<u>Revised Allocation Amount</u>
Raymer to Bernson Double Track: PS&E Design and engineering for double track from MP 453.1 to MP 446.8 on Ventura subdivision.	75-2098	ICR1B-AA-1819-02	ICR1B-A-1314-02	\$6,500,000	\$419,000	\$6,081,000
Van Nuys North Platform: PS&E Design and engineering for second platform at the Van Nuys station.	75-2113	ICR1B-AA-1819-01	ICR1B-A-1314-01	\$4,000,000	\$198,000	\$3,802,000
Total Savings					\$617,000	

BACKGROUND:

The Proposition 1B – ICR program projects listed above have been completed and have cost savings. The implementing agencies for these projects are now requesting that the Commission reduce the currently approved Proposition 1B – ICR 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 – ICR 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 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.(8a) Proposition 1B – Intercity Rail – State -Administered Rail Projects		Resolution ICR1B-AA-1819-01 Amending Resolution ICR1B-A-1314-01		
1 \$4,000,000 \$3,802,000 Department of Transportation LACMTA 75-Los Angeles	Van Nuys North Platform Project PS&E The project will complete final design of a north platform at the Van Nuys Amtrak station. Once constructed, this will add platform access to accommodate simultaneous bidirectional passenger rail service at the Van Nuys Amtrak Station. A pedestrian underpass will also be constructed to provide safe passage to the platform. (CEQA – SE; Section 21080 (b)(10): 7/9/13) (NEPA – CE; 6/24/13) (Concurrent programming amendment under Resolution ICR1B-P-1819-03) <u>Outcome/Output:</u> The project will replace the existing single sided platform with a new center platform to better serve and enhance safety for passengers and improve flow of Amtrak and Metrolink trains. <u>Amend Resolution ICR1B-A-1314-01 to deallocate \$198,000 of Proposition 1B ICR in PS&E to reflect cost savings at project closeout.</u>	75-2113 ICR / 13-14 PS&E \$4,000,000 \$3,802,000 0012000136 S	2013-14 304-6059 PTMISEA 30.20.090.000	\$4,000,000 \$3,802,000

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.(8b) Proposition 1B – Intercity Rail – State -Administered Rail Projects		Resolution ICR1B-AA-1819-02 Amending Resolution ICR1B-A-1314-02		
1 \$6,500,000 \$6,081,000 Department of Transportation LACMTA 75-Los Angeles	Raymer to Bernson Double Track Project PS&E. On the Ventura County Line between Control Point (CP) Raymer (MP 453.1) and CP Bernson (MP 446.8) on through to Northridge Station. Construct 39,000 linear feet of second main line; main line track relocation, relay rail and drainage improvements; four No. 20 turnouts, four bridges and work on the Northridge Station platform. (CEQA – SE; Section 15275, 7/22/13) (NEPA – CE; 1/14/14) (Concurrent programming amendment under Resolution ICR1B-P-1819-03) <u>Outcome/Output:</u> Completion of the construction project would add track capacity, improve travel times for Amtrak Pacific Surfliner Intercity passenger rail service, and operational on-time performance along the corridor. <u>Amend Resolution ICR1B-A-1314-02 to deallocate \$419,000 of Proposition 1B ICR in PS&E to reflect cost savings at project closeout.</u>	75-2098 ICR / 13-14 PS&E \$6,500,000 \$6,081,000 0012000130 S	2013-14 304-6059 PTMISEA 30.20.090.000	\$6,500,000 \$6,081,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.6s.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Rail and Mass
Transportation

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY-ADMINISTERED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM (FORMULAIC) TRANSIT PROJECT RESOLUTION LPP-A-1819-19, AMENDING RESOLUTION LPP-A-1819-07**

ISSUE:

Should the California Transportation Commission (Commission) approve an amendment to amend the “Project Description” for the locally-administered Senate Bill 1 (SB 1) Local Partnership Program (LPP) (Formulaic) Transit Access Pass (TAP) Bus Farebox and Rail Station Validator Upgrades project (PPNO 5510), in Los Angeles County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve an amendment to amend the “Project Description” for the locally-administered SB 1 LPP TAP Bus Farebox and Rail Station Validator Upgrades project (PPNO 5510), in Los Angeles County as described on the attached vote list.

BACKGROUND:

At its October 2018 meeting, the Commission approved the allocation of \$14,299,000 in SB 1 LPP (Formulaic) Funds for the TAP Bus Farebox and Rail Station Validator Upgrades project (PPNO 5510) under Resolution LPP-A-1819-07. However, at the time the project was approved, the “Project Description” was inaccurate in the vote box on the Book Item Attachment. The required changes are reflected in strike through and bold in the revised vote box attachment. There is no change to project’s allocation amount.

FINANCIAL RESOLUTION:

Be it Resolved, that the requested changes to the “Project Description” for the locally-administered SB 1 LPP TAP Bus Farebox and Rail Station Validator Upgrades project (PPNO 5510), originally approved under Resolution LPP-A-1819-07, be revised in accordance with the attached revised vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Project Title	PPNO Program/Year	Budget Year	Amount by
Allocation Amount	Location	Phase	Item #	Fund Type
Recipient	Project Description	Prgm'd Amount	Fund Type	Amount by
RTPA/CTC		Project ID	Program Code	Fund Type
District-County		Adv. Phase		
2.6s.(1) Amendment - Senate Bill 1 - Local Partnership Program Transit Project			Resolution LPP-A-1819-19	
			Amending Resolution LPP-A-1819-07	
1	Transit Access Pass (TAP) Bus Farebox and Rail Station Validator Upgrades. Upgrade of bus farebox and rail station validators across LA Metro. and local municipal transit operators in Los Angeles County.	07-5510	2017-18	
\$14,299,000		LPP-F/18-19	601-3290	\$14,299,000
Los Angeles County Metropolitan Transportation Authority		CONST	RMRA	
LACMTA		\$14,299,000	30.10.724.100	
07-Los Angeles		0719000048		
	<u>Outputs/Outcomes</u>	<u>Unit</u>		
	ITS Element(s)	Each		380
	(CEQA - CE, 12/02/2016.)			
	(Contribution from other sources: \$14,299,000.)			
	<u>Amend Resolution LPP-A-1819-07 to revise the project description to be in compliance with the LPP Program Amendment approved in October 2018 under Resolution G-18-44. There is no change to the originally approved allocation amount.</u>			

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.6b.(1)-2.6b.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Rail and Mass
Transportation

Subject: **FINANCIAL ALLOCATION AMENDMENTS FOR PROPOSITION 116 BOND FUND PROGRAM PROJECTS**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation’s (Department) request to de-allocate Proposition 116 Bond funds from the two locally administered projects listed below, due to cost savings at the completion of each project?

RECOMMENDATION:

The Department recommends that the Commission approve its request to de-allocate a total of \$2,250,344 in Proposition 116 Bond fund from the two projects listed below, due to cost savings at the completion of each project as follows:

<u>Prop 116 Project</u>	<u>District-PPNO</u>	<u>Resolution</u>	<u>Amending Resolution</u>	<u>Current Project Allocation</u>	<u>Cost Savings</u>	<u>Revised Allocation Amount</u>
Sand Canyon Avenue Grade Separation Project	12-9651	BFA-18-01	BFP-09-06	\$22,004,000	\$429,778	\$21,574,222
Orange County Metrolink Fiber Optics Installation Project	12-9523	BFA-18-02	BFP-09-03	\$12,300,000	\$1,820,566	\$10,479,434

BACKGROUND:

The Proposition 116 Bond fund program projects listed above have been completed and have construction cost savings. The implementing agency, Orange County Transportation Authority, is requesting that the Commission reduce the currently approved Proposition 116 Bond fund allocations by the amount of cost savings for each project. The proposed changes are reflected in strikethrough and bold in the attached revised vote boxes.

FINANCIAL RESOLUTION:

Be it Resolved, that the Proposition 116 Bond fund currently allocated for each project is hereby amended by its cost savings, in accordance with the attached revised vote boxes.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6b.(1) Allocation Amendment – Proposition 116 – Transit Projects Projects Off the State Highway System			Resolution BFA-18-01, Amending Resolution BFP-09-06	
1 \$22,004,000 \$21,574,222	Sand Canyon Grade Separation. Lowering of Sand Canyon Avenue under the BNSF railway to provide a grade separation crossing.	12-9651 P116/09-10 CONST \$22,004,000 \$21,574,222 0000020017 S	1990-91 624-0703 P116 30.10.070.625	\$22,004,000 \$21,574,222
Orange County Transportation Authority OCTA 12-Orange	<u>Outcome/Output:</u> Grade separation will eliminate the potential for train versus vehicle accidents, reduce vehicle and train crossing delays, and increase rail service efficiency.			
<u>Amend Resolution BFP-09-06 to de-allocate \$429,778 in Proposition 116 funds to reflect Construction Completion Savings.</u>				

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
2.6b.(2) Allocation Amendment – Proposition 116 – Transit Projects Projects Off the State Highway System			Resolution BFA-18-02, Amending Resolution BFP-09-03	
2 \$12,300,000 \$10,479,434	Orange County Metrolink Fiber Optics Installation. Upgrade the signal communication system on Orange Subdivision within the existing railroad right-of-way.	12-9523 P116/09-10 CONST \$12,300,000 \$10,479,434 0013000002 S	1990-91 624-0703 P116 30.10.070.625	\$12,300,000 \$10,479,434
Orange County Transportation Authority OCTA 12-Orange	<u>Outcome/Output:</u> Signal upgrades will result in increased communication reliability and improved railroad safety.			
<u>Amend Resolution BFP-09-03 to de-allocate \$1,820,566 in Proposition 116 funds to reflect Construction Completion Savings.</u>				

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.2c.(6)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Jeremy Ketchum, Chief (Acting)
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-19-14?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-19-14.

BACKGROUND:

05-SCr-1, PM R7.24/16.13 **RESOLUTION E-19-14**

The attached resolution proposes to approve for future consideration of funding the following project for which a Final Environmental Impact Report (FEIR) has been completed:

- State Route (SR) 1 in Santa Cruz County. Construct roadway improvements including HOV lanes on a portion of SR 1 in the city of Santa Cruz. (PPNO 0073A)

This project is located on SR 1 in the city of Santa Cruz in Santa Cruz County. The project proposes to add High Occupancy Vehicle (HOV) lanes, pedestrian and bicycle overcrossings, and reconstruct interchanges. The proposed project involves a Tier I component from the San Andreas-Larkin Valley Road interchange to the Morrissey Boulevard interchange and a Tier II component from 41st Avenue to Soquel Avenue/Drive. The purpose of this project proposes to reduce congestion, improve safety, promote alternative transportation modes and encourage carpooling and ridesharing. The Santa Cruz County Regional Transportation Commission's Regional Transportation Plan proposes this project for the Senate Bill 1 Solutions for Congested

Corridors Program Cycle 2 funds. The total cost of this proposed Tier II is estimated to be approximately \$36.4 million. Construction is estimated to begin in fiscal year 2021-22.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include visual/aesthetics, community impacts, emergency services, traffic and transportation, cultural, water quality, hazardous material, and biological resources.

Potential impacts associated with the project can all be mitigated to below significance with the exception of visual/aesthetics for which a Statement of Overriding Considerations was prepared. As a result, an FEIR was prepared for the project

Attachments

CALIFORNIA TRANSPORTATION COMMISSION

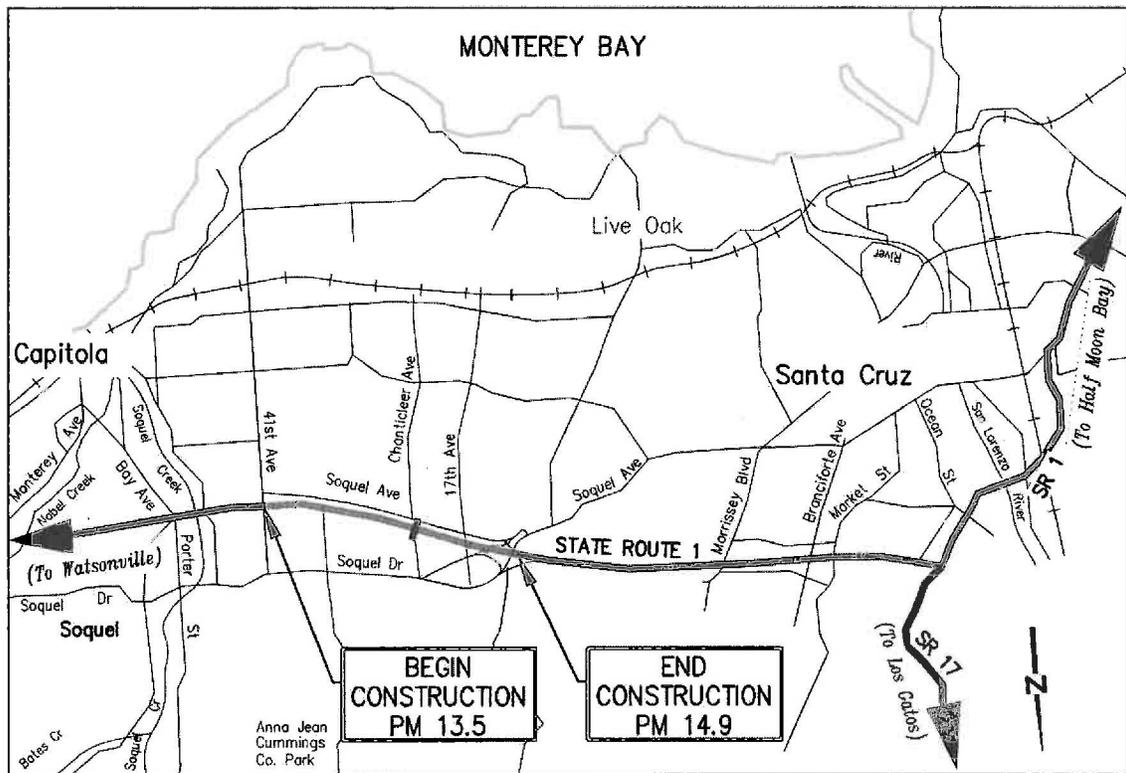
Resolution for Future Consideration of Funding

05-SCr-1, PM R7.24/16.13

Resolution E-19-14

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- State Route (SR) 1 in Santa Cruz County. Construct roadway improvements including HOV lanes on a portion of SR 1 in the city of Santa Cruz. (PPNO 0073A)
- 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 prepared.
- 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.

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, MS 52
Sacramento, CA 95814
(916) 653-2094

Project Title: Santa Cruz Route 1 Tier 1 Project

<u>2004032147</u>	<u>Lara Bertania</u>	<u>(805) 542-4610</u>
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 1 in Santa Cruz County.

Project Description: Widen existing four lane facility to a six lane facility including an HOV lane in each direction on a portion SR 1 near the city of Santa Cruz.

This is to advise that the California Transportation Commission has approved the above described project (Lead Agency / X Responsible Agency) on January 30-31, 2019, 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 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 (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. 5, 50 Higuera St., San Luis Obispo, CA 93401

<u>Susan Bransen</u>		<u>Executive Director</u>
Signature (Public Agency)	Date	Title
CALIFORNIA TRANSPORTATION COMMISSION		

Date received for filing at OPR:

Project Name: Tier I – Corridor Analysis of High Occupancy Vehicle (HOV) Lanes and Transportation System Management Alternatives and Tier II – Build Project Analysis of 41st Avenue to Soquel Avenue/Drive Auxiliary Lanes and Chanticleer Avenue Pedestrian-Bicycle Overcrossing

District/County/Route/Postmiles: 5/SCr/1/R7.24/16.13

EA: 0C7300

EFIS ID: 05-0000-0023

STATEMENT OF OVERRIDING CONSIDERATIONS

CALIFORNIA DEPARTMENT OF TRANSPORTATION STATEMENT OF OVERRIDING CONSIDERATIONS FOR

IMPROVEMENTS TO STATE ROUTE 1 IN SANTA CRUZ COUNTY, INCLUDING MAINLINE HIGH-OCCUPANCY VEHICLE (HOV) LANES, HOV ON-RAMP BYPASS LANES, AUXILIARY LANES, PEDESTRIAN AND BICYCLE OVERCROSSINGS, AND RECONSTRUCTED INTERCHANGES WITHIN THE TIER I CORRIDOR FROM APPROXIMATELY 0.4 MILE SOUTH OF THE SAN ANDREAS-LARKIN VALLEY ROAD INTERCHANGE TO 0.3 MILE NORTH OF THE MORRISSEY BOULEVARD INTERCHANGE (TIER 1 PROGRAMMATIC LEVEL OF ENVIRONMENTAL ANALYSIS); AND INCLUDING AUXILIARY LANES AND THE CHANTICLEER AVENUE PEDESTRIAN/ BICYCLE OVERCROSSING WITHIN THE TIER II CORRIDOR FROM 41ST AVENUE TO SOQUEL AVENUE/DRIVE (TIER II BUILD PROJECT LEVEL OF ENVIRONMENTAL ANALYSIS).

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15093), and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21 California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following impacts have been identified as significant and not fully mitigable:

Tier I Corridor Project

Aesthetics/Visual – Route 1 is listed within the State Scenic Highways system as eligible for listing, but it has not been officially designated by the state, although it has been identified as a Scenic Road in the Santa Cruz County General Plan. The Tier I Project would create significant visual changes within the 8.9-mile-long Tier I Corridor as a result of highway widening, construction of retaining and soundwalls, removal of mature trees and other vegetation, and construction of new roadway structures. Viewer groups are expected to be sensitive to these

changes, and these impacts are unavoidable and considered potentially significant under CEQA, even with implementation of the mitigation measures described in the FEIR.

Overriding considerations that support approval of this recommended project are as follows:

Route 1 is the primary route connecting communities in the southern and central areas of Santa Cruz County and is the only continuous commuter route linking Watsonville, Capitola, Aptos, Cabrillo College, Santa Cruz, and the University of California at Santa Cruz. Approximately 25 percent of commuters using Route 1 continue on Route 17 to jobs in Santa Clara County. Route 1 also is the southern terminus for Route 9 and Route 17, which bring heavy tourist traffic to coastal destinations in Santa Cruz and Monterey counties.

Within the Tier I Corridor, Route 1 is subject to recurrent congestion that affects highway operations, such as difficulties entering the Route 1 mainline from on-ramps and exiting to off-ramps. The purpose of the proposed Tier I Project on Route 1 within the project limits is to achieve the following:

- Reduce congestion.
- Promote the use of alternative transportation modes as means to increase transportation system capacity.
- Encourage carpooling and ridesharing.

The Tier I Project addresses the following needs resulting from deficiencies on Route 1 within the Tier I project limits:

- Several bottlenecks along Route 1 in the southbound and northbound directions cause recurrent congestion during peak hours.
- Travel time delays due to congestion are experienced by commuters, commerce, and emergency vehicles.
- “Cut-through” traffic, or traffic on local streets, occurs and is increasing because drivers seek to avoid congestion on the highway.
- Limited opportunities exist for pedestrians and bicyclists to safely get across Route 1 within the project corridor.
- Insufficient incentives to increase transit service in the Route 1 corridor because congestion threatens reliability and cost-effective transit service delivery.
- Inadequate facilities to support carpool and rideshare vehicles over single-occupant vehicles, reducing travel time savings and reliability.

After comparing and weighing the benefits and impacts of all feasible alternatives, Caltrans identified the Tier I Corridor HOV Lane Alternative as the preferred Tier I alternative because it best meets the Tier I Project purpose and need and provides the most options for future Tier II projects to respond to any changes in future travel patterns. The Tier I Project will reduce congestion and cut-through traffic on local streets while providing incentives for carpooling, travel time savings, and efficiencies in providing transit services, as well as supporting bicycle and pedestrian modes of transportation.

Project Name: Tier I – Corridor Analysis of High Occupancy Vehicle (HOV) Lanes and Transportation System Management Alternatives and Tier II – Build Project Analysis of 41st Avenue to Soquel Avenue/Drive Auxiliary Lanes and Chanticleer Avenue Pedestrian-Bicycle Overcrossing

District/County/Route/Postmiles: 5/SCr/1/R7.24/16.13
EA: 0C7300
EFIS ID: 05-0000-0023

FINDINGS

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS FOR

IMPROVEMENTS TO STATE ROUTE 1 IN SANTA CRUZ COUNTY, INCLUDING MAINLINE HIGH-OCCUPANCY VEHICLE (HOV) LANES, HOV ON-RAMP BYPASS LANES, AUXILIARY LANES, PEDESTRIAN AND BICYCLE OVERCROSSINGS, AND RECONSTRUCTED INTERCHANGES WITHIN THE TIER I CORRIDOR FROM APPROXIMATELY 0.4 MILE SOUTH OF THE SAN ANDREAS-LARKIN VALLEY ROAD INTERCHANGE TO 0.3 MILE NORTH OF THE MORRISSEY BOULEVARD INTERCHANGE (TIER 1 PROGRAMMATIC LEVEL OF ENVIRONMENTAL ANALYSIS); AND INCLUDING AUXILIARY LANES AND THE CHANTICLEER AVENUE PEDESTRIAN/ BICYCLE OVERCROSSING WITHIN THE TIER II CORRIDOR FROM 41ST AVENUE TO SOQUEL AVENUE/DRIVE (TIER II BUILD PROJECT LEVEL OF ENVIRONMENTAL ANALYSIS).

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following effects have been identified in the EIR as resulting from the project. Effects found not to be significant have not been included.

Tier I Project

Aesthetics/Visual

Adverse Environmental Effects:

Route 1 is listed within the State Scenic Highways system as eligible for listing, but it has not been officially designated by the State, although it has been identified as a Scenic Road in the Santa Cruz

County General Plan. The Tier I Project would create significant visual changes and a significant contribution to cumulative visual changes within the 8.9-mile-long Tier I Corridor as a result of highway widening, construction of retaining and soundwalls, removal of mature trees and other vegetation, and construction of new roadway structures. Viewer groups are expected to be sensitive to these changes.

Findings:

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Statement of Facts:

As the Tier I Project is implemented by programming future Tier II projects, each future Tier II project will be subject to separate environmental review. Site-specific aesthetic treatments will be developed as part of future Tier II projects through a formalized structure that allows for community input and will incorporate the measures described in the Corridor Aesthetic Guidelines included in Appendix N of the final EIR, including:

- Measures for Corridor Continuity and Community Identity – including an iterative process in which the landscape design incorporates visual elements that reference the other Tier II projects, other existing visual elements along the corridor and/or designs or images organized around a theme or set of compatible thematic approaches that have been developed in conjunction with the community.
- Measures to Preserve Existing Vegetation – including landscape plans that will save and protect as much existing vegetation in the corridor as determined by a qualified landscape architect to be feasible, especially eucalyptus and other skyline trees;
- Measures for Noise Barriers – including aesthetic treatments to the soundwalls such as vine plantings and/or bands of color or vertical “columns” of color or concrete pilasters.
- Measures for Retaining Walls – including aesthetic treatments to the retaining walls that incorporate textures that can form designs or images that may be selected by the community (“community-based textures”).
- Measures for Bridge Aesthetics – including the incorporation of community-based textures.
- Measures for Fencing and Barriers – including aesthetic treatment on concrete median barrier consistent with the visual character of the corridor and the adjacent community.
- Measures for Landscape Plantings – including landscape plans that will landscape and revegetate disturbed areas to the greatest extent feasible as determined by a qualified landscape architect; and an extended 3-year maintenance period to provide a single source of maintenance through the establishment period.
- Measures for Stormwater Treatment Facilities – including the use of drainage and water quality elements that maximize the allowable landscape as determined by a qualified landscape architect or civil engineer.

Other Impacts Resulting from the Tier I Project

As the Tier I Project is implemented by programming future Tier II projects, each future Tier II project will be subject to separate environmental review pursuant to CEQA. Impacts will be evaluated for each future Tier II project through the CEQA process. The avoidance, minimization, and/or minimization measures that have been identified for the Tier I Project in the Final EIR will be incorporated in future environmental documents for future Tier II projects and may be subject to updating and revision depending upon current regulations and environmental conditions identified during future environmental

review. In the event that significant impacts result from a future Tier II project that cannot be mitigated, an environmental impact report will be prepared along with findings specific to the applicable future Tier II project.

Tier II Project

Biological Resources/ Threatened and Endangered Species

Adverse Environmental Effects:

The Tier II Project would result in impacts to wetlands and other waters subject to the jurisdiction of the regulatory agencies, as identified below:

- Army Corps of Engineers:
 - 0.02 acre of permanent impact and 0.06 acre of temporary impact to other waters
- California Department of Fish and Wildlife:
 - 0.15 acre of permanent impact and 0.15 acre of temporary impact¹

Construction or dewatering activities in aquatic habitats within the biological study area could result in direct impacts to tidewater goby and California red-legged frog, which could result in injury or death to individuals. Temporary and permanent loss of habitat for each species would also occur.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

General measures will be implemented to provide onsite biological monitoring of mitigation measures; pre-construction flagging/fencing of limits of disturbance; preparation and implementation of an Erosion Control Plan and a Hazardous Materials Response Plan; implementation of Caltrans standard Best Management Practices; limiting work within stream channels to the dry season (April 15 – October 15); preparation and implementation of a Diversion and Dewatering Plan for in-stream work; limiting vehicle and equipment cleaning/refueling to a designated area 20 meters (~66 feet) away from aquatic habitats; immediate clean-up of hazardous materials and maintenance of spill clean-up materials onsite; proper removal and disposal of invasive exotic plant species; containment, removal, and proper disposal of trash; and restriction of pets from the construction site.

Measures addressing riparian habitat will be implemented, including replacement planting onsite using a 3:1 ratio for each individual riparian tree removed that is greater than 6 inches in diameter at breast height; replacement planting shall achieve a 75% success ratio at the end of a 5-year period within the watershed that is being impacted. Compensatory mitigation plantings shall be monitored and maintained as required by regulatory permits.

In-kind, onsite replacement planting of wetlands and other waters will be provided onsite within or as close as possible to the affected watershed immediately following project completion, with a 1:1 restoration ratio for temporary impacts and a 3:1 enhancement ratio for permanent impacts. A minimum 75 percent success rate shall be attained at the end of a 5-year period, and monitoring and

¹ California Department of Fish and Wildlife jurisdiction includes U.S. Army Corps of Engineers areas.

maintenance will be conducted as required by regulatory permits. If mitigation is not successful, an adaptive management strategy will be prepared and implemented as approved by the applicable regulatory agencies.

Impacts to tidewater goby will be addressed by measures included in the Biological Opinion #08EVEN00-2018-F-0421, as stated below:

1. Timing construction in Rodeo Gulch will occur during the driest portion of the year.
2. Before any construction activities begin, a U.S Fish and Wildlife Service ("Service")-approved biologist will conduct a training session for all construction personnel. A description of tidewater goby, its ecology, and the specific measures to avoid or minimize impacts to tidewater goby will be included in the worker environmental training program.
3. Prior to in-water work and stream diversion/dewatering in Rodeo Gulch, a Service-approved biologist will conduct a pre-construction survey for tidewater goby and use seining, dip-nets, or other approved methods to capture and relocate tidewater gobies from the areas to be dewatered to suitable habitat outside of the area of proposed disturbance.
4. If dewatering/stream diversion is necessary, a Diversion and Dewatering Plan will be prepared and implemented to allow for passage of aquatic species through the site during construction. The form and function of all pumps used during the dewatering activities will be checked twice daily, at a minimum, by the Service-approved biological monitor to ensure a dry work environment and minimize adverse effects to aquatic species and habitats.
5. If pumps are incorporated to assist in temporarily dewatering the site during project activities, intakes will be completely screened with no larger than 0.2-inch wire mesh to prevent tidewater gobies and other sensitive aquatic species from entering the pump system. Pumps will release the additional water to a settling basin to allow suspended sediment to settle out prior to re-entering the gulch outside of the isolated area.
6. During dewatering/diversion activities, the Service-approved biological monitor or Service-approved biologist(s) will supervise site dewatering and relocation of any tidewater goby and other stranded species.
7. If it is determined by the Service-approved biological monitor or the Service-approved biologist that impacts to tidewater goby have the potential to exceed the levels authorized by the Service, they will notify the resident engineer (the engineer that is directly overseeing and in command of construction activities) immediately. The resident engineer will either resolve the situation immediately by eliminating the cause of the identified effect to the species or halt all actions that are causing these effects until coordination with the Service and CDFW is completed. No work will resume until the issue is resolved.
8. Following construction, temporary impacts to streamside vegetation or streambed substrate will be restored to their pre-construction conditions, at a minimum.

To prevent a net loss of habitat for any potential impacts to aquatic, freshwater marsh or riparian habitat, including tidewater goby and California red-legged frog habitat, the following compensatory measure is identified:

1. Compensation for affected aquatic, freshwater marsh or riparian habitats will be at a 1:1 restoration ratio for temporary impacts and a 3:1 enhancement ratio for permanent impacts. Compensation for project impacts will include in-kind, onsite restoration of vegetation and will be implemented immediately following project completion. Plantings will be monitored and maintained as required by regulatory permits. Maintenance activities may include weeding, debris removal, replanting (if necessary to meet success criteria), repair of any vandalism, fertilizing, and/or pest control. Monitoring reports will be submitted to the Caltrans, the Santa Cruz County Regional Transportation Commission, the Service, and CDFW.

Impacts to California red-legged frog will be addressed by compensatory mitigation of freshwater marsh/wetlands and riparian forest, and by additional measures included in the Biological Opinion #08EVEN00-2018-F-0421, as stated below:

1. Only U.S. Fish and Wildlife Service ("Service") approved biologist(s) will participate in activities associated with the capture, handling, and monitoring of California red-legged frogs.
2. Ground disturbance will not begin until written approval is received from the Service that the biologist is qualified to conduct the work.
3. A Service-approved biologist will survey the project site no more than 48 hours before the onset of work activities. If any life stage of the California red-legged frog is found and these individuals are likely to be killed or injured by work activities, the approved biologist will be allowed sufficient time to move them from the site before work begins. The Service-approved biologist will relocate the California red-legged frogs the shortest distance possible to a location that contains suitable habitat and that will not be affected by activities associated with the proposed project. The relocation site should be in the same drainage to the extent practicable. FHWA will coordinate with the Service on the relocation site prior to the capture of any California red-legged frogs.
4. Before any activities begin on a project, a Service-approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of the California red-legged frog and its habitat, the specific measures that are being implemented to conserve the California red-legged frog for the current project, and the boundaries within which the project may be accomplished. Brochures, books, and briefings may be used in the training session, provided that a qualified person is on hand to answer any questions.
5. A Service-approved biologist will be present at the work site until all California red-legged frogs have been relocated out of harm's way, workers have been instructed, and disturbance of habitat has been completed. After this time, the State or local sponsoring agency will designate a person to monitor on-site compliance with all minimization measures. The Service-approved biologist will ensure that this monitor receives the training outlined in measure 4 above and in the identification of California red-legged frogs. If the monitor or the Service approved biologist recommends that work be stopped because California red-legged frogs would be affected in a manner not anticipated by FHWA and the Service during review of the proposed action, they will notify the resident engineer (the engineer that is directly overseeing and in command of construction activities) immediately. The resident engineer will either resolve the situation by eliminating the adverse effect immediately or require that all actions causing these effects be halted. If work is stopped, the Service will be notified as soon as possible.
6. During project activities, all trash that may attract predators will be properly contained, removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from work areas.
7. All refueling, maintenance, and staging of equipment and vehicles will occur at least 60 feet from riparian habitat or water bodies and in a location from where a spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water). The monitor will ensure contamination of habitat does not occur during such operations. Prior to the onset of work, FHWA will ensure that a plan is in place for prompt and effective response to any accidental spills: All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

8. Habitat contours will be returned to their original configuration at the end of project activities. This measure will be implemented in all areas disturbed by activities associated with the project, unless the Service and FHWA determine that it is not feasible, or modification of original contours would benefit the California red-legged frog.
9. The number of access routes, size of staging areas, and the total area of the activity will be limited to the minimum necessary to achieve the project goals. Environmentally Sensitive Areas will be delineated to confine access routes and construction areas to the minimum area necessary to complete construction and minimize the impact to California red-legged frog habitat; this goal includes locating access routes and construction areas outside of wetlands and riparian areas to the maximum extent practicable.
10. FHWA will attempt to schedule work activities for times of the year when impacts to the California red-legged frog would be minimal. For example, work that would affect large pools that may support breeding would be avoided, to the maximum degree practicable, during the breeding season (November through May). Isolated pools that are important to maintain California red-legged frogs through the driest portions of the year would be avoided, to the maximum degree practicable, during the late summer and early fall. Habitat assessments, surveys, and coordination between FHWA and the Service during project planning will be used to assist in scheduling work activities to avoid sensitive habitats during key times of the year.
11. To control sedimentation during and after project implementation, FHWA will implement best management practices outlined in any authorizations or permits issued under the authorities of the Clean Water Act that it receives for the specific project. If best management practices are ineffective, FHWA will attempt to remedy the situation immediately, in coordination with the Service.
12. If a work site is to be temporarily dewatered by pumping, intakes will be completely screened with wire mesh not larger than 0.2 inch to prevent California red-legged frogs from entering the pump system. Water will be released or pumped downstream at an appropriate rate to maintain downstream flows during construction. Upon completion of construction activities, any diversions or barriers to flow will be removed in a manner that would allow flow to resume with the least disturbance to the substrate. Alteration of the streambed will be minimized to the maximum extent possible; any imported material will be removed from the streambed upon completion of the project.
13. Unless approved by the Service, water will not be impounded in a manner that could attract California red-legged frogs.
14. A Service-approved biologist will permanently remove any individuals of non-native species, such as bullfrogs (*Rana catesbeiana*), signal and red swamp crayfish (*Pacifasticus leniusculus*; *Procambarus clarkii*), and centrarchid fishes from the project area, to the maximum extent possible. The Service-approved biologist will be responsible for ensuring his or her activities are in compliance with the California Fish and Game Code.
15. If FHWA demonstrates that disturbed areas have been restored to conditions that allow them to function as habitat for the California red-legged frog, these areas will not be included in the amount of total habitat permanently disturbed.
16. To ensure that diseases are not conveyed between work sites by the Service-approved biologist, the fieldwork code of practice developed by the Declining Amphibian Populations Task Force will be followed at all times.

17. Project sites will be revegetated with an assemblage of native riparian, wetlands, and upland vegetation suitable for the area. Locally collected plant materials will be used to the extent practicable. Invasive, exotic plants will be controlled to the maximum extent practicable. These measures will be implemented in all areas disturbed by activities associated with the project, unless the Service and FHWA determine that it is not feasible or practical.
18. FHWA will not use herbicides as the primary method to control invasive, exotic plants. However, if FHWA determines that the use of herbicides is the only feasible method for controlling invasive plants at a specific project site, it will implement the following additional protective measures for the California red-legged frog:
 - a. FHWA will not use herbicides during the breeding season for the California red-legged frog.
 - b. FHWA will conduct surveys for the California red-legged frog immediately prior to the start of any herbicide use. If found, California red-legged frogs will be relocated to suitable habitat far enough from the project area that no direct contact with herbicides would occur.
 - c. Giant reed and other invasive plants will be cut and hauled out by hand and the stems painted with glyphosate or glyphosate-based products, such as Aquamaster® or Rodeo®.
 - d. Licensed and experienced FHWA staff or a licensed and experienced contractor will use a hand-held sprayer for foliar application of Aquamaster® or Rodeo where large monoculture stands occur at an individual project site.
 - e. All precautions will be taken to ensure that no herbicide is applied to native vegetation.
 - f. Herbicides will not be applied on or near open water surfaces (no closer than 60 feet from open water).
 - g. Foliar applications of herbicide will not occur when wind speeds are in excess of 3 miles per hour.
 - h. No herbicides will be applied within 24 hours of forecasted rain.
 - i. Application of all herbicides will be done by qualified FHWA staff or contractors to ensure that overspray is minimized, that all application is made in accordance with label recommendations, and with implementation of all required and reasonable safety measures. A safe dye will be added to the mixture to visually denote treated sites. Application of herbicides will be consistent with the U.S. Environmental Protection Agency's Office of Pesticide Programs, Endangered Species Protection Program county bulletins.
 - j. All herbicides, fuels, lubricants, and equipment will be stored, poured, or refilled at least 60 feet from riparian habitat or water bodies in a location where a spill would not drain directly toward aquatic habitat. FHWA will ensure that contamination of habitat does not occur during such operations. Prior to the onset of work, FHWA will ensure that a plan is in place for a prompt and effective response to accidental spills. All workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

Paleontology

Adverse Environmental Effects:

The presence of fossils in the Pliocene Purisima Formation, Plio Pleistocene Aromas Sand, and Pleistocene terrace deposits suggests a high potential for fossil remains to be uncovered by excavations during construction of the Tier II Project.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

A Paleontological Mitigation Plan will be prepared prior to and implemented during construction. The plan will require preconstruction actions to prevent damage to paleontological resources, such as conducting a field survey to delimit the specific boundaries of sensitive areas; construction monitoring by a qualified project paleontologist; temporary halting or redirecting of excavation equipment away from the fossils to be salvaged; appropriate methods for recovery, preservation, identification, and stabilization of specimens. Specimens will be identified by competent qualified specialists and analyzed by stratigraphic occurrence and by size, taxa, or taphonomic conditions. Specimens will be cataloged and stored in a fashion that allows future retrieval. A report will be prepared by the project paleontologist including a summary of the field and laboratory methods, site geology and stratigraphy, faunal list, and a brief statement of the significance and relationship of the site to similar fossil localities. Full copies of the Final Report will be deposited with the Lead Agency and the repository institution.

Hazardous Waste/Materials

Adverse Environmental Effects:

There is potential for asbestos-containing materials and lead-based paint coatings in structures that would be demolished to accommodate the proposed Chanticleer Avenue pedestrian and bicycle overcrossing, and lead-based paint may be present in highway paint striping. Aerially deposited lead may be present in soil areas along the shoulders and median of Route 1, and wooden utility poles within the project footprint that may require removal or relocation may be coated with creosote. In addition, the project footprint has the potential for presence of petroleum products in soil and groundwater. Two Recognized Environmental Conditions sites are adjacent to the project area and would not be acquired for the project, located at

- Redtree Properties, located at 819 Bay Avenue in Capitola;
- BP 11240 facility, located at 2178 41st Avenue in Capitola.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

During the final design phase, coordination with regulatory agencies and property owners will be conducted to determine the presence of hazardous substances, soil and groundwater contaminants,

and the status of any applicable site assessments and monitoring activities. Remediation monitoring will be conducted at the Recognized Environmental Conditions sites noted above, under Adverse Environmental Impacts. An asbestos-containing materials investigation will be conducted, and groundwater sampling for petroleum products and heavy metals will be performed along the Recognized Environmental Condition sites' borders with the project area. Final design specifications will require the proper management, removal and disposal of wooden utility poles containing creosote. Soil sampling will be conducted for aerially deposited lead along the shoulders and median of Route 1; soil and groundwater sampling for petroleum products will be conducted within the project area. Surveys for lead-based paint will be conducted, and lead-based paint will be abated. A work plan for investigation of aerially deposited lead will be prepared for characterizing the extent of aerially deposited lead, if present, and investigative sampling work will be performed.

During construction, the contractor will prepare and implement a Worker Health and Safety Plan; treatment and disposal of water from dewatering will be as directed by regulatory agencies; groundwater pumped from the subsurface shall be contained onsite in a safe manner prior to treatment and disposal; paint used in the existing roadway will be tested for lead prior to removal; materials exceeding hazardous waste criteria will be disposed of in a Class I disposal site; if hazardous wastes are encountered all appropriate measures shall be taken to protect human health and the environment.

Aesthetics/Visual

Adverse Environmental Effects:

Route 1 is listed within the State Scenic Highways system as eligible for listing, but it has not been officially designated by the state, although it has been identified as a Scenic Road in the Santa Cruz County General Plan. The proposed Tier II Auxiliary Lane Alternative would create visual changes as a result of highway widening, removal of mature trees and other vegetation, and construction of the Chanticleer pedestrian and bicycle overcrossing. The Tier II Project would contribute to a cumulative impact to visual changes. For the Tier II Project, these visual changes would be limited to the Capitola-Soquel Landscape Unit.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Statement of Facts:

To address the adverse visual changes associated with the proposed Tier II Auxiliary Lane Alternative, site-specific aesthetic treatments will be implemented consistent with the Corridor Aesthetic Guidelines in Appendix N of the final EIR, incorporating the following measures:

- Measures for Corridor Continuity and Community Identity – including an iterative process in which the landscape design incorporates visual elements that reference the other Tier II projects, other existing visual elements along the corridor and/or designs or images that are organized around a theme or set of compatible thematic approaches that have been developed in conjunction with the community.
- Measures to Preserve Existing Vegetation – including landscape plans that will save and protect as much existing vegetation in the corridor as determined by a qualified landscape architect to be feasible, especially eucalyptus and other skyline trees;

- Measures for Noise Barriers – including aesthetic treatments to the soundwalls such as vine plantings and/or bands of color or vertical “columns” of color or concrete pilasters.
- Measures for Retaining Walls – including aesthetic treatments to the retaining walls that incorporate textures that can form designs or images that may be selected by the community (“community-based textures”).
- Measures for Bridge Aesthetics – including the incorporation of community-based textures.
- Measures for Fencing and Barriers – including aesthetic treatment on concrete median barrier consistent with the visual character of the corridor and the adjacent community.
- Measures for Landscape Plantings – including landscape plans that will landscape and revegetate disturbed areas to the greatest extent feasible as determined by a qualified landscape architect; and an extended 3-year maintenance period to provide a single source of maintenance through the establishment period.
- Measures for Stormwater Treatment Facilities – including the use of drainage and water quality elements that maximize the allowable landscape as determined by a qualified landscape architect or civil engineer.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No: 4.18
Action Item

From: STEVEN KECK
Chief Financial Officer

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

Subject: **WIRELESS PROGRAM RENEWAL – APPROVE RENEWAL OF THE CALTRANS’
WIRELESS PROGRAM WITH MINOR AMENDMENT TO THE MASTER LICENSE
AGREEMENT AND UPDATE THE PRICING MATRIX.
RESOLUTION G-19-04, AMENDING G-18-25**

ISSUE:

Should the California Transportation Commission (Commission) approve the renewal of the Wireless Program with the minor amendment to the Master License Agreement (MLA) and the Annual Base License Fee Matrix (Matrix) to remove the definition and rates for wireless small cells?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission amend the MLA and Matrix by removing the definition and rates for wireless small cells.

SUMMARY:

In May of 2018, the Commission approved amending the 2014 MLA. The Department’s MLA entered its fifth renewal cycle. Up to the 2014 MLA, the only changes had been administrative in nature. Upon a multi-divisional review, the Department recommended several articles within the 2014 MLA be updated. The clauses for the hazardous materials description and requirements, stormwater requirements, insurance / indemnification requirements, clarifications for term/rate agreements, wording for assignments / transfers, and descriptions for co-location were all updated to reflect current Federal Regulations, State Statutes and Departmental policy. On September 26, 2018, the Federal Communication Commission (FCC) adopted a declaratory ruling, third report and order that requires wireless small cell development in public right of way be at cost incurred only. This essentially prevents the Department from charging a vacant land rent for the placement of wireless small cell facilities in the State’s right of way. Without the ability to charge a land rent, it is not in the State’s best interest to maintain and manage a lease. With Commission approval, the references to small cells will be removed from the approved May 2018 MLA, and all reviews and approvals for future small cell site development and construction will be solely through the Department’s Division of Traffic Operations; Encroachment Permits.

BACKGROUND:

From the Department's MLA inception in 1997, the Department has worked closely with the telecommunications industry, making every effort to keep up with changing technologies. In the 1990's radio frequency use was in its infancy and mainly involved voice and text transmissions. Today, the wireless industry has evolved by going from analog to digital and re-packaging data thus increasing the amount and speed of data transmitted. Voice and text transmissions are now only a small portion of total data transmitted. Movies and music are currently streamed, news is provided in real time and, in the not-so distant future, autonomous vehicles (AV) will be controlled through the same network. For AV's, small cell technology systems will be crucial to the implementation. "Small cell" is the term used for low wattage, single antenna, single frequency systems. The current standard towers have service areas several miles in diameter whereas the small cells' service radius areas measures in the hundreds of yards. The advantage is the ability to have better coverage and reduced transmission time from sender to receiver (latency). Wireless carriers have provided estimates of 10,000 to 20,000 new small cell sites per urbanized county.

CURRENT STATUS:

The Department has met its goal of assisting the telecommunications industry in meeting the communication needs of the public. The Department currently has 197 active wireless leased sites with a yearly revenue of over \$5.5 million returned to the State Transportation Debt Service Fund.

Each Site License Agreement (SLA) issued has a 10-year initial term with three consecutive (5-year) option periods. A fair market lease rate re-evaluation occurs after the initial 10 years of the SLA term, and every 5 years thereafter.

The pricing of individual cell sites is updated based on a survey of telecommunications leases and licenses statewide. It is presented in a matrix format that categorizes location (rural, urban, and prime urban), size of the facility, and number of antenna. The updated Matrix (removing the small cell category) is attached as an addendum for reference (Attachment A).

The Department, as well as representatives at the industry, have reviewed the amended MLA and are satisfied that it adequately addresses all issues. Based on the FCC ruling, we propose removing the small cell category from the existing program, the MLA and Fee Matrix.

Attachments:

- Attachment A - Amended Annual Base License Fee Matrix
- Attachment B - Amended 2018 Master License Agreement
- Attachment C - Site License Agreement
- Attachment D - Resolution G-19-04

ANNUAL BASE LICENSE FEE MATRIX

Adjustment is 3.5 percent per year.

(Rounded to the nearest whole dollar and divisible by 12)

(For use with Master License Agreements in effect after July 1, 2014)

July 1, 2014-June 30, 2019

Statewide	1-Jul-14	1-Jul-15	1-Jul-16	1-Jul-17	1-Jul-18
MACROCELL					
Prime Urban (Cat 1)*	\$43,704	\$45,228	\$46,812	\$48,456	\$50,148
Urban (Cat 2)	\$33,708	\$34,884	\$36,108	\$37,368	\$38,676
Rural (Cat 3)	\$21,528	\$22,284	\$23,064	\$23,868	\$24,708
MINICELL					
Prime Urban (Cat 1)*	\$37,452	\$38,760	\$40,116	\$41,520	\$42,972
Urban (Cat 2)	\$31,212	\$32,304	\$33,432	\$34,608	\$35,820
Rural (Cat 3)	\$21,528	\$22,284	\$23,064	\$23,868	\$24,708
MICROCELL					
Prime Urban (Cat 1)*	\$31,212	\$32,304	\$33,432	\$34,608	\$35,820
Urban (Cat 2)	\$24,960	\$25,836	\$26,736	\$27,672	\$28,644
Rural (Cat 3)	\$18,384	\$19,032	\$19,704	\$20,388	\$21,096

Ultra Urban Prime	1-Jul-14	1-Jul-15	1-Jul-16	1-Jul-17	1-Jul-18
MACROCELL					
Ultra-Prime Urban (Cat 1)*	\$52,776	\$54,624	\$56,532	\$58,512	\$60,564
MINICELL					
Ultra-Prime Urban (Cat 1)*	\$45,276	\$46,860	\$48,504	\$50,196	\$51,948
MICROCELL					
Ultra-Prime Urban (Cat 1)*	\$37,716	\$39,036	\$40,404	\$41,820	\$43,284

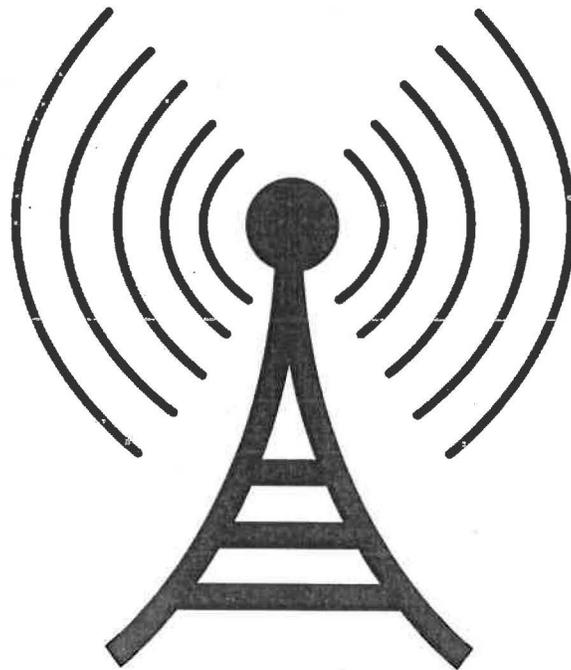
DAS	1-Jul-14	1-Jul-15	1-Jul-16	1-Jul-17	1-Jul-18
DAS(\$/antenna)					
Prime Urban (Cat 1)	\$10,000	\$10,356	\$10,716	\$11,088	\$11,472
Urban (Cat 2)	\$1,000	\$1,032	\$1,068	\$1,104	\$1,140
Rural (Cat 3)	\$500	\$516	\$540	\$564	\$588

*Designated urbanized areas (Population of 50,000 or more) within Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Los Angeles, Orange, and San Diego counties pursuant to the U.S. Bureau of the Census:

<https://www.census.gov/geo/maps-data/maps/2010ua.html>

Caltrans Wireless Communication Master License Agreement

May 2018



Attachment B

Table of Contents

WITNESSETH:	3
ARTICLE 1. Master License Agreement	4
ARTICLE 2. Site License	4
Section 2.1: Site License.....	4
ARTICLE 3. Use	5
Section 3.1: Specified Use	5
Section 3.3 Condition of Site	7
Section 3.4 Compliance with Law	8
Section 3.5 Explosives and Flammable Materials	8
Section 3.6 Hazardous Materials	8
Section 3.7 Encroachment Permit and License.....	10
Section 3.8 Signs	10
Section 3.9 Licensor's Rules and Regulations	10
Section 3.10 Water Pollution Control / Stormwater	10
ARTICLE 4. Term and Termination:	11
Section 4.1: Term.....	11
ARTICLE 5. License Fee	14
Section 5.1: Annual Base License Fee.....	14
Section 5.2: Annual Base License Fee Matrix Calculation.....	15
Section 5.3: License Fee Payment Schedule.....	15
Section 5.4: Annual Base License Fee Adjustments.....	16
ARTICLE 6. Improvements and Construction	16
ARTICLE 7. Utilities and Access	19
ARTICLE 8. Improvement Fees/Taxes	20
ARTICLE 9. Indemnity and Insurance	20
Section 9.1 Indemnification.....	20
Section 9.2 Liability Insurance	21
Section 9.3 Failure to Procure and Maintain Insurance	23
ARTICLE 10. Assignment	23
ARTICLE 11. Repairs	23
ARTICLE 12. Surrender of Site; Holding Over	24
ARTICLE 13. Default and Remedies	25
ARTICLE 14. Covenants/Disclaimer	26
ARTICLE 15: Notices	27
ARTICLE 16: General Provisions	27
ARTICLE 17: Administrative Fee	28
ARTICLE 18: Casualty Responsibilities	29
ARTICLE 19: Relocation Assistance	29
ARTICLE 20: Collocation - Licensor	29
ARTICLE 21. Collocation	30
ARTICLE 22: Business Summary Affidavit	31

DEPARTMENT OF TRANSPORTATION
2018 WIRELESS COMMUNICATIONS MASTER LICENSE AGREEMENT

Licensee: _____

DEPARTMENT OF TRANSPORTATION
WIRELESS COMMUNICATIONS MASTER LICENSE AGREEMENT

This Master License Agreement is made and entered into by and between the State of California, acting by and through its Department of Transportation, hereinafter called Licensor, and the previous named Master Licensee, hereinafter called Licensee.

WITNESSETH:

WHEREAS Licensee seeks to construct, install, operate and maintain and manage wireless communications and data transmission facilities, including tower structures, equipment shelters, cabinets, meter boards, utilities, antennas, equipment, any related improvements and structures and uses incidental thereto, in the State of California; and

WHEREAS Licensor has properties well suited for the facilities needed for wireless communications systems and data transmission because they are extensive and located throughout the State, and because often they are adjacent to populated areas but not located in the heart of residential areas; and

WHEREAS Licensor desires to improve services available to the traveling public, to enhance communications systems within the State, and to add to its revenues by making state properties available for wireless communications infrastructure consistent with other public uses of its property; and

WHEREAS Licensee proposes that the use of State properties can be an important option for the placement of wireless communications and data transmission facilities if the cost is competitive and the process of establishing sites is expedited; and

WHEREAS Licensor has determined to make certain of its properties available to wireless communications and data transmission companies, on a fair and equitable basis, for use as wireless communications and data transmission facility sites; and

WHEREAS Licensor may seek to provide the traveling public with wireless communication and data access to traffic information lines and if Licensor does so, Licensee shall cooperate in developing a program to provide the traveling public with wireless communications and data transmission facility access to information lines, and to create an emergency access line subject to Licensee's operational capacity;

WHEREAS Licensor and Licensee agree that any previous Master License Agreement shall not be utilized for future sites and that only this agreement be utilized for future wireless communications and data transmission sites as provided for herein; and

WHEREAS Licensor and Licensee agree that the Site License Agreements governed by any previous Master License Agreement shall be governed only by those previous Master License Agreements under for which they were signed.

NOW THEREFORE, in consideration of the mutual covenants and benefits stated herein, and in further consideration of the obligations, terms and considerations hereinafter set forth and recited; Licensor and Licensee agree as follows:

ARTICLE 1. Master License Agreement

This Master License Agreement (hereinafter, "Agreement") sets forth the basic terms and conditions upon which each Site (defined in Article 2) is licensed by Licensor to Licensee. Upon agreement between the parties with respect to the particular terms of a Site, the parties shall execute a completed "Site License" in the form attached hereto as Exhibit A and incorporated herein by this reference (the Site License form may be modified in the future without amending this Agreement). The Site License may have special clauses specific to that individual Site. In the event of a discrepancy or inconsistency between the terms and conditions of a particular Site License and this Agreement, the terms and conditions of this Agreement shall govern and control.

ARTICLE 2. Site License

Section 2.1: Site License

Licensor owns highway and freeway right of way, including appurtenant airspace rights, fixtures and signs, buildings, yards, park and ride lots, excess land, and other real property acquired for, or to support, the State's transportation system. Licensor intends to license use of certain portions of such locations, together with access and utility permits (if applicable), to Licensee (each referred to as a "Site"), as will be further described in the particular Site License, all located within certain property owned and controlled by Licensor ("Licensor's Property"). Subject to the terms and conditions contained in this Agreement, and in the Site License relating to a particular Site, Licensor hereby licenses the Site to Licensee, and Licensee licenses the Site from Licensor, upon the terms, covenants and conditions set forth in the particular Site License. The Site License Agreement includes access to and from the Site, and to and from the closest public right-of-way and on and over the land of which the Site is a part (subject to terms and conditions of each Site License, with special limitations for access from access-controlled highways and freeways) and access to appropriate utilities as set forth in Article 7. Each Site License Agreement shall act as a separate and independent agreement for each Site, the express intent of the parties being to use this Agreement to facilitate each of the independent transactions. It is understood and agreed that Licensee's right and license to place unmanned wireless communications and data facilities on the Site is non-exclusive, but that the Site shall be exclusive for Licensee's equipment for a specific area or space at the Site, subject to the terms and conditions of this Agreement, including but not

limited to collocation requirements contained herein. Further, Licensee's license and rights granted under this Agreement and the particular Site License are irrevocable until the expiration or sooner termination of this Agreement and/or the Site License, by their respective terms. The "Commencement Date" for each Site License shall be either the date that Licensee receives all permits and approvals necessary to construct and operate its facility at the Site (at which time Licensor shall issue an Encroachment Permit allowing construction/installation at the Site), or six (6) months from the date the Site License Agreement is executed ("Execution Date"), whichever occurs first. The period between the Execution Date and the Commencement Date shall be referred to herein as the "Local Permitting Period".

Section 2.2: Cancellation before Commencement

Licensee may cancel a Site License at any time prior to the Commencement Date. Site Licensor is not obligated to refund any review fees if Licensee cancels its application. Under special circumstances where the delay in obtaining permits and/or commencing construction is beyond the reasonable control of Licensee, Licensor may grant extensions to the Local Permitting Period, upon payment of the Annual License Fee (defined in Article 5).

ARTICLE 3. Use

Section 3.1: Specified Use

A Site may be used by Licensee only for the construction, installation, operation, replacement, removal, maintenance and repair (collectively "Operations") of an unmanned wireless communications facility, and/or management of the same, including required antennas and antenna support structures (as the same may be modified, added to and/or substituted from time to time), in accordance with the terms herein. Each such antenna and/or antenna support structure shall be configured as required by Licensee from time to time provided that Licensee obtains all permits and approvals required by applicable jurisdictions relative to any such desired configuration. Licensee shall have the right to park its vehicles on the Site when Licensee is servicing its wireless communications facility, subject to any conditions in the Site License. All operations by Licensee on the Site shall be conducted in a lawful manner and in compliance with all applicable Federal Communications Commission ("FCC") requirements. Licensee shall, at its sole expense, comply with (and obtain and maintain such licenses, permits or other governmental approvals necessary to comply with) all laws, orders, ordinances, and regulations of federal, state, county, and municipal authorities applicable to its Operations or use of the Site. Licensee shall comply with any directive of any public officer or officers applicable to its Operations or its use of the Site (collectively "Laws"), which shall, with respect to Licensee's Operations, impose any violation, order or duty upon Licensor or Licensee arising solely from Licensee's use of the Site subject, however, to Licensee's right to contest, in good faith, any such violation, order or duty. Licensee's Operations shall not interfere with the operations of Licensor, the traveling public, or any other users existing on the Commencement Date on the Site. Licensor agrees to reasonably cooperate with Licensee, at Licensee's expense, in executing such documents or applications necessary or appropriate in order for Licensee to obtain and maintain, at Licensee's expense, such licenses, permits and other governmental approvals needed for Licensee's Operations. Licensor authorizes Licensee to make and prosecute applications for all such approvals. If Licensee is unable to obtain

and maintain such licenses, permits or approvals (notwithstanding reasonable efforts to do so), Licensee shall so notify Licensor and the particular Site License shall immediately terminate.

Section 3.2: Conditions of Use

Licensee agrees to install, maintain, and operate its wireless communications equipment, and/or manage the same, in accordance with the specific Site standards more particularly described in each Site License and any other applicable statutes pertaining to the use of wireless communications and/or electronic equipment. In the event Licensee's installation, or operation, in any way hinders, obstructs, or interferes with, the radio or electronic equipment of Licensor, or any tenant operating at the Site as of the Execution Date of the applicable Site License, Licensee shall, at its sole cost and expense, upon receipt of written notification, immediately cease the interfering operation, except for brief tests necessary for the elimination of the interference. Licensee shall conduct its Operations in compliance with all laws, orders, ordinances, and regulations of all federal, state, county, and municipal authorities. Licensor may execute any Site License upon the condition that Licensee's equipment shall be installed in such a manner to facilitate Licensor's wireless communication needs as set forth in Article 21.

If such hindrance, interference or obstruction cited above, is not eliminated or does not fully cease within thirty (30) days after written notice to Licensee by Licensor or any appropriate regulatory agency, Licensor shall have the right (at any time) to order cessation of Licensee's Operations at the Site as may be necessary to continuously eliminate said interference by giving ten (10) days prior written notice to Licensee. In the event of Licensee's inability or refusal to eliminate such interference within sixty (60) days after receipt of written notice from Licensor, Licensor may, at its sole option, terminate the affected Site License and evict Licensee. The sixty (60) day deadline may, at Licensor's sole discretion, be extended if both parties are diligently cooperating and working to eliminate the interference. Once Licensee has more than ten (10) Site Licenses in effect, if such un-eliminated interferences occur at over twenty percent (20%) of Licensee's Sites occupied under this Agreement for more than sixty (60) days following Licensee's receipt of written notice from Licensor, Licensor may terminate this Agreement and evict Licensee from all its Sites on thirty (30) days written notice.

Any interference and compatibility testing required hereunder for radio interference with other equipment located at the Site as of the Commencement Date, or Licensor's equipment installed at any time shall at the sole and reasonable cost of Licensee, be made by a qualified technical person representing Licensee and a representative designated by Licensor. If the test is satisfactory to both the technical person and the Licensor representative, a certification of such test signed by both the technical person and the Licensor representative shall be forwarded to Licensor at locations indicated in Article 16. Any reasonable costs incurred by Licensor to conduct compatibility testing shall be reimbursed to Licensor within thirty (30) days after receipt of billing and reasonable supporting documentation.

Any interference with Licensor's electronic equipment during an emergency incident shall require immediate cessation of operation, transmission or further use of Licensee's equipment provided Licensee is given notice of such incident and is afforded the opportunity to cure such interference.

Failure to do so promptly after notification of such interference shall be grounds for immediate termination of the particular Site License and eviction of Licensee.

Licensee is responsible for the acts and omissions of itself, and its employees, subcontractors, agents and invitees.

Section 3.3 Condition of Site

Licensee hereby accepts the Site in the condition existing as of the date of the execution hereof, subject to all applicable zoning, municipal, county, state, and federal laws, ordinances and regulations governing and regulating the use of the Site, and terms, covenants and conditions of this Agreement. Licensee acknowledges that neither Licensor, nor any agent of Licensor, has made any representation or warranty with respect to the condition of the Site or the suitability thereof for the conduct of Licensee. Further Licensor has not agreed to undertake any modification, alteration or improvement to the Site except as provided in this Agreement.

As a condition of possession and use of the Site, the Licensee shall obtain and maintain a valid Encroachment Permit from the Traffic Operations Division of the Department of Transportation (Caltrans).

Except as may be otherwise expressly provided in this Agreement, the taking of possession of the Site by Licensee shall in itself constitute acknowledgement that the Site is in good condition and repair and in useable condition, and Licensee agrees to accept the Site in its presently existing "as is" "where is" condition, and that the Licensor shall not be obligated to make any improvements, modifications or repairs thereto except to the extent that may otherwise be expressly provided in this Agreement.

Licensee represents and warrants that it has made a sufficient investigation of the conditions of the Site existing immediately prior to the execution of this Agreement, including but not limited to investigation of the surface, subsurface, and groundwater for contamination and hazardous materials) and is satisfied that the Site will safely support the project type to be constructed by Licensee upon the Site, that the Site is otherwise fully fit (physically and lawfully) for the uses required and permitted by this Agreement and that Licensee accepts all risks, losses and expenses associated the foregoing provisions.

Licensee acknowledges that (1) Licensor has informed Licensee prior to the commencement of the term of this Agreement that the Licensor does not know of any release of any hazardous material that has come to be located on or beneath the Site; (2) prior to the commencement of the term of this Agreement, the Licensor has made available to Licensee, for review and inspection, records in the possession or control of the Licensor which might reflect the potential existence of hazardous materials on or beneath the Site; (3) Licensor has provided Licensee access to the Site for a reasonable time and upon reasonable terms and conditions for purposes of providing to Licensee the opportunity to investigate, sample, and analyze the soil and groundwater on the Site for the presence of hazardous materials; (4) by signing this Agreement, Licensee represents and warrants to Licensor that Licensee does not know nor has reasonable cause to believe that any release of hazardous material has come to be located on or beneath the Site; and (5) with respect to any

hazardous material which Licensee knows or has reasonable cause to believe has come or will come to be located on or beneath the Site, Licensee and agrees promptly to commence and complete the removal of or other appropriate remedial action regarding the hazardous material introduced to the Site during Licensee's period of use at no cost or expense to Licensor and in full compliance with all applicable laws, regulations, permits, approvals, and authorizations. The phrase "hazardous material," as used herein, has the same meaning as that phrase has in Section 5.6 of this Agreement.

In the event Licensee breaches any of the provisions of this Section 3.3, this Agreement may be terminated by Licensor subject to any applicable cure periods.

Licensee agrees that, except as otherwise expressly provided in this Agreement, Licensee is solely responsible, without any cost or expense to the Licensor, to take all actions necessary to continuously use the Site as provided by this Agreement and in compliance with all applicable laws and regulations.

Section 3.4 Compliance with Law

Licensee shall not use the Site or permit anything to be done in or about the Site which will in any way conflict with any law, statute, zoning restriction, ordinance, or governmental rule or regulation or requirements of duly constituted public authorities now in force or which may hereafter be in force, or with the requirements of the State Fire Marshal or other similar body now or hereafter constituted, relating to or affecting the condition, use or occupancy of the Site. Licensee shall not allow the Site to be used for any unlawful purpose, nor shall Licensee cause, maintain or permit any nuisance in, on or about the Site. Licensee shall not commit or suffer to be committed any waste in or upon the Site.

Section 3.5 Explosives and Flammable Materials

The Site shall not be used for the storage of flammable materials, explosives, or other materials or other purposes deemed by Licensor to be a potential fire or other hazard to the transportation facility, except those permitted in Section 3.6 below. The operation and maintenance of the Site shall be subject to regulation by Licensor so as to protect against fire or other hazard impairing the use, safety and/or appearance of the transportation facility. The occupancy and use of the Site by Licensee shall not be such as will permit hazardous or unreasonably objectionable smoke, fumes, vapors or odors to rise above the surface of the traveled way of the transportation facility.

Section 3.6 Hazardous Materials

Licensee shall at all times and in all respects comply with all federal, state, and local laws, ordinances and regulations, including, but not limited to, the Federal Water Pollution Control Act (33 U.S.C. section 1251, et seq.), Resource Conservation and Recovery Act (42 U.S.C. section 6901, et seq.), Safe Drinking Water Act (42 U.S.C. section 300f, et seq.), Toxic Substances Control Act (15 U.S.C. section 2601, et seq.), Clean Air Act (42 U.S.C. section 7401, et seq.) Comprehensive Environmental Response, Compensation and Liability Act (42 U.S.C. section 9601, et seq.), Safe Drinking Water and Toxic Enforcement Act (California Health and Safety

Code section 25249.5, et seq.), other applicable provisions of the California Health and Safety Code (section 25100, et seq., and section 39000, et seq.), California Water Code (section 13000, et seq.), and other comparable state laws, regulations, and local ordinances relating to industrial hygiene, environmental protection or the use, analysis, generation, manufacture, storage, disposal, or transportation of any oil, flammable explosives, asbestos, urea formaldehyde, radioactive materials, or waste, or other hazardous, toxic, contaminated or polluting materials, substances or wastes, including, without limitation, any "hazardous substances" under any such laws, ordinances or regulations (collectively "Hazardous Materials Laws"). As used in the provisions of this Agreement, "hazardous materials" include any "hazardous substance" as that term is defined in section 25316 of the California Health and Safety Code and any other material or substance listed or regulated by any Hazardous Materials Law or posing a hazard to health or the environment. Except as otherwise expressly permitted in this Agreement, Licensee shall not use, create, store or allow any hazardous materials on the Site, except fuel stored in a motor vehicle for the exclusive use in such vehicle. Back-up generators and the storage of fuel for such generators shall only be allowed if provided in a particular Site License under the conditions of that Site License or in a specific encroachment permit.

In no case shall Licensee cause or allow the deposit or disposal of any hazardous materials of any kind on the Site, in any manner prohibited by law. Licensor, or its agents or contractors, shall upon seventy-two hours' prior notice to Licensee and accompanied by an escort designated by Licensee, have the right to go upon and inspect the Site and the operations thereon to assure compliance with the requirements herein stated. In the event of emergency, where Licensor cannot reasonably comply with the foregoing notice requirement, Licensor shall have the right to access the Site and Licensor shall, within forty-eight (48) hours following actual notice of emergency access, inform Licensee of (i) the date and time of emergency access and (ii) the nature of the event requiring emergency access. This inspection may include taking samples of substances and materials present for testing, and/or the testing of surface soils and sub-surface soils. In the event Licensee breaches any of the provisions of this Section, this Agreement may be terminated by Licensor, subject to any applicable cure periods. .

Licensee shall be responsible for and bear the entire cost of removal and disposal of any and all hazardous materials introduced to the Site during Licensee's period of use of the Site, regardless of whether such hazardous material is introduced by Licensee or by any other person acting under Licensee. Licensee shall also be responsible for any clean-up and decontamination on or off the Site necessitated by the introduction of such hazardous materials within the Site or any surface below the Site. Licensee shall not be responsible for or bear the cost of removal or disposal of hazardous materials introduced to the Site by any party other than Licensee during any period prior to commencement of Licensee's period of use of the Site.

Licensee shall further defend, indemnify, and hold harmless Licensor, and Licensor's directors, officers, and employees, from any and all responsibilities, liabilities, penalties, and claims for damages resulting from the presence or use of hazardous materials within the Site arising from Licensee's use of the Site, as required under Article 9.

Section 3.7 Encroachment Permit and License

Prior to each Site's Commencement Date (after the DARC approval and before the Licensee enters the Site and starts construction), Licensee shall apply for and be issued an Encroachment Permit from Licensor's District Permits Office in the Division of Traffic Operations specifically permitting Licensee to enter the Site upon satisfaction of the herein-required conditions. If the Site is on conventional highway, Licensee shall maintain a valid encroachment permit for the entire term of each separate Site License Agreement. If the Site is on access controlled freeway or highway the Licensee shall apply for a separate encroachment permit for each entry onto the State's right of way in order to maintain the wireless facility.

Any act by Licensee that causes the suspension, termination or revocation of the issued Encroachment Permit for any reason shall be a material breach of this Agreement as provided in Article 4 of this Agreement. The Agreement shall be terminated immediately upon revocation of Encroachment Permit by Licensor, subject to any applicable cure periods.

If the Encroachment Permit and this Agreement conflict, the requirements of the Encroachment Permit shall prevail.

Section 3.8 Signs

No advertising signs or banners of any size may be erected on the Site, except as required by law. Licensee shall not place, construct or maintain upon the Site, and shall not allow others to place, construct, or maintain upon the Site, any advertising media that include moving or rotating parts, searchlights, flashing lights, loudspeakers, phonographs or other similar visual or audio media. The term "sign" means any card, cloth, paper, metal, painted, or wooden sign of any character placed for any purpose on or to the ground or any tree, wall, bush, rock, fence, building, structure, trailer, or thing. Licensor may remove any sign, banner or flag existing on the Site, and Licensee shall be liable to and shall reimburse Licensor for the cost of such removal plus interest.

Section 3.9 Licensor's Rules and Regulations

Licensee shall faithfully observe and comply with the rules and regulations that Licensor shall from time to time promulgate for the protection of the transportation facility and the safety of the traveling public. Licensor reserves the right to make modifications to said rules and regulations at any time without prior notice to Licensee and without Licensee's consent. The additions and modifications to those rules and regulations shall be binding upon Licensee upon advance notification of such rules and regulations to Licensee (see Article 15).

Section 3.10 Water Pollution Control / Stormwater

Licensee shall comply with all applicable State and Federal water pollution control requirements regarding storm water and non-storm water discharges from the Licensee's area and shall be responsible for all applicable permits including but not limited to the National Pollutant Discharge Elimination System (NPDES) General Permit and Waste Discharge Requirements for Discharges of Stormwater Associated with Industrial Activities (Excluding Construction), the NPDES

General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, and the Caltrans Municipal Separate Storm Sewer System NPDES Permit, and permits and ordinances issued to and promulgated by municipalities, counties, drainage districts, and other local agencies regarding discharges of storm water and non-storm water to sewer systems, storm drain systems, or any watercourses under the jurisdiction of the above agencies. Copies of the current storm water related NPDES permits are available on the State Water Resources Control Board's website at www.swrcb.ca.gov under Stormwater.

Licensee understands the discharge of non-storm water into the storm sewer system is prohibited unless specifically authorized by one of the permits or ordinances listed above. In order to prevent the discharge of non-storm water into the storm sewer system, vehicle or equipment washing, fueling, maintenance and repair on the Site is prohibited.

In order to prevent the discharge of pollutants to storm water resulting from contact with hazardous material, the storage or stockpile of hazardous material on Site is strictly prohibited. Licensee shall implement and maintain the Best Management Practices (BMPs) shown in the attached Stormwater Pollution Prevention Fact Sheet(s) for: General Land Use. Licensee shall identify any other potential sources of storm water and non-storm water pollution resulting from Licensee's activities on the Site, which are not addressed by the BMPs, contained in the attached Fact Sheet(s), and shall implement additional BMPs to prevent pollution from those sources. Additional BMPs may be obtained from 2 other manuals, (1) Right of Way Property Management and Airspace Storm Water Guidance Manual (RW Storm Water Manual) available for review at the Licensor's District Right of Way office or online at www.dot.ca.gov/hq/row/rwstormwater and (2) Construction Site Best Management Practices (BMPs) Manual, which is available online at www.dot.ca.gov/hq/construc/stormwater/manuals.htm. In the event of conflict between the attached Fact Sheet(s), the manuals and this Agreement, this Agreement shall control.

Licensee shall provide Licensor with the Standard Industrial Classification (SIC) code applicable to Licensee's facilities and activities on the licensed Site. A list of SIC codes regulated under the General Industrial Permit SIC codes may be found at the State Water Resources Control Board (SWRCB) website at http://www.waterboards.ca.gov/water_issues/programs/stormwater/gen_indus.shtml. Other SIC codes may be found at www.osha.gov/pls/imis/sicsearch.html.

Licensor, or its agents or contractors, shall at all times have the right to enter and inspect the Site and the operations thereon to assure compliance with the applicable permits, and ordinances listed above. Inspection may include taking samples of substances and materials present for testing Site.

ARTICLE 4. Term and Termination:

Section 4.1: Term

Upon approval by the California Transportation Commission (CTC), this Agreement shall govern and be incorporated into each Site License entered into on or after the Effective Date of this Agreement until June 30, 2029 or until such other time that the CTC approves a subsequent

Agreement which is signed and executed by both the Licensor and Licensee. In the event the CTC approves a subsequent agreement and the parties enter into said agreement, each Site License governed by this Agreement shall continue to be governed by this Agreement and this Agreement shall remain in effect until the expiration or earlier termination of each Site License it governs. Each new Site License entered into on or after the effective date of the new agreement shall be governed by the new agreement.

The initial term of each Site License governed by this Agreement shall be 10 (ten) years from the June 30 following the Commencement Date of the Site License Agreement (Initial Term). Licensee shall have the option to renew each Site License for three (3) consecutive five (5) year terms on the same terms and conditions as the Initial 10 year Term, except that the License Fee (defined in Article 5) shall be adjusted to the then-current Pricing Matrix (defined in Article 5). The Site License shall automatically be terminated at the expiration of a Renewal Term unless Licensee notifies Licensor of its intention to renew at least sixty (60) days prior to the expiration of the then current five-year term.

Licensee agrees to begin the process of gaining the approvals necessary to the initiation of Site construction immediately after the Site License Execution Date. If, however, Licensee does not, in good faith, actively pursue a building permit within the "Local Permitting Period" (including extension pursuant to Article 2), Licensor may terminate the individual Site License subject to any applicable cure periods.

Section 4.2: Termination

Licensee: If, at any time during the initial term or option period of an individual Site License, it becomes commercially inadvisable in Licensee's business judgment for Licensee to utilize that particular Site, or if any required certificate, permit, license or approval is denied, canceled or otherwise terminated so that Licensee is unable to use the Site for its intended purpose, Licensee may terminate the individual Site License after it provides the herein specified prior written notice (see Article 15). If Licensee elects to terminate a Site License pursuant to this Section, Licensee shall provide Licensor with a minimum of one hundred eighty (180) days written notice of its intention to terminate the individual Site License and shall, in the case of business judgment termination only, compensate Licensor an amount equivalent to the then annual License Fee as of the effective date of the Notice as liquidated damages for the early termination. In the event that less than one (1) year remains in the Initial Term or option period of the individual Site License terminated by Licensee, Licensee shall pay to Licensor such liquidated damages in the amount equal to only the License Fee due or to become due during the remainder of the then current initial term or option period of the individual Site License.

Licensor: If Licensor's use of a Site makes it necessary for Licensee to remove or relocate its equipment and facilities to another location on Licensor's property, or if there is interference to or involving Licensee's Operations which cannot be resolved as set forth in Article 6, Licensee may elect to terminate the Site License for that Site, without penalty.

Licensor may terminate an individual Site License if its own need for or use of a Site requires relocation of Licensee's facilities because of state transportation purposes, economic necessity or

the best interests of the traveling public. To the extent practicable, Licensor shall provide Licensee with as much notice as possible but no less than three hundred and sixty five (365) days prior written notice of the termination of an individual Site License due to Licensor's required need for or use of the Site. In the case of a transportation construction project where the Licensor's own need for or use of a Site due to state transportation purposes, economic necessity or the best interests of the traveling public requires it to terminate an individual Site within the first five (5) years of the Site License, Licensor shall pay to Licensee an amount equal to the construction costs and expenses actually incurred by Licensee in installing facilities on the Site, which amount shall be equal to the cost of the tower and ancillary improvements retained by Licensor, based on their initial installation cost, amortized over a ten (10) year period (straight-line amortization, e. g., 1/120th per month); provided however that the amount shall not exceed Sixty Thousand and 00/100 Dollars (\$60,000.00) for a Macrocell site, Forty Thousand and 00/100 (\$40,000.00) for a Minicell site or Thirty Thousand and 00/100 Dollars (\$30,000.00) for a Microcell site or Twenty-Five Thousand and 00/100 Dollars (\$25,000.00) for a DAS site (as those terms are defined in Article 5). These payments shall be paid to the Licensee from the Caltrans project that initiates the termination. Licensor shall use its best efforts to find another suitable location for Licensee's facilities in the event that Licensor's need for or use of a Site requires Site License termination. Licensee's obligation to pay a fee for the use of an individual Site shall cease, and a prorated (as described in Section 5.3) portion of any advanced payment made by Licensee shall be returned to Licensee by Licensor upon the date that Licensee removes its equipment and restores the Site, as set forth in this Section.

After five (5) years of the Site License Commencement Date, upon termination or other expiration of an individual Site License, Licensor shall have the option of keeping the tower(s) or monopole(s) and ancillary improvements, such as buildings, vaults, equipment sheds and pads, in place that are owned by Licensee (except for Licensee's equipment and antennas) by providing written notice to Licensee at least ninety (90) days prior to the expiration or earlier termination of a Site License. In the event Licensor does not notify Licensee of its election to obtain ownership of said Licensee property, or if Licensor provides written notice of not intending to retain said improvements, Licensee shall within sixty (60) days after the expiration of the Site license, remove the tower(s), hardware, building(s) and ancillary improvements (above and below ground) made by Licensee, and to return the Site to the condition existing on the Commencement Date, normal wear and tear and damage not caused by Licensee excepted, to the satisfaction of Licensor, at Licensee's sole cost and expense. If Licensor exercises its option to keep the tower and ancillary improvements in place on an individual Site, Licensor shall accept the tower and ancillary improvements in their then existing condition, "AS-IS," without any representation or warranty, and Licensee shall have no further obligation with respect to the Site or such equipment and or property. The parties shall work in good faith to execute a mutually acceptable agreement transferring ownership of Licensee's equipment and property to Licensor in accordance with the provisions of this Agreement. To the extent reasonably practicable, Licensor shall advise Licensee in writing prior to entering into a Site License of Licensor's desire to retain Licensee's Tower or ancillary improvements pursuant to this Section. The cost of the tower and ancillary improvements and Licensor's reimbursement obligation for the cost thereof may be modified in the individual Site Licenses.

If Licensor advises Licensee to remove its facilities, and Licensee refuses to do so, Licensor may, at its discretion, remove the facilities and charge the cost and expense of removal to Licensee or deduct the costs and expenses from monies due Licensee under this Agreement, individual Site Licenses or any other agreements. Licensor, in its sole discretion, may allow some or all of Licensee's equipment to remain on Licensor's property. If no such monies are owed, Licensor may invoke any remedies provided herein or at law or equity to recover all monies owed. Except as otherwise provided herein, the fee for use of a Site terminated before the end of the term for that Site License shall not terminate until the later of the effective date of the early termination or the date on which Licensee has removed its equipment and restored the Site in accordance with Section 12 or the date on which Licensor notifies Licensee of its election to exercise its option to accept transfer of Licensee's facilities.

ARTICLE 5. License Fee

Section 5.1: Annual Base License Fee

Licensee shall pay Licensor an annual fee ("Annual Base License Fee") for the use of each Site that is the subject of an individual Site License, which fee shall be calculated in accordance with this Section. The Annual License Fee of the individual Site License for each Site shall be calculated on the basis of the following two factors: (1) its geographic location and (2) the equipment and building space utilized.

Geographic Areas: Statewide geographic areas consist of three (3) types and are as follows:

- Category 1: "Prime Urban" - means the "Urbanized" (as defined below) portions of the Counties of Alameda, Contra Costa, Los Angeles, Marin, Orange, Santa Clara, San Diego, San Francisco and San Mateo.
- Category 2: "Urbanized" - means all areas defined as "Urbanized" as described in 23 U.S.C. 101 (i.e. "... an area with population of 50,000 or more designated by the Bureau of the Census, within boundaries to be fixed by responsible State and local officials in cooperation with each other, subject to the approval by the Secretary"). Areas that meet the definition of both "Prime Urban" and "Urbanized" shall be considered to be a "Prime Urban" area. For reference purposes, currently designated Urbanized areas are shown on the Bureau of the Census webpage (as may be amended from time to time by a future census):
<https://www.census.gov/geo/maps-data/maps/2010ua.html>
- Category 3: "Rural" – means any and all areas within the State of California not Prime Urban or Urbanized, as defined above.

Equipment types: The equipment and building space utilized shall be determined by the following definitions of Macrocell, Minicell, Microcell and DAS, which shall be used to determine the second factor necessary to the calculation of the Annual Base License Fee. (Note: Only transmitting/receiving antennas are included in the count)

- Macrocell: Facility of nine (9) or more antennas and/or with equipment building or concrete pad space and space required for the foundation of the monopole or tower when

combined exceeds five hundred (500) square feet, not to exceed sixteen (16) antennas or a total area of two thousand five hundred (2,500) square feet. A standard communications facility with a vault or enclosed building is an example of a Macrocell site.

- **Minicell:** A facility with four (4) to eight (8) antennas and/or with equipment building or concrete pad space and space required for the foundation of the monopole or tower, when combined is in excess of three hundred (300) square feet but less than five hundred (500) square feet. A standard communications facility with free-standing cabinets on a pad is an example of a Minicell site.
- **Microcell:** Facility with one (1) to three (3) antennas and/or with equipment building or concrete equipment pad space and space required for the foundation of the monopole or tower, when combined is between thirty seven (37) square feet to three hundred (300) square feet.
- **DAS: Distributed Antenna System (DAS):** A wireless facility (network nodes) of low wattage, with a single antennae operating in geographic confines such as a building, a tunnel or a bridge. DAS are attached to a single stand-alone pole or a building structure and operate in limited distances. DAS are often multi-frequency and more than one carrier can collocate. The fee matrix for DAS is based on an annual per antenna fee.

Section 5.2: Annual Base License Fee Matrix Calculation

Based on the geographic location and equipment and building space factors detailed above, the Annual Base License Fee Matrix shall be determined by using the Annual Base License Fee Matrix attached as Exhibit C. Exhibit C is also known as the “Fee Matrix”. The Fee Matrix shall be determined by the Licensor, and it shall reflect the fair market value of the License Fee under this Agreement and the fair market license value for each Site Agreement.

The license fee for any facility which includes equipment or building space dimensions different from those set forth in the definitions in this Section, shall be negotiated by the parties in good faith. The amount of space licensed shall include the total area fenced by Licensee or used by a specific pole. The building space dimensions shall not include (a) space required by Licensor or any third party for collocation or co-use of the Site and (b) provided such party is separately paying a fee to Licensor for this space. If Licensor requires, or if there are other circumstances caused by geographic, security or other concerns, which requires that Licensee utilize space on the Site in excess of its customary needs or the size limitations specified in this Agreement, the individual Site License may provide for an alteration of the Site designation as a Macrocell, Minicell Microcell, DAS.

Section 5.3: License Fee Payment Schedule:

The first annual payment for each Site shall be paid to Licensor within ten (10) days after the issuance of the Encroachment Permit to Construct. The prorated annual payment for the period shall be calculated from the Commencement Date (or six (6) months after Site License Agreement

is signed, whichever occurs first) through the next occurring June 30 and shall be calculated by dividing a full annual fee payment as indicated in the Annual Base Fee Matrix by 12, calculated to the nearest dollar and multiplying that number by the number of remaining full months in the year with the days of the month rounded to the closest first day of the month. If the Commencement Date (tenancy date) is the 15th of a 30 or 31 day month, the prorated annual rate is rounded to the 1st of the current month. Alternately, if the Commencement Date is the 16th or after of a 30 or 31 day month, the prorated annual rate is rounded to the beginning of the next month. If the month is February the 14th and the 15th will be deciding days. Thereafter, Licensee shall make annual fee payments on July 1 of each year under the applicable Site License. Payments with the Department's Site's tenancy number shall be mailed to: Department of Transportation, Attention: Cashier, P.O. Box 168019, Sacramento, CA 95816-8019.

Section 5.4: Annual Base License Fee Adjustments

Beginning on the first July 1 after the Site License Agreement Commencement Date and on each July 1 thereafter during the initial term of each Site License and any exercised options, the Annual License Fee shall automatically increase by three and one half percent (3.5%). Licensee shall automatically pay the Annual License Fee, payable under the applicable Site License in accordance with the Pricing Matrix attached hereto as Exhibit C.

In the event Licensee fails to pay the annual License Fee within ten (10) days of when due, the past-due License Fees shall bear interest from (but excluding) the date due until paid at the lesser of eighteen percent (18%) per annum (1.5% per month), or the maximum rate permitted under California or federal law, if the aforesaid rate exceeds such maximum.

At the end of the initial term and each option period exercise, the Annual License Fee shall be readjusted to the Annual License Fee for the geographic area and/or equipment type then applicable to the Site approved by the CTC at the time of renewal (Section 5). At such times, the Site shall be reevaluated for geographic area and/or equipment type by Caltrans. If there is a change as to the geographic area and/or equipment types as of the first day of the new period, the Annual Base License Fee shall increase by the greater of (A) the new Annual Base License Fee based upon the new geographic area or equipment type or (B) three and one-half percent (3.5%).

On July 1 of each year thereafter, the Annual License Fee shall automatically increase by three and one-half percent (3.5%) during the next five (5) year option period.

Adjustments in the rate will occur whenever equipment area or the number of antennas changes and will be based on the Annual Base License Fee Matrix in place at the time of the change. The date of increase/decrease shall be based on Encroachment Permit Approval Date and shall be prorated (see Section 5.3).

ARTICLE 6. Improvements and Construction

Prior to commencing any installation, construction, alteration or improvement at any Site, Licensee shall obtain Licensor's prior written approval of Licensee's plans for the installation or alteration work which plans shall be attached to the Site License upon execution. Licensor shall use

commercially reasonable efforts to provide a response (approval, denial, request for modification or additional information), including Federal Highway Administration (FHWA) and environmental clearances, shall be made within forty-five (45) days of submittal of such plans ("Licensor Plan Response Period"); and, if a response is not forwarded within forty-five (45) days, Licensee shall be entitled to an extension of the Local Permitting Period. Licensee's plans shall include information on the length, width, weight, and cable routing, of and between equipment cabinets and/or shelters, antennas and equipment technical specifications, so as to permit Licensor to reasonably verify their placement on the Site, potential interference and proper structural loading and Licensee shall provide Licensor with any other information as Licensor may reasonably request with respect to such plans. Notwithstanding the foregoing or anything to the contrary set forth in this Agreement or any Site License, Licensee may replace, exchange, substitute or modify its equipment or antennas installed at any Site with equipment or antennas substantially similar to the equipment and antennas previously approved by Licensor (per 47 C.F.R. 1.40001) provided such replacement (I) operates at the same or substantially similar frequencies, power levels, emissions, gain, bandwidth and beamwidth, (II), have a tower and tower attachments that are substantially similar in physical dimensions (not larger than 10%) (III) not heavier in weight, (IV) does not enlarge the physical size of the Site area, subject to Licensor's having at least thirty (30) days' notice to ensure there will be no interference with Licensor's operations.

If construction is proposed, Licensee shall, prior to any construction or reconstruction, apply for an encroachment permit and submit seven (7) complete sets of plans, specifications, and structural calculations, stamped by a California NIA registered Engineer, to Licensor, and construction is not to proceed prior to approval of said plans by Licensor, which approval shall not be unreasonably withheld, conditioned or delayed. A minimum of one set of plans must be standard size. Licensor shall respond (approval, denial, request for modification, or additional information) within forty-five (45) days of Licensor's receipt of Licensee's plans. If Licensor does not provide such approval or request for changes within the Licensor Plan Response Period, then Licensor and Licensee shall meet and confer to determine a mutually acceptable additional extension to the Local Permitting Period. Licensor shall not be entitled to receive any additional consideration in exchange for giving its approval of Licensee's plans. If the appropriate local entity declines to inspect Licensee's construction, Licensee shall provide written confirmation by a qualified individual, such as a current or former building inspector or registered engineer, that the construction conforms to plans and all appropriate building standards, prior to issuance of a Department of Transportation Notice of Completion by Licensor.

All of Licensee's installation and alteration work shall be performed in accordance with applicable building codes and shall not adversely affect the structural integrity or maintenance of Licensor's property or improvements. Any structural work or reinforcement on an improvement shall be approved by a licensed structural engineer at Licensee's sole cost and expense. During construction, Licensee shall perform work in such a manner as will not hamper Licensor's operations or the needs of the traveling public.

Licensee shall keep the Site free from any liens arising from any work performed, materials furnished, or obligations incurred by or at the request of Licensee. If any lien is filed against the Site as a result of the acts or omissions of Licensee, or Licensee's employees, agents, or contractors,

Licensee shall discharge, bond or otherwise secure same to Licensor's reasonable satisfaction within thirty (30) days after Licensee has notice that the lien has been filed. If Licensee fails to commence steps to discharge, bond or secure any lien within such thirty (30) day period, then, in addition to any other right or remedy of Licensor, Licensor may, at its election, upon five (5) days prior written notice to Licensee, discharge the lien by either paying the amount claimed to be due or obtaining the discharge by deposit with a court or a title company or by bonding. Licensee shall pay on demand any amount so paid by Licensor for the discharge or satisfaction of any lien, and all reasonable attorney's fees and other legal expenses of Licensor incurred in defending any such action or in obtaining the discharge of such lien, together with all necessary reasonable disbursements in connection therewith.

Except as otherwise expressly set forth in this Agreement, Licensee agrees that each Site and every part and appurtenance thereof is offered in its "AS IS" and "WHERE IS" condition. Based upon information supplied by Licensor on each Site License, Licensee will evaluate the possibility based on Licensee's contemplated operations of interference from, or to, existing wireless communication or other uses on the Site. Licensee will then determine if interference will occur assuming the other user's equipment and Licensee's equipment is properly and lawfully installed and operated. If Licensee determines that any such existing user would interfere with Licensee's operations but that such interference can be reasonably eliminated, Licensee shall so notify Licensor and both parties shall diligently cooperate and work together and shall use reasonable efforts to remedy the condition deemed to be the Licensee's responsibility for such potential interference; provided, however, Licensor's failure to remedy such condition shall in no event result in any liability of Licensor hereunder or under any Site License. Any physical change to Licensor's existing equipment requested by Licensee shall be at Licensee's sole cost. At such time as Licensee determines that interference shall occur, such determination by Licensee shall be binding on Licensee, and subject to Licensee's rights under Article 4, no subsequent determination with respect thereto shall excuse Licensee from liability hereunder or with respect to any Site License; provided, however, that if Licensee's Operations are adversely affected in any material way as a result of the improper or unlawful operation of any equipment located on the Site at the time of Licensee's evaluation or as a result of modifications to equipment and/or additional equipment being installed and operated on the Site by either Licensor or any other user of the Site under the control of Licensor, Licensor shall use its best efforts (with the cooperation of Licensee) to promptly resolve such interference. In no event shall Licensor's inability to resolve such interference entitle Licensee to terminate any Site License unless after thirty (30) days following the commencement of such efforts at resolution, such interference has not been resolved to the reasonable satisfaction of Licensee. Nothing in this Agreement shall be deemed to waive any rights Licensee may have pursuant to applicable FCC regulations to enjoin such interference or pursue any other remedies available to Licensee at law or in equity after expiration of the thirty (30) day period referred to in the preceding sentence.

Notwithstanding anything in this Section to the contrary, Licensee acknowledges that Licensor may not have control over equipment located on or adjoining the Site which would interfere with Licensee's use of the Site and shall not be liable for such lack of control. In the event of such interference, Licensor and Licensee shall use all reasonable efforts within their control to obtain the cooperation of the equipment owner to resolve such interference; provided, however, that if the parties shall not succeed in obtaining the cooperation of the equipment owner to resolve such

interference within thirty (30) days following such interference, Licensee may immediately terminate any Site License so affected (and/or this Agreement if no Site Licenses remain subject hereto), and neither party shall have any further liability with respect to such Site License. Any prepaid Annual License Fee shall be credited or returned to Licensee on a pro-rated basis.

All portions of the communications facilities or other property or improvements attached to or otherwise brought onto the Site by Licensee shall, at all times and for all purposes, be the personal property of Licensee and at Licensee's option, may be removed by Licensee at any time during the term, subject to the provisions of Article 4, and shall be removed no later than within sixty (60) days after expiration of the term or termination of the applicable Site License.

Upon execution of a Site License Agreement, Licensor shall not thereafter grant to any third party any license, or other permission to use (in this Section collectively, a "Grant") the Licensor's property, Site or area surrounding the Site under Licensor's reasonable control, if the use permitted under such Grant would cause interference with Licensee's Operations. Any such Grant shall expressly prohibit the user thereunder from interfering with Licensee's Operations. Licensee shall reasonably cooperate with Licensor and/or any subsequent third party user to eliminate any interference and to allow collocation, if possible.

ARTICLE 7. Utilities and Access

Licensee shall have the right at its sole cost and expense to obtain and connect to telephone and electrical service from any utility company that provides or is willing to provide such service to the Site, subject to Licensor's right to approve proposed utility routes and the manner of installation, which approval shall not be unreasonably withheld, conditioned or delayed. Licensee shall timely pay all of Licensee's utility costs. Licensee shall either obtain electric power directly from the local utility or under special circumstances from Licensor's power source and shall pay for installation of a sub meter and any reasonable additional costs of service to the Licensor due to the added utility requirements. Licensee shall pay all local utility company charges directly to the provider. Licensor is under no obligation to provide power or allow Licensee to use its power source, but shall cooperate with Licensee in its efforts to bring electrical power to the Site.

The following provisions shall govern access to the Site by Licensee, unless otherwise modified on a particular Site License. Access for construction, routine maintenance and repair, conducting feasibility studies and other non-emergency visits shall be stated in each Site License and require a minimum of one (1) business days prior written notice to Licensor at Licensor's address stated in the Site License (no Site License shall have more than one address of record in each Region or District of Licensor). Some Site Licenses may allow non-written notice for non-emergency visits and/or routine maintenance and repair visits. In the event of an unscheduled repair or other emergency, Licensee shall be entitled to access to the Site twenty-four (24) hours per day, seven (7) days a week subject to any special conditions in the Site License. If Sites are allowed that could affect traffic flow, named maintenance and contractors may be restricted to non-peak flow hours. Licensee shall endeavor to provide written (but in any event shall attempt to provide oral) notice of an emergency repair prior to accessing the Site. Any such access by Licensee shall be subject to any other or superseding access requirements as may be specified in a Site License.

ARTICLE 8. Improvement Fees/Taxes

Licensee shall pay all real estate taxes, possessory interest taxes and other taxes and fees caused by Licensee's use and/or equipment placed on the Site or other improvements constructed by Licensee on the Site.

ARTICLE 9. Indemnity and Insurance

Section 9.1 Indemnification

Neither Licensor nor any of Licensor's officers or employees shall be responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by Licensee under or in connection with any work, authority, or jurisdiction conferred upon Licensee or arising under this Agreement excluding those arising by reason of the negligence of Licensor, its officers, employees, and agents.

It is understood and agreed Licensee shall fully defend, indemnify, and save harmless Licensor and all of its officers and employees from all claims, suits, or actions of every kind brought forth under any theory of liability occurring by reason of anything done or omitted to be done by Licensee under this Agreement. Licensee's obligations to defend, indemnify, and save harmless Licensor extends to any and all claims, suits, or actions of every kind brought forth under any theory of liability occurring due to the use of the Site and Licensee's operations under this Agreement, any accompanying agreement with Licensor, and any encroachment permit issued by Licensor.

If the Site License is terminated for any reason, Licensee also agrees to indemnify, defend, and save harmless Licensor from any third party claims for damages arising out of the termination of the License due to Licensee's failure to comply with the requirements of this Agreement that occur prior to termination of this agreement. Such third party claims include any claims from any contractors retained by Licensee or its successors in interest.

Furthermore, Licensee agrees it controls the Site. As such, Licensee agrees to defend, indemnify and hold harmless Licensor, its officers, agents, and employees for any and all claims arising out of any allegedly dangerous condition of public property based upon the condition of the Site.

Licensee agrees to defend, indemnify and save harmless Licensor, its officers, employees, and agents from any and all claims, suits or actions of every kind brought forth under any theory of liability with respect to the Site or the activities of Licensee or its officers, employees, and agents at the Site, excluding those arising by reason of the negligence of Licensor, its officers, employees, and agents.

Licensee's obligations to defend and indemnify Licensor is not excused because of Licensee's inability to evaluate liability or because Licensee evaluates liability and determines Licensee is not liable. Licensee must respond within thirty (30) days to the tender of any defense and indemnity by Licensor, unless this time has been extended by Licensor.

Section 9.2 Liability Insurance

Nothing in this Agreement is intended to establish a standard of care owed to any member of the public or to extend to the public the status of a third-party beneficiary for any of these insurance specifications.

A. Workers' Compensation and Employer's Liability Insurance

Licensee shall provide workers' compensation and employer's liability insurance as required under the Labor Code. The Licensee shall also provide Licensor certified proof of insurance within thirty (30) days of signing the Site License Agreement and before performing any work (Labor Code § 1861) in connection with this Agreement Insurance certification shall provide that Licensee is aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and shall comply with such provisions before commencing the performance of the work of this contract.

Licensee shall provide Employer's Liability Insurance in amounts not less than:

1. \$1,000,000 for each accident for bodily injury by accident
2. \$1,000,000 policy limit for bodily injury by disease
3. \$1,000,000 for each employee for bodily injury by disease

B. Commercial General Liability Insurance

Licensee shall procure Commercial General Liability Insurance, which limits may be met by a combination of primary and excess or umbrella insurance, with \$5 million per occurrence and aggregate limits covering all operations by or on behalf of Licensee, providing insurance for bodily injury liability and property damage liability, and including coverage for:

1. Site operations
2. Products and completed operations
3. Broad form property damage (including completed operations)
4. Explosion, collapse, and underground hazards
5. Personal injury
6. Contractual liability meeting the indemnification obligations herein

The Commercial General Liability insurance procured by Licensee shall also comply with the following:

1. Shall extend to all of Licensee's operations and remain in full force and effect during the term of this Agreement.
2. Must be with an insurance company with a rating from A.M. Best Financial Strength Rating of A- or better and a Financial Size Category of VII or better.
3. Shall be on Commercial General Liability policy form no. CG0001 as published by the Insurance Services Office (ISO) or under a policy form at least as broad as policy form no. CG0001.
4. Shall contain completed operations coverage with a carrier reasonably acceptable to LICENSOR through the expiration of the latent and patent deficiency in construction statutes of repose set forth in Code of Civil Procedure section 337.15.
5. Shall name Licensor, including its officers, directors, agents (excluding agents who are design professionals), and employees, as additional insureds under the required General Liability and/or Umbrella Liability Policies with respect to liability arising out of or connected with work or operations performed in connection with this Agreement. Coverage for such additional insureds does not extend to liability to the extent prohibited by Insurance Code section 11580.04.
6. Shall provide additional insured coverage by a policy provision or by an endorsement providing coverage at least as broad as Additional Insured (Form B) endorsement form CG 2010, as published by the Insurance Services Office (ISO), or other form designated by Licensor.
7. Shall state the insurance afforded the additional insureds applies as primary insurance. Any other insurance or self-insurance maintained by Licensor is excess only and must not be called upon to contribute with this insurance.

Licensee shall carry automobile liability insurance, including coverage for all owned, hired, and non-owned automobiles. The primary limits of liability must be not less than \$1,000,000 combined single limit for each accident for bodily injury and property damage. The umbrella or excess liability coverage required under this Article shall also apply to automobile liability.

Licensor allows reasonable deductible clauses not overly broad, exceeding \$250,000, or harmful to Licensor. Licensee agrees by executing this Agreement it shall defend, indemnify, and hold harmless Licensor until such deductible is paid or applied to any claim arising out of this Agreement, regardless of Licensee's evaluation of liability, as discussed in Section 9.1.

Licensor may assure Licensee's compliance with Licensee's insurance obligations. Seven (7) days before an insurance policy lapses or is canceled during the term of this Agreement, Licensee shall submit evidence of renewal or replacement of the policy. Licensee is not relieved of its duties and responsibilities to indemnify, defend, and hold harmless Licensor, its officers,

agents, and employees by Licensor's acceptance of insurance certificates. The minimum insurance coverage amounts do not relieve Licensee from liability in excess of such coverage.

C. Self-Insurance

Reasonable self-insurance programs and self-insured retentions in insurance policies are permitted by Licensor. If Licensee uses a self-insurance program or self-insured retention, Licensee must provide Licensor with the same protection from liability and defense of suits as would be afforded by first-dollar insurance. Further, execution of this Agreement is Licensee's acknowledgment Licensee shall be bound by all laws as if Licensee were an insurer as defined under Insurance Code section 23 and Licensee's self-insurance program or self-insured retention shall operate as insurance as defined under Insurance Code section 22.

Section 9.3 Failure to Procure and Maintain Insurance

If Licensee fails to procure, or maintain the insurance required by this Article in full force and effect, this Agreement may be terminated immediately by Licensor. In addition, if Licensee fails to procure or maintain the insurance required by this Article, Licensee shall cease and desist from operating any business on the Site and the improvements erected thereon and shall prevent members of the public from gaining access to the Site during any period in which such insurance policies are not in full force and effect.

ARTICLE 10. Transfer or Assignment

This Agreement and the Site Licenses granted hereunder are exclusive and personal to Licensee. Except as hereinafter provided, Licensee shall not, without Licensor's and the Federal Highway Administration's ("FHWA") prior written consent (which consent may be withheld at Licensor's and FHWA's sole and absolute discretion) sell, transfer, assign, sublicense, or otherwise convey and assign (in whole or part) their rights, duties, obligations or interests under this Agreement, a Site License, or its interest in any particular Site or Site License or any part thereof. Notwithstanding the foregoing, Licensee may transfer or assign their rights, duties, obligations or interests this Agreement, a Site License or its interest in a particular Site or any part thereof without Licensor's or FHWA's consent to any person or business entity which is a one-hundred percent parent company. Any proposed transfer or assignment that is submitted to the Licensor and FHWA for their respective prior written consent shall state that the proposed transferee or assignee shall assume, perform and be responsible for all terms, covenants and conditions of the Licensee under the transferred or assigned interest, and describe the proposed transaction. Any request for a transfer or assignment shall require the payment of Two Thousand Five Hundred and 00/100 Dollars (\$2,500) (per Article 17) to Licensor as a processing fee.

ARTICLE 11. Repairs

Licensee shall, at all times during the term of any particular Site License and at Licensee's sole cost and expense, keep its facilities and equipment located on or about the Licensor's property Site and every part thereof in good condition and repair, reasonable wear and tear excepted, including making replacements when necessary. If Licensee fails to promptly make any repairs that are

necessary to remedy a dangerous condition on the Site caused by Licensee, its agents, employees or contractors, or other condition caused by Licensee, its agents, employees or contractors which is materially adverse to the quiet enjoyment by Licensor or any other user of the Site, Licensor shall give Licensee written notice of its intention to make such repairs and the date on which such repairs shall commence. Except for emergencies, Licensee shall be given at least fifteen (15) days from the day the letter is sent to commence the repairs. If Licensee does not, prior to the date set forth in such notice, commence to make such repairs, Licensor may make such repairs and shall be reimbursed by Licensee for any and all reasonable costs incurred by Licensor in performing (or contracting to have performed) such repairs, including any overhead costs reasonably allocable to the performance thereof. Licensor shall provide Licensee reasonably detailed supporting documentation of such costs concurrently with any demand for reimbursement.

Licensee shall, at all times, during the term of any particular Site License and at Licensee's sole cost and expense, keep Licensee's equipment at the Site and any access roads constructed by Licensee for its sole use at the Site in good condition and repair, except for any access roads or improvements installed by Licensor or other third parties.

Licensee, at its sole cost and expense, shall restore all Licensor property which is destroyed or damaged by Licensee's activities on a Site subject to an individual Site License. Licensee agrees to commence performance of any remedial work within thirty (30) days of written notice by Licensor, or as soon thereafter as is reasonably practicable, and to complete remedial work required in the reasonable opinion of Licensor to restore the Site to its original condition, reasonable wear and tear excepted, within the number of days specified in the written notice. The number of days specified in the written notice shall be reasonable. If remedial work is not undertaken and completed within the specified time, Licensor may, on ten (10) days prior written notice to Licensee, undertake and complete the remedial work with its own forces and/or independent contractors, and Licensee shall pay all actual costs or charges incurred by Licensor by reason of such work. Licensor shall provide Licensee reasonably detailed supporting documentation for such costs and charges.

ARTICLE 12. Surrender of Site; Holding Over

Upon the Agreement expiration, end of option or other termination of a Site License, Licensee shall peacefully vacate the Site in as good order and condition as the same were on the Commencement Date, reasonable wear and tear, and damage not caused by Licensee excepted. If Licensee fails to promptly remove all of its facilities and equipment from the Site within sixty (60) days after expiration or earlier termination of the Site License, Licensor may, after five (5) days prior written notice to Licensee, remove the same (without any liability to Licensee for any damage to such equipment and/or facilities which may result from reasonable efforts at removal), and Licensee shall pay to Licensor on demand any and all reasonable costs incurred by Licensor in removing and storing such improvements and equipment prior to retrieval of same by Licensee. Licensor has no obligation to store such equipment, and Licensee shall have no claim if Licensor destroys the equipment if it is not removed by Licensee as provided herein. Any improvements Licensor desires to remain shall be governed by the provisions of Article 4.

Should Licensee continue to hold the Site after the termination of a Site License, whether the termination occurs by lapse of time or otherwise, such holding over shall, unless otherwise agreed to by Licensor in writing, constitute and be construed as a tenancy at will with an annual rent equal to the current Annual License fee plus an additional Annual License Fee equal to 18.0% (eighteen percent) of the current Annual License Fee., subject to all of the other terms set forth herein including the annual percentage increase.

ARTICLE 13. Default and Remedies

The occurrence of any one or more of the following events shall constitute an "event of default" or "default" under the particular Site License(s) to which it applies:

- a) if Licensee fails to pay any Annual License Fee or other sums payable by Licensee under the Site License as and when the Annual License Fee or other sums become due and payable and such failure continues for more than ten (10) days after written notice thereof from Licensor is received pursuant to Article 15;
- b) if Licensee upon actual receipt of any formal written order or directives relating to the Site from any governmental entity fails to comply with such order or directive within the time limits set forth in such order or directive and any applicable administrative or judicial appeal rights having been exhausted;
- c) if Licensee fails to perform or observe any other term of the applicable Site License(s), and such failure continues for more than thirty (30) days after written notice thereof from Licensor provided that in the event of a default which cannot with due diligence be cured within a period of thirty (30) days, Licensee shall have such extended periods as may be required beyond such thirty (30) day cure period to cure any non-monetary default if the nature of the cure is such that it reasonably requires more than thirty (30) days to cure, and Licensee commences the cure within the thirty (30) day period and thereafter continuously and diligently pursues the cure to completion, or such longer period as mutually agreed by the parties hereto;
- d) if any petition is filed by or against Licensee, under any section or chapter of the present or any future federal Bankruptcy Code or under any similar law or statute of the United States or any state thereof (and with respect to any petition filed against Licensee and such petition is not dismissed within ninety (90) days after the filing thereof), or Licensee shall be adjudged bankrupt or insolvent in proceedings filed under any section or chapter of the present or any future federal Bankruptcy Code or under any similar law or statute of the United States or any state thereof;
- e) if Licensee becomes insolvent or makes a transfer in fraud of creditors; or
- f) if a receiver, custodian, or trustee is appointed by Licensee or for any of the assets of Licensee which appointment is not vacated within ninety (90) days of the date of the appointment;

In any notice of an alleged default by Licensee from Licensor, Licensor shall specify the nature of the default and the Site License(s) potentially affected thereby. After applicable notice and grace periods have expired, at any time thereafter that Licensee remains in default, Licensor may

terminate the Site License(s) directly affected by such default and, if all Site Licenses shall be affected, this Agreement, without notice or demand. Upon the applicable termination, Licensee shall immediately surrender all applicable Sites then licensed to Licensee under the affected Site License to Licensor and, subject to Article 4 remove all of its facilities and equipment therefrom. If Licensee fails to promptly remove all of its facilities and equipment from the Site as required under this Agreement, Licensor may remove the same (without any liability to Licensee for any damage to such equipment and/or facilities which may result from reasonable efforts at removal), and Licensee shall pay to Licensor on demand any and all costs incurred by Licensor in removing and storing such facilities and equipment prior to retrieval of same by Licensee.

If either Licensor or Licensee shall be delayed or prevented from the performance of any act required hereunder by reason of acts of God, governmental restrictions, regulations or controls (except those reasonably foreseeable in connection with the uses contemplated by this License), or other cause without fault and beyond the control of the party obligated (except financial inability), performance of such act shall be excused for the period of the delay and the period for the performance of any such act shall be extended for a period equivalent to the period of such delay. Nothing in this clause shall excuse Licensee from prompt payment of any rent, taxes, insurance or any other charges required of Licensee.

In the event of a termination of a Site License, it shall be lawful for Licensor, after not less than thirty (30) days prior written notice, to reenter into and upon the Site, and every part thereof, and to remove at Licensee's expense all of Licensee's property therefrom and to repossess and occupy the Site. In the event Licensor terminates a Site License pursuant to this Section, Licensor shall not be required to pay Licensee any sum or sums whatsoever related to that Site License.

ARTICLE 14. Covenants/Disclaimer

Licensor agrees that:

- With respect to each particular Site, Licensor owns or has control of the land on which the Licensor's property and Site is located and has the right to enter into the Site License with Licensee with respect thereto and if Licensor is leasing a particular Site, a copy of the underlying agreement, License, Right-of-Way deed or other instrument will be attached to the individual Site License.
- Except as otherwise disclosed to Licensee in writing prior to the execution of any Site License, there are, to Licensor's actual knowledge (without any independent investigation), no known liens, restrictions, mortgages, covenants, conditions, easements, licenses, agreements of record or not of record, which would adversely affect or prohibit Licensee's use and enjoyment of the Site under a Site License.
- Licensor has the full authority to enter into and execute this Agreement and any Site License pursuant to this Agreement.
- Licensee shall have access to the Site and the quiet and peaceful use, enjoyment and possession of the Site during the term for its permitted uses.
- Except as specifically set forth in an individual Site License, to the best of its knowledge, no Hazardous Substances are present on, in, or under the Site in violation of applicable law, and, to the best of Licensor's knowledge all operations on the Site are and have been in substantial compliance with all laws regulating such Hazardous Substances, no litigation has been brought or threatened, nor any settlements reached with any governmental, quasi-governmental entity or

private party concerning the actual or alleged presence, disposal, release or threatened release of such Hazardous Substances in, on, about or under the Site, and Licensor has not received notice of any violation, or any alleged violation of any law related to Hazardous Substances and relating to the Site. "Hazardous Substances" includes substances, chemicals or wastes that are identified as hazardous, toxic or dangerous in any applicable federal or state law.

Nothing herein shall be construed or interpreted to require that Licensor remediate any Hazardous Substance at any Site. If Licensee discovers hazardous substances on the Site during the Local Permitting Period, its sole remedy shall be to cancel the Site License. Any work needed to remove or remediate any Hazardous Substance or other Environmental Hazard that requires the removal or relocation of Licensee's equipment shall be treated as "Licensor's use of a Site" pursuant to Article 4.

Licensor and Licensee each respectively agree that:

- it has full right to make this Agreement;
- the making of this Agreement and the performance thereof will not violate any laws, ordinances, restrictive covenants, or other agreements under which it is bound;
- it is fully organized/formed, validly existing and in good standing and has all rights, power and authority to make this Agreement and bind itself hereto through the party set forth as signatory set forth below; and,
- neither party has liability for any brokerage commission due to any broker in connection with this Agreement or any Site License.

Except as expressly provided herein, Licensor does not agree or covenant:

- whether particular Site is suitable for the purposes contemplated hereunder, including without limitation the adequacy of such Site's location, its condition, or the condition of any structure or appurtenances thereto; or,
- whether Licensee will be required to obtain (or will be able to obtain) any licenses, permits or approvals or any applicable governmental authority necessary for Licensee's Operations at any particular Site.

ARTICLE 15: Notices

Unless otherwise provided herein, any notice or demand required or permitted to be given hereunder shall be given in writing by hand delivery, first class certified or registered mail, return receipt requested, or by recognized overnight mail, in a sealed envelope, postage prepaid, to be effective when received or refused. Notice shall be addressed to the parties at the addresses set forth on the signature pages. Either party hereto may change the place for the giving of notice to it by like written notice to the other as provided herein.

ARTICLE 16: General Provisions

This Agreement and the Site Licenses entered into by the parties constitute the entire agreement and understanding between the parties, and supersede all offers, negotiations and other agreements concerning the subject matter contained herein. Any amendments to this Agreement or any Site License must be in writing and executed by both parties.

If any provision of this Agreement is held invalid or unenforceable by any court of final jurisdiction, the provision shall be construed in a manner that will eliminate only the part of the provision that is invalid or unenforceable; the remainder of the provision shall remain in full force and effect; and all other provisions of this Agreement be construed to remain fully valid, enforceable, and binding on the parties. To the extent any provisions of this Agreement are in conflict with, or inconsistent with regulations or rules promulgated by the California Public Utilities Commission such provisions shall be null and void.

This Agreement and the Site Licenses shall be binding on and inure to the benefit of the successors and permitted assignees of the respective parties.

This Agreement and each Site License shall be governed by the laws of the State of California without regard to any conflict of laws doctrine. Licensors and Licensees agree that any dispute, action or proceeding arising out of this Agreement or any Site License shall be subject to the jurisdiction of the Superior Courts of the State of California, shall be subject to venue in the County of Sacramento with respect to disputes arising out of this Agreement, and shall be subject to venue in the county in which the Site is located for disputes arising out of an individual Site License.

Licensee may record an appropriate Notice or Memorandum of any Site License.

In any case where the approval or consent of one party hereto is required, requested or otherwise to be given under this Agreement or any individual Site License, such party shall not unreasonably delay, withhold or condition its approval or consent.

All riders and Exhibits annexed hereto form material parts of this Agreement.

This Agreement may be executed in duplicate counterparts each of which shall be deemed an original.

Licensee shall not discriminate against any employee or applicant for employment because of race, color, religion, ancestry, sex, age, national origin, or physical handicap. Licensee shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, ancestry, sex, age, national origin or physical handicap. (See California Government Code Sections 12920-12994 for further details.)

Licensee shall not commit, suffer, or permit any waste on the licensed Site or any acts to be done thereon in violation of any laws or ordinances, and shall not use or permit the use of the licensed Site for any illegal or immoral purposes.

ARTICLE 17: Administrative Fee

Licensee shall pay a one-time charge of Five Thousand and 00/100 Dollars (\$5,000.00) when applying for a Site License to cover the costs associated with the preparation and the engineering and technical analysis of the Site License to assure complete compatibility of operations at the Site. This payment will entitle Licensee to the Local Permitting Period without additional charge. This amount may be periodically adjusted to reflect an actual change in the costs incurred by Licensor with the preparation and the engineering and technical analysis for the Site. This is in

addition to general permits required by any party entering Licensor's property, especially if entry is sought for an access-controlled roadway, such as annual district survey permit, encroachment permits, or maintenance permits.

Subsequent documents requiring approval including assignments, and sublicenses require an administrative fee of Two thousand Five Hundred and 00/100 Dollars (\$2,500.00) to cover cost of review. Minor requests for Site modification requiring no review fee. Modifications requiring District Airspace Review Committee review shall require an administrative fee of Two thousand Five Hundred and 00/100 Dollars (\$2,500.00).

ARTICLE 18: Casualty Responsibilities

Neither party will keep improvements which are constructed or installed by the other party under the provisions of this Agreement insured against fire or casualty, and neither party will make a claim of any nature against the other party by reason of any damage to the business or property of the other party in the event of damage or destruction by fire or other cause. Each party is solely responsible for insuring, or self-paying, all expenses caused by the destruction or damage of its facilities regardless of cause or fault.

ARTICLE 19: Relocation Assistance

Licensee acknowledges it is not entitled to any relocation assistance payments at the conclusion of this Agreement or any Site License under State (Government Code Section 7260 et seq.) or federal law (42 U.S.C. 4601 et seq.), and Licensee further agrees it will not file or pursue any such claim.

ARTICLE 20: Collocation - Licensor

Unless otherwise specified in a Site License, the facility to be constructed by Licensee at that particular Site shall be built to include the following specifications below to allow for Licensor's possible use, to the extent reasonably feasible and approved by the appropriate permitting agencies, at no cost to Licensor, subject to Licensee's consent, which consent shall not be unreasonably withheld, conditioned or delayed. Licensee shall not be required to modify any portion of Licensee's Equipment or Site to accommodate Licensor's installation of additional equipment or modification of existing equipment, as determined within the sole discretion of Licensee.

- If Licensee will be constructing a monopole or other tower at the Site for its use, such tower/monopole shall, upon completion of construction, be available to Licensor to use for one 800 MHZ omni-antenna approximately 90" long, 2.6" in diameter, with a weight not to exceed twenty pounds, to be mounted at a height designated by Licensee, not less than twenty (20) feet high. In lieu of said antenna, Licensor may install another antenna of similar size and capability for Licensor's possible use.
- If Licensee will be constructing a vault at the Site, Licensee shall make available, upon completion of initial construction, a 2' x 2' x 7' space for Licensor's equipment; if Licensee will be constructing an equipment pad, Licensee shall make available, upon completion of initial construction, at least 2.5' x 2.5' of space for Licensor's equipment cabinet.
- Conduit or a cable tray for transmission from equipment area to antenna.

- Cable access to phone and electrical lines.

If Licensor chooses to occupy a tower/monopole built by Licensee, it may engage a contractor to install its equipment on Licensee's facilities. Licensee reserves the right to approve Licensor's list of contractors prequalified to perform the equipment installation. Contractors utilized by Licensor must all provide proof of adequate insurance coverage and must name Licensee as an additional insured. Licensee shall inspect the installation and advise Licensor of any deficiencies noted. Alternatively, Licensor may request that Licensee install Licensor's equipment. All expenses that Licensee actually incurs for ancillary equipment purchased or installed for the benefit of Licensor, or for radio tower work performed by Licensee for the benefit of Licensor, shall be at Licensor's expense, provided that such costs are commercially competitive and documented in reasonable detail.

When Licensor occupies a tower/monopole constructed by Licensee, the parties agree to negotiate in good faith issues concerning such occupation by Licensor, including but not limited to issues relating to site access, insurance, maintenance, interference and indemnity. If parties other than Licensee will co-use a Site with Licensee, it shall be Licensor's responsibility to ensure, through the use of its approval rights set forth in Article 22 that any space reserved for Licensor pursuant to this article remains available and technically feasible with respect to structural and technical interference issues.

ARTICLE 21. Collocation

This Agreement is non-exclusive. Licensee shall allow collocation with other carriers (each a collocatee) at the Site if the collocation is reasonably feasible, the project does not interfere with Licensee's current use of the Site, the project is compliant with this Agreement, the project is approved by Licensor and the project is approved by the appropriate permitting entities. These collocation covenants apply to requests by Caltrans to share facilities at a later date. Collocation requests shall follow the same standard of review/approval process as the original Site License.

Each collocatee shall have a separate Site License subject to this Agreement with the term(s) running coterminous (all starting and expiring on the same date) with the primary or original Licensee Site License. There are two types of collocatees pursuant to this Agreement, Sub-Users and Direct-Users. A Sub-User is a collocatee that uses Licensee's antenna mount and Licensee's equipment area to mount the Sub-User's antennas and house the sub-User's equipment within the existing Site maximum footprint area (contiguous equipment improvement, but may be fenced off from other collocatees). A Direct-User is a collocatee that only uses the Licensee's antenna mount but requires separate ground space from Licensee's on Licensor's property for the Direct Users equipment area. The separate area is not contiguous (has own ingress/egress and equipment pad) to the original Site License footprint area. The annual base license fee for a Sub-User shall be the greater of:

- (i) 50% of the Licensee's annual payment,
- (ii) 50% of the payment the collocatee pays the Licensee.

The annual base license fee for a Direct-User shall be the greater of

- (i) the full annual base license fee based on the number of antennas,

- (ii) the full annual base license fee based square footage of the enclosed equipment area (Article 5.1).

The administration fee payable to the Licensor for collocations on an existing facility is Five thousand and 00/100 Dollars (\$5,000.00) and the Licensor's review/approval cannot be unreasonably withheld, conditioned or delayed. However, if the collocation is submitted as one proposal with Licensee's the submission, or as multiple collocatees, only one administration fee for the entire review shall be required.

ARTICLE 22: Business Summary Affidavit

Once per calendar year, Licensor, may submit a written request (see Article 15) to Licensee for a business summary affidavit pertaining to Licensee's collocator fee agreements for the prior twelve (12) month period, and Licensee shall provide such written accounting to Licensor within sixty (60) days after Licensee's receipt of such written request.

Licensor, at its sole discretion, may elect to not enter, renew or exercise any Site License option if, based on a review of the business summary affidavit, Licensor determines, in its sole opinion, that Licensee is not in compliance with Article 21 of this Agreement. Copies of annual financial statements filed with the Securities and Exchange Commission ("SEC") may fulfill this requirement if Licensee is a publicly traded corporation. If Licensee desires to fulfill this requirement by submitting the Annual Financial Statement of a parent or affiliated corporation, then that parent or affiliated corporation shall guarantee Licensee's performance of all obligations required by this Agreement and the applicable Site License.

LICENSEE DBA: _____

By: _____
(Signature) (Title)

(Print Name) (Date)

Address: _____

Phone Number: _____

LICENSOR: State of California, Department of Transportation

By: _____
(Signature) Office Chief, Real Property Services

(Print Name) Date

Address: Department of Transportation
Division of Right of Way and Land Surveys
Office of Real Property Services
1120 "N" Street, MS 37
Sacramento, CA 95814

Stormwater Pollution Prevention

General Land Use

Illicit Connections/Illegal Discharge

- Locate solid waste storage areas away from drainage facilities and watercourses and not in areas prone to flooding or ponding. Prevent storm water run-on from contacting stored solid waste through the use of ditches, berms, dikes and swales. Use dry cleanup techniques (e.g., vacuuming, sweeping, dry rags) to remove solid waste from the site when practicable. Use wet cleaning techniques only when dry cleanup techniques are not practicable. Periodically inspect the solid waste storage areas and review the disposal procedures.
- Non-storm water discharges to drainage paths, drain systems and watercourses are prohibited. Fluids should be collected by vacuum or other methods and contained and recycled, evaporated or discharged to the sanitary sewer system with approval from the publicly-owned treatment works.
- Store, transport and dispose of all hazardous waste in accordance with federal, state and local regulations. Follow label instructions regarding the proper handling, mixing and application of materials which could generate hazardous waste and a discharge to waterways.
- Train employees in proper waste disposal and cleaning, maintenance and good housekeeping procedures.



General Maintenance and Repair

Properly collect and dispose of water when pressure washing buildings, rooftops, and other large objects. Properly prepare work area before conducting building maintenance. Properly clean and dispose of equipment and wastes used and generated during building maintenance.

Recycle residual paints, solvents, lumber, and other materials to the maximum extent practical. Buy recycled products to the maximum extent practical.

Do not dump waste liquids down the storm drain. Make sure that nearby storm drains are well marked to minimize the chance of inadvertent disposal of residual paints and other liquids.



Keep the work site clean and orderly. Remove debris in a timely fashion. Sweep the area. Cover materials of particular concern that must be left outside, particularly during the rainy season. Use drip pans or absorbent material under leaking vehicles and equipment to capture fluids.

All maintenance activities should practice water conservation. Keep water application equipment in good working condition. Use the minimum amount of water needed to complete each maintenance activity.



Rev. 6-1-07

Stormwater Pollution Prevention

General Housekeeping

- Purchase only the amount of material that will be needed for foreseeable use. Choose products that do the same job with less environmental risk.
- Keep work sites clean and orderly. Remove debris in a timely fashion. Sweep the area. Dispose of wash water, sweepings, and sediments, properly. Recycle or dispose of fluids properly.
- Specific employees should be assigned specific inspection responsibilities at the work site and given the authority to remedy any problems found.
- Prohibit littering by employees, subcontractors, and visitors.
- Keep lids on dumpsters closed. Arrange for larger dumpsters or more frequent collection of trash from dumpsters to prevent overflow. Do not conduct dumpster washout on the work site. Notify trash hauling contractors that only watertight dumpsters are acceptable for use on-site.



Rev. 6-1-07

SLA No. _____
Dist.- Co.- Rte.- Parcel - Tenancy

Premises: _____

SITE LICENSE AGREEMENT

Subject to the terms and conditions of the Master License Agreement ("MLA") between the undersigned Licensee and Licensor, Department of Transportation, the following described location is licensed to Licensee for unmanned telecommunications purposes:

1. Licensee: _____

2. Site Address/Description: _____

3. Geographic Area Category: Prime Urban Urbanized Rural

4. Equipment Classification: Macrocell Minicell Microcell

5. Base Annual License Fee: _____
(Fee based upon current Pricing Matrix in effect when Site License Agreement is executed. Annual License Fee is due by June 30 each year. The initial License Fee will be prorated to the next June 30, and will be past due after ten days of the Commencement Date.)

6. Effective Dates: The "Execution Date" is the date Licensor signs this Agreement. The "Commencement Date" is the date of the Encroachment Permit for construction, not to be later than six months after the Execution Date, unless extended per the terms of the MLA).

7. Local Licensor Contacts for access or emergencies (names, titles, phone, pagers, etc.)

(Licensee will be responsible for all overtime charges)

8. Local Licensee Contacts for access or emergencies (names, titles, phone, pagers, etc.)

9. Term/Renewals Ten years with three 5-year options, unless a shorter term or number of renewals is specified as a special term or condition.

10. Pursuant to MLA Section 4 (g), Licensor advises it is (likely) (unknown if) Licensor will desire to retain the tower/ancillary improvements at the conclusion of this Site License.

11. Special terms, conditions or other notes are attached and initialed by the parties. Examples include any Licensor use, known hazardous substances, special access, maintenance responsibilities, permit requirements, or co-location requests.

___ Check here if there are special terms or conditions to this agreement.

SITE LICENSE AGREEMENT – SPECIAL CLAUSES

ATTACHMENTS

For Preliminary Approval of this Site License Agreement, the following documents must be attached:

- A. Preliminary description and/or map(s) of premises and site licensed, including location of equipment, access and utility routes.
- B. Estimated Equipment Technical Specifications.

For Issuance of the Encroachment Permit to allow construction, the following documents will be needed in addition to approval of the final copies of A and B above:

- C. Copy of Local Building Permit and/or local governmental approvals.
- D. Environmental Approvals from FHWA.
- E. Any legal description of the site developed by Licensee or submitted to the PUC.
- F. Recording: if Licensee requires recorded notice, Licensee should submit a complete form, a copy of which will be included as an exhibit to this Site License. Licensee is responsible for obtaining any necessary legal description.
- G. Planned regular maintenance schedule.

DATED: _____

LICENSEE: _____

BY: _____

ITS: _____

DATED: _____

("Execution Date")

LICENSOR: DEPARTMENT OF TRANSPORTATION

BY: _____

ITS: DISTRICT AIRSPACE MANAGER

CALIFORNIA TRANSPORTATION COMMISSION

Reauthorization of the Department's Wireless Telecommunication Program

Resolution G-19-04

Amending G-18-25

- 1.1 **WHEREAS**, Section 104.12 of the Streets and Highways Code authorizes the Department of Transportation (Department) to lease the use of airspace above or below State highways to private entities in accordance with procedures to be prescribed by the California Transportation Commission (Commission); and
- 1.2 **WHEREAS**, Section 30410 of the Streets and Highways Code authorizes the Director, upon such terms and subject to such reservations as are first approved by the Commission, to lease, sell, exchange or otherwise dispose of property acquired whenever it is for any other reason in the public interest to do so; and .
- 1.3 **WHEREAS**, Section 21636 of the Public Utilities Code authorizes the Department to dispose of any property, airport, air navigation facility, or portion or interest, acquired pursuant to the State Aeronautics Act (PUC S21001 et seq.), by sale, lease or otherwise; and
- 1.4 **WHEREAS**, statutes referenced in 1.1, 1.2 and 1.3 above provide the authority to license telecommunications sites under the Department's Wireless Telecommunication Licensing Program through Master License and Site License agreements; and
- 1.5 **WHEREAS**, The Commission finds such licensing agreements are in the best interest of the State; and
- 1.6 **WHEREAS**, the Department's legal division has reviewed the Master License and Site License agreements and is satisfied that they adequately address all issues.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Director of Transportation is authorized to directly negotiate and execute long term development agreements for any location for which a telecommunications (wireless) carrier has indicated an interest, provided that those agreements only involve cash payments and no "in-kind" payments, and that all agreements involving "in-kind" payments will be individually reviewed and approved by the Commission; and

- 2.2 **BE IT FURTHER RESOLVED**, that the Department has the authority to enter into revenue sharing agreements with any underlying fee owner, which would require that all telecommunication sites comply with the terms of the Department's Master License Agreement and that the Base License Fee would be split on a 50-50 basis. The Base License Fee must be no less than the rate established by the Master License Agreement unless the underlying fee owner requires a higher rate. The fee would only be shared with the underlying fee owner if they submitted a specific request for a portion of the fee, and only if the easement document is for highway purposes only; and
- 2.3 **BE IT FURTHER RESOLVED**, that the Director of Transportation is authorized to establish policies and procedures setting forth the specific terms and guidelines within which to administer the development of airspace as prescribed in this resolution and the law; and
- 2.4 **BE IT FURTHER RESOLVED**, that the Commission has reviewed and reauthorizes the Department's Wireless Telecommunication Licensing Program to amend the ten-year term, from July 1, 2018 and ending June 30, 2029 to February 1, 2019 to June 30, 2029; and
- 2.5 **BE IT FURTHER RESOLVED**, that this Resolution supersedes and replaces Resolution G-18-15.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 3.5
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Michael Keever, Chief (Acting)
Division of Project Management

Subject: FISCAL YEAR 2018-19 – FIRST QUARTER – PROJECT DELIVERY REPORT

SUMMARY:

The California Department of Transportation (Department) will present the Division of Project Management's Fiscal Year (FY) 2018-19 Project Delivery Report, for the first quarter, to the California Transportation Commission (Commission) at its January 30-31, 2019 meeting, as an 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 Section 14526.6.

Attachment



First Quarter Fiscal Year 2018-19 Project Delivery Report

**Quarterly Report to the
California Transportation
Commission**



Contents

Executive Summary	Pg 1
Performance Measures.....	Pg 2
Project Watch List	Pg 3
Milestone Performance Report	Pg 14
Project Approval, Environmental Documents.....	Pg 15
Right of Way: Projects Certified.....	Pg 16
Delivery: Projects Designed and Ready for Construction.....	Pg 19
Construction: Projects Constructed.....	Pg 21
Closeout Costs.....	Pg 27
Appendix	Pg 29
(A) Caltrans Fiscal Year 2017-18 State Transportation Improvement	
Program Project Closeout.....	Pg 30
(B) Caltrans Fiscal Year 2017-18 State Highway Operation and Protection	
Program Project Closeout.....	Pg 32
B1. SHOPP funds by phase programmed, allocated, and expended for project greater than \$50M	Pg 35
B2. SHOPP funds by phase programmed, allocated, and expended for projects less than \$50	Pg 37
(C) Caltrans Fiscal Year 2017-18 Capital Outlay Support	
G-12 Request Summary.....	Pg 38
(D) Risks Retired Since Previous Report.....	Pg 39
(E) Construction Contracts Awarded vs Supplemental to Award.....	Pg 44
(F) Construction Completed vs Supplemental to Complete Construction.....	Pg 45

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.

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.

Contract for Delivery Performance Measure Summary – 1st Quarter Fiscal Year 2018-19

Measure	Year-To-Date thru 1st Quarter			Annual Commitment		Year-End Projection		Goal	Status
	Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent	
Project Approval, Environmental Documents									
Draft Environmental Documents Completed	12	19	63%	94	13%	92	98%	80%	✓
Projects Approved	67	80	84%	262	26%	260	99%	90%	✓
Right of Way: Projects Certified									
Projects Certified	36	29	124%	257	14%	256	99%	100%	
Allocation Funds Committed (millions)	\$28	NA	NA	\$170	16%	\$170	100%	100%	✓
Delivery: Projects Designed and Ready for Construction									
Projects Designed and Ready for Construction	19	15	127%	263	7%	263	100%	100%	✓
Capital Value Ready for Allocation (millions)	\$441	\$473	93%	\$2,566	17%	\$2,526	98%	100%	
Construction: Projects Constructed									
Projects Constructed	57	30	190%	178	32%	175	98%	95%	✓
Closeout Costs									
State Transportation Improvement Program Costs (millions)	\$35.6	\$32.5	110%	NA	NA	NA	NA	< 100%	
State Highway Operation and Protection Program Costs (millions)	\$587.9	\$658.9	89%	NA	NA	NA	NA	< 100%	✓
Legend									
✓ It is expected that Caltrans will meet the delivery 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 and other available transportation funding effectively. 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 risks is provided in the table below.

Summary of Potential Supplemental Funds

Budget Risk Type	Projects	Programmed Budget (millions)	Estimated Risk \$ (millions)	Potential Date
Pre-Construction – 37 of 1,351 Total Projects or 3%				
COS Supplementals	9	\$20	\$12	Within 6 months
Greater Than 120% Allocations	16	\$111	\$79	Within 6 months
Supplementals to Award	12	\$101	\$18	Within 6 months
During Construction – 33 of 793 Total Projects or 4%				
COS Supplementals	14	\$76	\$14	Within 1 year
Supplementals to Complete Construction	16	\$1,000	\$80	Within 1 year
Partnership Projects - Local Agency Implementing Agency	3	\$1,000	\$90	After completion
Post-Construction – 7 of 859 Total Projects or <1%				
COS Supplementals	6	\$272	\$10	Within 1 year
Right of Way Adjustments	1	\$5	\$4	After completion
Total	77	\$2,585	\$307	
Total Risks Versus Active Projects: 77 of 3,003¹ or 2.6%				

¹/3,003 is the total number of active projects at the time of this report.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
Pre-Construction-Delivery Delays: 48 Projects at risk of missing the FY 18/19 (and beyond) delivery years								
HUM	101	Corridor Bridge Rails	SHOPP	13,655	Fiscal Year Delivery	Very High	Same as Previous	Involves wetland delineation and coordination with the permitting agencies; there is a significant decrease in available acreage for wetland creation than originally anticipated.
HUM	101	Eureka/Arcata Corridor MBGR	SHOPP	9,715	Fiscal Year Delivery	Very High	Same as Previous	Involves wetland delineation and coordination with the permitting agencies; there is a significant decrease in available acreage for wetland creation than originally anticipated.
LAK	029	Lake 29 Expressway - Safety	SHOPP	66,050	Fiscal Year Delivery	Medium	New	7 of 21 parcels are going to condemnation. RTL is at risk since Caltrans might not have possession of all the parcels in time.
HUM	101	4th Street Safety	SHOPP	10,016	Fiscal Year Delivery	High	Same as Previous	Scope increase due to the addition of driveway replacements to the project has increased the RW lead-time from 12 months to 21 months. The team is taking a risk to deliver the project based on its current schedule.
HUM	101	HUM-101 Strengthen 3 Bridges	SHOPP	10,109	Fiscal Year Delivery	High	New	Involves strategy change; due to traffic management plan, work needs to be done from under the OH bridge as opposed to bridge deck.
MEN	020	CAMP 20 SAFETY PROJECT	SHOPP	5,511	Fiscal Year Delivery	High	New	Involves challenging Environmental Permits and RW acquisition.
HUM	101	Arcata Acceleration/Deceleration Lanes	SHOPP	12,027	Fiscal Year Delivery	Very High	Same as Previous	Involves wetland delineation and coordination with the permitting agencies; there is a significant decrease in the available acreage for wetland creation than originally anticipated.
MEN	001	Pudding Creek CAPM	SHOPP	15,113	Fiscal Year Delivery	High	New	Involves a coastal highway with bike route requiring additional construction support.
MEN	001	Pudding Creek CAPM	SHOPP	15,113	Fiscal Year Delivery	Medium	New	Involves Coastal Permit.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
LAK	020	LAKE 20 SHOULDERS	SHOPP	7,675	Fiscal Year Delivery	Medium	New	Involves Geotech drilling and confirmation regarding the 1:1 cut slope; if the test results show flatter slope, the project scope will be increased resulting in RTL delivery risks.
VAR	VAR	North Canyon TMS Improvement	SHOPP	6,246	Fiscal Year Delivery	Medium	New	Involves challenging RW acquisition.
VAR	VAR	North Canyon TMS Improvement	SHOPP	196	Right of Way Capital	Medium	New	RW acquisition issues; potential damage to access road.
TEH	099	Los Molinos ADA	SHOPP	7,131	Fiscal Year Delivery	High	Increased	Right of Way Cert Delay due to Carr Fires.
YUB	020	Browns Valley Rehab	SHOPP	62,610	Fiscal Year Delivery	High	New	Right of way acquisition, involves potential condemnation of 4 parcels.
SUT	020	Sutter Bypass Widening & Rehab	SHOPP	30,765	Fiscal Year Delivery	Very High	New	Permits, right of way condemnation, utility relocation.
SAC	VAR	Paintersville & Mokelumne Seismic Retrofit	SHOPP	38,681	Fiscal Year Delivery	Very High	New	Permits.
YUB	070	Simmerly Slough (SHOPP)	SHOPP	82,900	Fiscal Year Delivery	High	New	Involves the Army Corp of Engineers 408 Permit and potential RW condemnation.
NEV	080	Farad Ditch Slope Stabilization	SHOPP	12,520	Fiscal Year Delivery	High	New	Right of way acquisition.
BUT	070	BUT 70 Four Lane Widening (Seg 1 STIP)	STIP	27,700	Fiscal Year Delivery	Very High	New	Involves Section 7 consultation with USFWS and several permits including Army Corp of Engineers USFW permits.
YUB	020	Timbuctoo	SHOPP	67,321	Fiscal Year Delivery	High	New	Utility Relocation challenges; Approval is needed from the Public Utility Commission.
SAC	VAR	Lagoon Creek and American River Bridge	SHOPP	26,792	Fiscal Year Delivery	High	New	Involves 408 permit from the Army Corp of Engineers.
ED	050	Camino Safety Project	SHOPP	48,000	Fiscal Year Delivery	Very High	New	PAED involves investigation of cultural resources. Native American consultation is needed. The delay in PAED will also result in PS&E delay.
BUT	099	Cottonwood Creek Bridge Replacement	SHOPP	11,964	Fiscal Year Delivery	Low	New	Involves 408 permit from the Army Corp of Engineers.
NEV	174	SR-174 Safety Improvement Project	SHOPP	28,803	Fiscal Year Delivery	High	New	Involves right of way acquisition, utility relocation, and environmental permit.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
COL	005	Maxwell SRRA	SHOPP	5,616	Fiscal Year Delivery	Low	New	Needs to address sludge removal problems.
SAC	005	Elkhorn SRRA Upgrades	SHOPP	4,614	Fiscal Year Delivery	Low	New	Needs to address sludge removal problems.
BUT	032	Chico ADA Infrastructure	SHOPP	5,265	Fiscal Year Delivery	High	New	Right of way acquisition challenges.
SAC	099	RHMA Overlay	SHOPP	45,012	Fiscal Year Delivery	Medium	New	Involves ADA issues.
BUT	070	Ophir Palermo Safety, (Seg 1 SHOPP)	SHOPP	32,720	Fiscal Year Delivery	Very High	New	Involves Section 7 consultation with UFWS and Army Corps of Engineers 401 and 404 permits.
SON	001	Gleason Realignment	SHOPP	46,800	Fiscal Year Delivery	Very High	Same as Previous	Visual mitigation requirements and possible condemnation.
ALA	084	NILES CANYON ALAMEDA CREEK BRIDGE REPLACEMENT PROJECT	SHOPP	42,074	Fiscal Year Delivery	High	Same as Previous	The environmental document is being challenged legally by the Alameda Creek Alliance impacting environmental permits.
ALA	880	Lake Merritt Railroad Bridge Replacement	SHOPP	3,000	Fiscal Year Delivery	High	Same as Previous	Right of way acquisition challenges.
ALA	084	NILES CANYON SAFETY PROJECT (MEDIUM TERM IMPROVEMENTS)	SHOPP	39,800	Fiscal Year Delivery	High	Same as Previous	The environmental document is being challenged legally by the Alameda Creek Alliance impacting environmental permits.
SB	101	Gaviota Rest Area Water Systems Upgrade	SHOPP	5,295	Fiscal Year Delivery	Medium	New	Additional requirements are introduced for Coastal Development Permit, Zoning Clearance, and Conditional Use Permit.
SLO	041	Route 41 Atascadero ADA Project	SHOPP	8,612	Fiscal Year Delivery	High	New	Addition of bike lanes introduced and designed by the city will be incorporated into the state's plans, which will result in additional reviews that were unaccounted for.
MON	001	Big Sur CAPM	SHOPP	29,520	Fiscal Year Delivery	Medium	New	Involves utility relocation and needs utility agreement.
SLO	001	Piedras Blancas Offsite Mitigation Project	SHOPP	11	Right of Way Capital	High	New	Involves mitigation of the State Park's land and RW issues.
KER	223	Derby Street Signalization	SHOPP	3,468	Fiscal Year Delivery	Medium	New	Involves complex RW issues.
VEN	033	Scour Mitigation & Rail Upgrade	SHOPP	10,022	Fiscal Year Delivery	Very High	Same as Previous	The project involves fish passage and 1602 permit challenges with the California Department of Fish and Wildlife.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
LA	101	Bridge Replacement	SHOPP	19,066	Fiscal Year Delivery	High	New	Involves RW issues.
SBD	040	SBD 40 REGRADE MEDIAN CROSS SLOPE (NEAR ARIZONA)	SHOPP	35,088	Fiscal Year Delivery	Low	New	The project is at risk regarding four permits: 1602 and 2081 with the Department of Fish & Wildlife; 401 for California Water Quality Control Board and 404 for Army Corps of Engineers.
RIV	010	RIV 10 REHAB SUBSTRUCTURE	SHOPP	17,325	Fiscal Year Delivery	Low	New	The project is at risk regarding four permits: 1602 for California Department of Fish and Wildlife; 401 for California Water Quality Control Board; and 404 for Army Corps of Engineers.
MER	099	MER-99 PAVEMENT REHABILITATION	SHOPP	81,819	Fiscal Year Delivery	High	New	Involves complex RW issues.
MER	152	DRAINAGE RESTORATION	SHOPP	1,768	Fiscal Year Delivery	High	New	Project was accelerated, resulting in shorter RW lead time.
SD	008	BUCKMAN SPRINGS SRRA WATER SYSTEMS	SHOPP	6,278	Fiscal Year Delivery	High	Same as Previous	The project needs the concurrence of the US Forest Service.
IMP	008	I-8 IMPERIAL AVENUE	STIP-RIP	39,098	Fiscal Year Delivery	Medium	Same as Previous	Involves Utility Relocation.
SD	008	SD-008-R25.1/R40.1 - REHABILITATE CULVERTS	SHOPP	0	Fiscal Year Delivery	Medium	Same as Previous	The culverts are within the Tribal Reservation.
ORA	133	12-0N870 Extend #2 lane to allow proper lane drop signage.	SHOPP	3,764	Fiscal Year Delivery	Medium	New	Needs coastal zone permit.
Pre-Construction-COS Supplementals: 9 projects with a programmed budget of \$20M and risks between \$3M to \$12M								
DN	101	Dr. Fine Bridge Replacement	SHOPP	10,942	PA&ED	High	New	Involves three challenging alternatives that are being evaluated regarding the Environmental Document.
NAP	128	Capell Creek Bridge Replacement	SHOPP	2,600	Construction Support	Very High	Same as Previous	A landslide has changed construction duration from one to two seasons.
FRE	033	Firebaugh ADA	SHOPP	240	Right of Way Support	Low	Same as Previous	Additional ROW support will be required for work related to acquiring additional temporary construction easements not identified in the PID and at the time of programming.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
VEN	033	Scour Mitigation & Rail Upgrade	SHOPP	1,112	PS&E	High	New	Involves new fish passage requirements and coordination with the regulatory agencies.
LA	066	Upgrade Americans with Disabilities Act Ramps & Accessibility	SHOPP	50	Right of Way Support	High	New	Involves additional potholing.
SBD	015	SBD 15 RECONSTRUCT SB CAJON SCALE HOUSE	SHOPP	286	PA&ED	Medium	New	It has been discovered lately that the new facility will require new water, sewer, and power connections.
KER	014	Rosamond-Mojave Rehab	SHOPP	1,460	PS&E	Medium	Same as Previous	Environmental issues; sensitive species discovered.
SJ	004	SJ BRIDGE MAINTENANCE	SHOPP	648	PA&ED	Medium	Decreased	Utilities and permits.
SD	075	SR-75 CORONADO BRIDGE-PIERS	SHOPP	2,823	PA&ED	Very High	Increased	The project involves a seismic retrofit study that currently forecasts a \$2M increase in the total funding needs.
Pre-Construction-Greater Than 120% Allocation: 16 projects with a programmed budget of \$111M and risks between \$45M to \$79M								
MEN	162	Rodeo Creek Slide II	SHOPP	7,630	Construction Capital	High	Same as Previous	Geotech data revealed larger than anticipated slope failure.
SUT	020	Sutter Bypass Widening & Rehab	SHOPP	21,614	Construction Capital	High	New	Permits and RW Cert complexity.
ED	050	ED 50 MBGR Upgrade	SHOPP	3,450	Construction Capital	High	New	Elevated unit prices and changes in the MGBR standards.
ED	050	Cameron Park Safety	SHOPP	1,200	Construction Capital	High	New	Elevated unit prices and additional scope regarding an ADA curb.
NAP	128	Capell Creek Bridge Replacement	SHOPP	12,710	Construction Capital	Very High	Same as Previous	A landslide at the project site has increased the scope of the project.
SCR	001	SCR-1 CAPM	SHOPP	14,952	Construction Capital	Very High	Increased	The final BEES is 35% over the programmed construction funds due to the current economic trends.
VEN	033	Scour Mitigation & Rail Upgrade	SHOPP	2,460	Construction Capital	High	New	Unclear design strategy at the early stages; issues are being worked out. Current structure costs exceed the estimates in the Advance Planning Studies.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
LA	005	Drainage Rehabilitation	SHOPP	1,384	Construction Capital	Medium	New	A late discovery revealed that the existing soil cannot be reused, requiring additional construction capital.
LA	001	Tunnel Lighting	SHOPP	5,180	Construction Capital	High	New	The number of light fixtures for the tunnel has increased, resulting in an increase in the construction capital.
LA	005	Upgrade Pumps	SHOPP	4,803	Construction Capital	High	New	The project needs electrical supply upgrades.
RIV	010	RIV 10 REHAB SUBSTRUCTURE	SHOPP	12,399	Construction Capital	Medium	New	Deeper piles than expected caused the estimates to go up.
MNO	395	Aspen Fales Shoulders	SHOPP	7,352	Construction Capital	High	New	High bids are expected due to current trends.
MNO	395	Little Walker Shoulders	SHOPP	5,455	Construction Capital	High	Increased	The project is being combined with another shoulder widening project in the same area. High bids are expected.
MER	152	MERCED SEISMIC RESTORATION	SHOPP	6,530	Construction Capital	High	New	Analysis of super-structure found liquefaction at two of seven bridges; the soil settlement challenges is expected to result in cost increases.
STA	099	STA 99 MVP/EXTENDED GORES/SLOPE PAVING	SHOPP	2,093	Construction Capital	High	New	High bids are expected due to current trends. At 95% Constructability Review, the current estimates show a 34% increase in the project cost.
KER	223	Derby Street Signalization	SHOPP	1,396	Construction Capital	Low	New	High bids are expected due to current trends.
Pre-Construction-Supplementals to Award: 12 projects with a programmed budget of \$101M and risks between \$8M to \$18M								
SIS	VAR	263 Klamath River Bridge	SHOPP	15,359	Construction Capital	Very High	Same as Previous	Bids came higher than expected.
MOD	299	Butte & Ash Creek Bridge Replacement	SHOPP	5,600	Construction Capital	High	Same as Previous	Bids came higher than expected.
VAR	VAR	Pave Chain Control Areas Various Locations	SHOPP	7,400	Construction Capital	Very High	Same as Previous	Bids came higher than expected.
SIS	096	96 Culverts	SHOPP	1,974	Construction Capital	Very High	Same as Previous	Bids came higher than expected.
PLU	070	Opapee Curve Improvement	SHOPP	2,076	Construction Capital	Very High	New	Bids came higher than expected.
YOL	275	Yol-275 Tower Br Fender Replc	SHOPP	10,710	Construction Capital	High	New	Bids came higher than expected.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
SB	001	SALSIPUEDES CREEK BRIDGE SCOUR MITIGATION	SHOPP	6,500	Construction Capital	Very High	New	Bids came higher than expected.
TUL	201	Bridge Widening	SHOPP	9,371	Construction Capital	Low	Same as Previous	Involves repackaging of the PS&E and re-advertising.
MAD	099	Chowchilla 2R Rehab	SHOPP	17,000	Construction Capital	Medium	New	Bids came higher than expected.
STA	099	SR99 STANISLAUS CAPM RAMPS	SHOPP	21,344	Construction Capital	High	New	Bids came higher than expected.
TUO	120	TUO, STA, MPA Rumble Strips	SHOPP	1,579	Construction Capital	Very High	Same as Previous	Bids came higher than expected.
CAL	004	SR 4 and SR 26 in Calaveras, Amador, and Alpine Co.	SHOPP	2,300	Construction Capital	Medium	New	Bids came higher than expected.
During Construction-COS Supplementals: 14 projects with a programmed budget of \$76M and risks between \$9M to \$14M								
SOL	080	ICP	SHOPP	10,793	Construction Support	High	Same as Previous	Construction Claims.
KER	058	Gap Closure Rehab	SHOPP	4,055	Construction Support	Low	New	Due to multiple projects in the area, lane closures may have to be restricted resulting in potential increases to contract duration and support costs.
LA	047	Schuyler Heim Bridge Replacement	SHOPP MAJOR	0	Construction Support	Low	Same as Previous	Supplemental funds were approved at the March 2016 CTC meeting with 50% confidence.
LA	405	5 its upgrade	SHOPP	1,476	Construction Support	Medium	New	Needs additional repair to the existing communication conduits.
LA	001	1 amber alert	SHOPP	1,480	Construction Support	Medium	New	Involves additional equipment testing requiring additional inspectors.
SBD	015	SBd 15 phase 2 & Enhancements (Const Only)	STIP	10,300	Construction Support	Very High	Increased	Differing site conditions have extended the working days.
CAL	004	BIG TREES STATE PARK WALL	SHOPP	1,947	Construction Support	High	New	Mitigation of high groundwater level extended the construction phase over two season, requiring additional construction support.
SJ	004	SR 4 CROSSTOWN RAMP EXTENSION	Bond	12,200	Construction Support	Very High	Same as Previous	Construction Claims
SJ	099	SOUTH STOCKTON 6-LANE WIDENING	BOND	7,000	Right of Way Support	Very High	Same as Previous	Involves disposal of excess parcels.
SJ	099	SOUTH STOCKTON 6-LANE WIDENING	BOND	20,000	Construction Support	Very High	Same as Previous	Involves claims for delays due to utility relocation and railroad agreement.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
ALP	VAR	Tree Pruning and Removal	SHOPP	1,260	Construction Support	Very High	New	Involves multiple construction crews at different locations for tree removal requiring additional inspectors.
ALP	VAR	Tree Pruning and Removal	SHOPP	1,260	Construction Support	High	Decreased	Involves Hazardous trees, biological/cultural survey and biological/cultural and native American monitoring.
ALP	VAR	ALP, CAL, AMA TREE PRUNING	SHOPP	2,800	Construction Support	Medium	Decreased	Involves biological/cultural surveys and biological/cultural and Native American monitoring tasks.
TUO	VAR	TUO & MPA TREE PRUNING	SHOPP	1,750	Construction Support	Medium	Decreased	The project involves acquiring right of entries and biology/cultural surveys and biological/cultural and Native American monitoring tasks.
During Construction-Supplementals to Complete Construction: 16 projects with a programmed budget of \$1B and risks between \$42M to \$80M								
SHA	005	Antlers Br Replacement	SHOPP	134,150	Construction Capital	High	Same as Previous	Claims.
NEV	080	Nev 80, Near Truckee, Relocate Floriston Sand House	SHOPP	2,478	Construction Capital	Medium	New	Involves construction claim disputes regarding "Buy America" steel.
SOL	080	ICP	SHOPP	55,247	Construction Capital	High	Same as Previous	Claims.
ALA	080	01410_SF 80 MC 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.
KER	119	119/43 Roundabout	SHOPP	4,200	Construction Capital	Medium	New	Involves potential construction claims to address utility relocation and endangered species.
LA	047	Schuyler Heim Bridge Replacement	SHOPP	428,421	Construction Capital	Medium	Same as Previous	Additional funds may be needed based on the latest Risk Management and Exposure (RME) Report regarding removal of the old bridge foundations and potential undiscovered site conditions.
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.
LA	710	LA-710 Rehab Phase 1	SHOPP	217,000	Construction Capital	High	Increased	Construction Claims.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
LA	001	Malibu Roadway Stabilization	SHOPP	10,432	Construction Capital	High	Increased	Per the city's request the project involves a CCO to accommodate for a pedestrian/bicycle path.
SBD	015	SBd 15 phase 2 & Enhancements	STIP	74,690	Construction Capital	Very High	Increased	Delays due to constructability issues, environmental concerns, and utility relocation; rail road flagging cost increases.
VAR	VAR	Bishop ADA	SHOPP	3,270	Construction Capital	Very High	New	Unforeseen site condition: Thicker concrete than what had been expected.
VAR	VAR	Bishop ADA	SHOPP	840	Construction Support	Very High	New	Out of compliance slabs and implementation of new ADA requirements.
CAL	004	BIG TREES STATE PARK WALL	SHOPP	7,167	Construction Capital	Medium	New	Involves mitigation of high groundwater level.
SJ	004	SR 4 CROSTOWN RAMP EXTENSION	Bond	67,084	Construction Capital	Very High	New	Utility Relocation issues, claims, and arbitration are expected.
SJ	088	CLEMENTS CAPM	SHOPP	6,343	Construction Capital	Medium	New	Project was underestimated at the time of vote. The majority of the G-12 capacity was used to award.
TUO	108	SR108 INTERSECTION IMPROVEMENT	SHOPP	3,270	Construction Capital	Medium	New	Contract was awarded with all G-12 funds; might need additional funds for construction contingencies.
During Construction-Partnership Projects-Local Agency Implementing Agency: 3 project components with a programmed budget of \$1B and risks between \$19M to \$90M								
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	710	Gerald Desmond Bridge	SHOPP	45,000	Construction Support	Low	Same as Previous	The oversight support budget is based on the duration of the design-built contract that is 540 days behind schedual. Caltrans needs to provided additional oversight.
Post-Construction-COS Supplementals to Closeout: 6 projects with a programmed budget of \$272M and risks between \$0.1M to \$10M								
SAC	080	I-80 Across the Top	Bond	107,088	Construction Capital	Medium	New	Construction Claims.
MON	VAR	Roadside Safety improvements, MON County	SHOPP	2,209	Construction Capital	Medium	Same as Previous	Construction Claims.
TUL	099	Goshen to Kingsburg 6-lane	Bond	75,863	Construction Capital	Very High	Same as Previous	Construction Claims.

County	Route	Description	Program	Programmed Budget (\$1,000s)	Risk Component	Risk Level	Risk Trend	Risk Description
SJ	005	NORTH I-5 REHAB	SHOPP	53,056	Construction Capital	Medium	Same as Previous	Construction Claims.
SJ	099	Installation of fiber optic cable in Arch Road Interchange	SHOPP	3,490	Construction Capital	Medium	New	Construction Claims.
ORA	074	12-0E310 - I5/SR74 Interchange	STIP	30,231	Construction Capital	Medium	Same as Previous	Construction Claims
Post Construction: Right of Way Adjustment: 1 project with programmed budget of \$5M and risks between \$0.1M to \$4M								
SB	101	Linden & Casitas Pass Interchanges	STIP	5,394	Right of Way Capital	High	Same as Previous	Involves utility companies and local's share adjustments.

Contract for Delivery Milestone Performance Report

Project Approval, Environmental Documents

Draft Environmental Documents Completed Summary

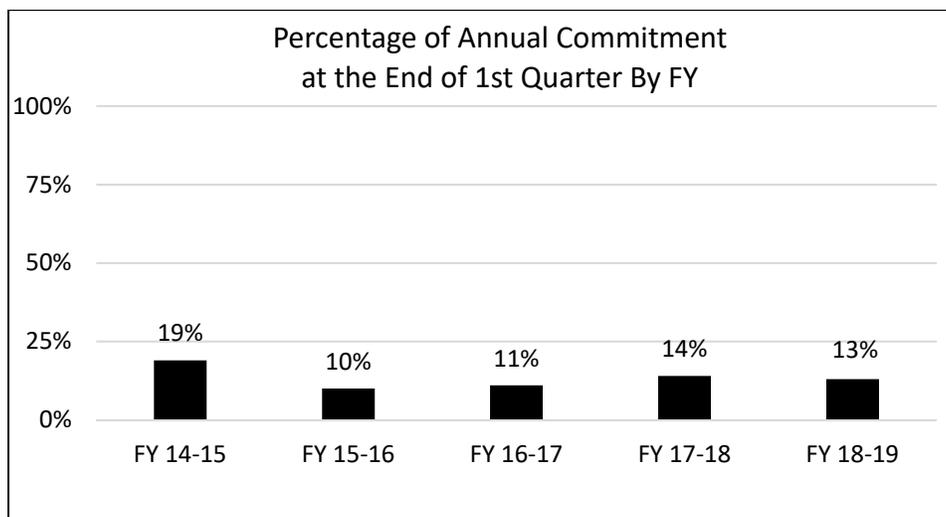
The project team conducts environmental studies to analyze the effect of various project alternatives. The result of the studies is an environmental document. The type of environmental document depends on the significance of the impacts.

In fiscal year 2018-19, Caltrans committed to deliver 94 draft environmental documents. Through the end of the first quarter, fiscal year 2018-19, Caltrans completed a total of 12, or 13 percent of the annual commitment.

Measure: Draft Environmental Documents Completed – 1st Quarter FY 2018-19

Fiscal Year 2018-19

Year-to-Date thru 1st Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
12	19	63%	94	13%	92	98%	80%



Project Approval Summary

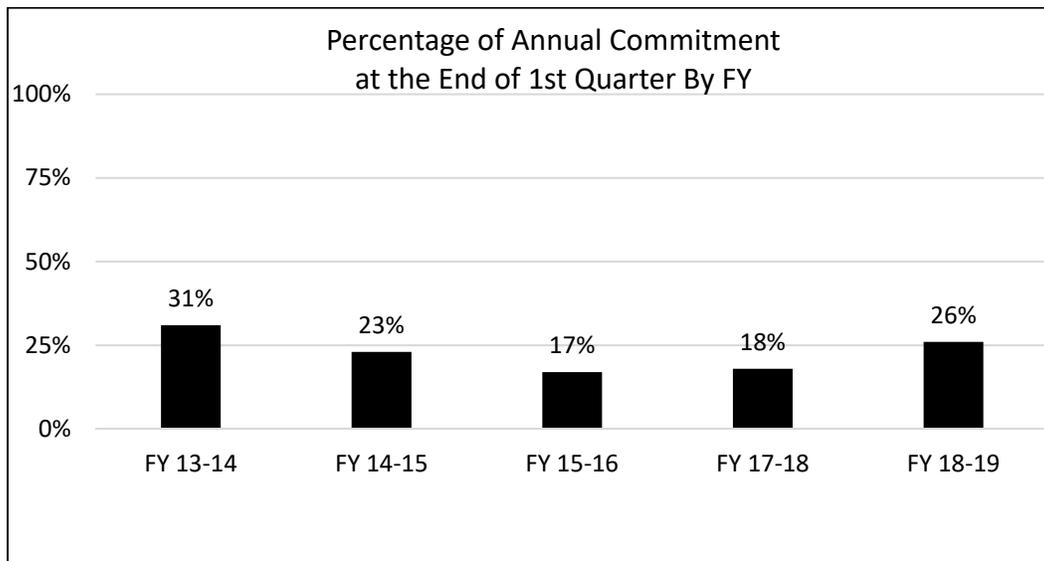
Project approval is also commonly referred to as "PA&ED," which is an abbreviation for the Project Approval and Environmental Document project milestone. Project approval is achieved when the Project Report has been signed. The Project Report includes the selection of the preferred project alternative and includes the project's environmental document.

In fiscal year 2018-19, Caltrans committed to deliver 262 project approvals and environmental documents. Through the end of the first quarter, fiscal year 2018-19, Caltrans approved a total of 67, or 26 percent of the annual commitment.

Measure: Projects Approved, Environmental Documents – 1st Quarter FY 2018-19

Fiscal Year 2018-19

Year-to-Date thru 1st Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
67	80	84%	262	26%	260	99%	90%



Right of Way: Projects Certified

Projects Certifications Summary

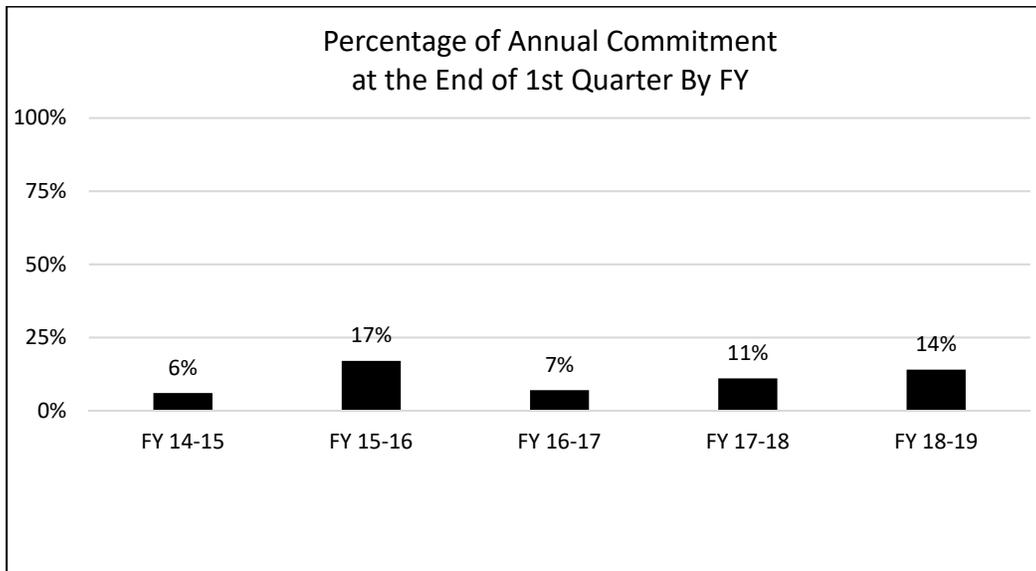
Right of way certification is achieved when all needed properties have been obtained, either by easement or acquisition, and all railroad and utility constraints are cleared.

In fiscal year 2018-19, Caltrans committed to certify right of way for 257 projects. Through the end of the first quarter, fiscal year 2018-19, Caltrans certified a total of 36 projects, or 14 percent of the annual commitment.

Measure: Projects Certified – 1st Quarter Fiscal Year 2018-19

Fiscal Year 2018-19

Year-to-Date thru 1st Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
36	29	124%	257	14%	256	99%	100%



Allocated Funds Committed

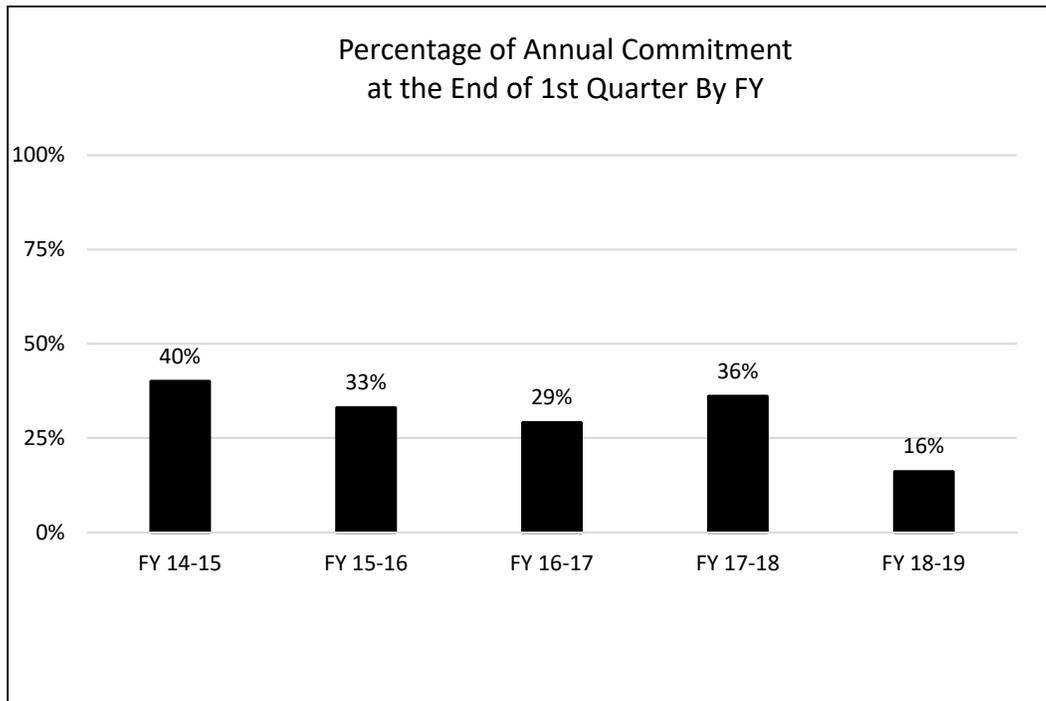
The Division of Right of Way prepares an annual right of way capital plan and receives an annual allocation approved by the California Transportation Commission. Caltrans reports quarterly how funds have been committed against the plan and prepares a report for the Commission after the year has closed.

For fiscal year 2018-19, 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 \$170 million. Through the end of the first quarter, fiscal year 2018-19, Caltrans committed \$28 million, or 16 percent of the annual right of way allocation approved by the Commission.

Measure: Allocated Funds Committed – 1st Quarter Fiscal Year 2018-19

Fiscal Year 2018-19 (millions)

Annual Commitment			Year-End Projection		Goal
Committed	Plan	Percent	Forecast	Percent	Percent
\$28	\$170	16%	\$170	100%	100%



Right of Way Capital Plan

The table below shows different categories of planned right of way capital expenditures for fiscal year 2018-19. The table shows 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)	\$ 26.2	\$ 10.9	42%
State Highway Operation and Protection Program (SHOPP)	\$ 95.2	\$ 11.0	12%
Subtotal - Capital Projects	\$ 121.4	\$ 21.9	18%
Other Categories			
Post-certification	\$ 20.6	\$ 0.3	1%
Permit Fees	\$ 1.0	\$ 0.2	17%
Damage to Property (Inverse)	\$ 1.5	\$ 0.6	40%
Coordinated Border Infrastructure Program (CBI)	\$ 25.5	\$ 4.6	18%
Subtotal - Other Categories	\$ 48.6	\$ 5.7	11%
TOTAL	\$ 170.0	\$ 27.6	16%

Delivery: Projects Designed and Ready for Construction

Contract to Deliver Summary

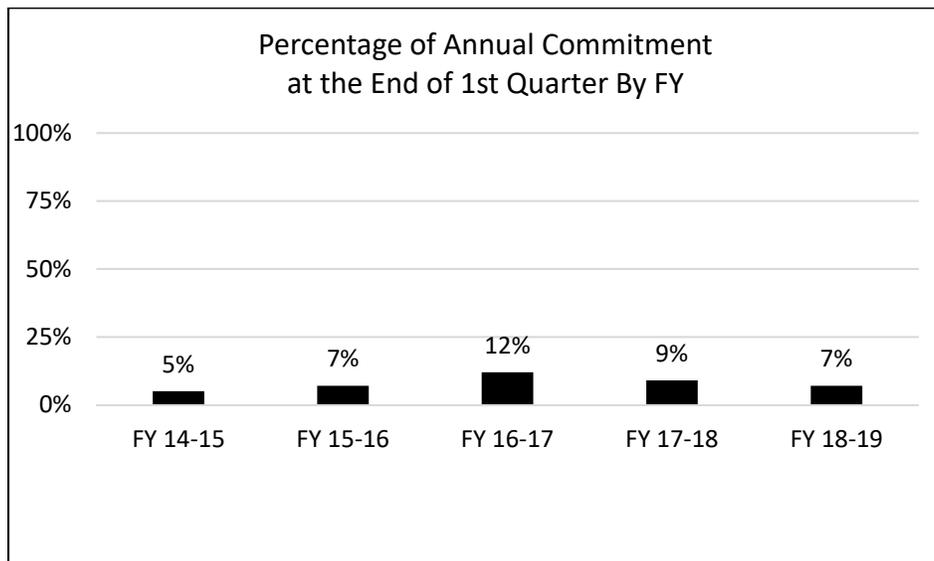
Each year, the Caltrans Director signs a Contract for Delivery with each of our 12 District Directors committing to deliver projects ready for construction. The Contract for Delivery includes a list of major state highway projects for which Caltrans will complete project plans, specifications and estimates 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 2018-19, Caltrans committed in the Contract for Delivery to deliver 263 projects ready for construction, valued at \$2.56 billion. Through the end of the first quarter, Caltrans delivered 19 projects, or 7 percent of the annual commitment, with an estimated value of \$441 million.

Measure: Projects Designed and Ready for Construction – 1st Quarter FY 2018-19

Fiscal Year 2018-19 Contract For Delivery

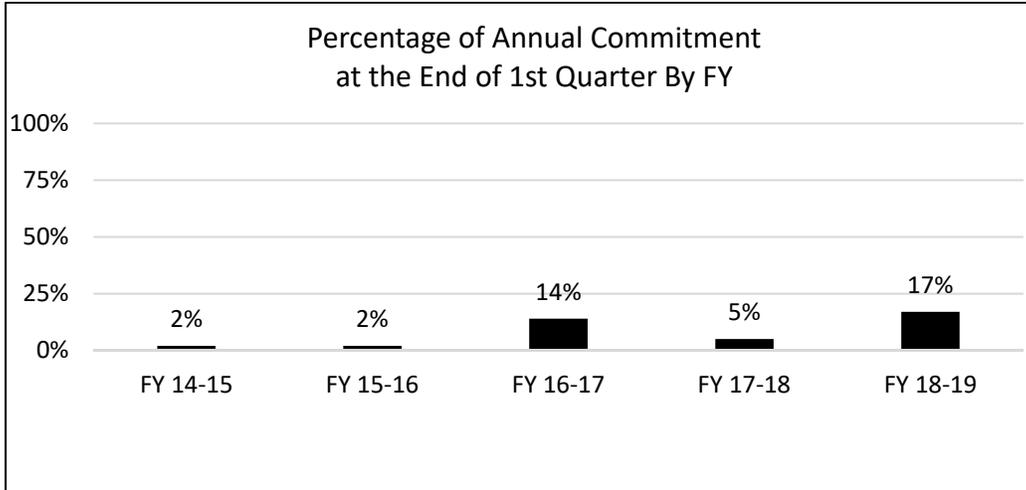
Year-to-Date thru 1st Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
19	15	127%	263	7%	263	100%	100%



Measure: Contract Value Delivered – 1st Quarter Fiscal Year 2018-19

Fiscal Year 2018-19 Contract for Delivery (millions)

Year-to-Date thru 1st Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
\$441	\$473	93%	\$2,566	17%	\$2,526	98%	100%



Contract For Delivery Support Costs

FY 2018-19 Year to Date Contract for Delivery Support Costs

Projects Completed	Programmed Support Budget (millions) ¹	Expended (millions)	Percent Expended
19	\$83	\$61	73%

¹Programmed Support is the total support (excluding Con Sup) to RTL the Contract for Delivery projects as of Q1, 18/19. It consists of PAED, PS&E, and RW Support from the PAED phase through RTL.

Construction: Projects Constructed

Projects Constructed Summary

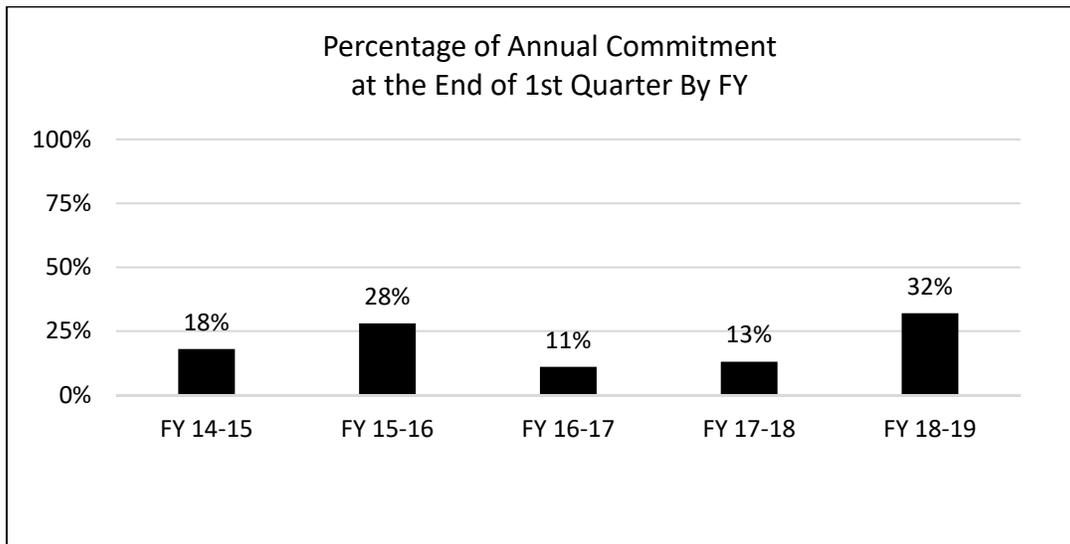
Construction entails building improvements as shown on the contract plans. Caltrans oversees the contractor’s work and administers the contract by authorizing payments to the contractor for completed work. The contract is complete when the contract has been accepted by the state resident engineer.

- In fiscal year 2018-19, Caltrans committed to complete construction of 178 projects. Through the end of the first quarter, fiscal year 2018-19, Caltrans has completed 57, or 32 percent of the annual commitment.
- At the end of the first quarter, fiscal year 2018-19, Caltrans had 793 projects valued at \$8.50 billion under construction.

Measure: Projects Constructed – 1st Quarter Fiscal Year 2018-19

Fiscal Year 2018-19

Year-to-Date thru 1st Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
57	30	190%	178	32%	175	98%	95%



Program Delivery

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 first quarter, fiscal year 2018-19, Caltrans has:

- *Delivered 19 Contract for Delivery Projects with an estimated value of \$441 million*
- *Delivered 36 additional projects with an estimated value of \$412 million*
- *The sum of all projects delivered from all program funding sources is 55 projects, valued at \$853 million*

Program Delivery by Capital Funding Programs

	Committed 18/19 CFD	Delivered Project	Delivered 18/19 CFD	Committed 18/19 CFD	Delivered Year-To- Date	Delivered Year-To- Date
	Values (millions)	Values (millions)	Values (%)	Number of Projects	Number of Projects	18/19 CFD Projects (%)
Multi-Funded ^{1, 2}	\$ 302.9	\$ 166.5	55%	6	2	33%
Amended Multi-Funded		\$ 241.0			3	
Advanced Multi-Funded		\$ 0				
Subtotal – Multi-Funded	\$ 302.9	\$ 407.5	134%	6	5	
State Highway Operation and Protection Program ² (SHOPP)	\$ 1,956.6	\$ 46.0	2.3%	251	14	6%
Amended SHOPP		\$ 68.3			5	
Prior Year SHOPP CFD		\$ 0			0	
Minor Program (SHOPP)		\$ 2.7			3	
Emergency Response – G-11 (SHOPP)		\$ 75.2			14	
Subtotal - SHOPP		\$ 192.2			36	
Partnership (Local and regional funding contributions) ²	\$ 306.1	\$ 228.2	75%	6	3	50%
Additional Partnership (not in CFD)		\$ 0.9			1	
Maintenance Program		\$ 24.1			10	
Total Delivery All Program Funds		\$ 852.9		263	55	

¹ Multi-Funded projects have programmed funds from any combination of STIP, local, SHOPP, P1B, and/or federal funds.

² 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 the first quarter of Fiscal Year 2018-19. The projects include planned projects as well as additional projects for emergency response, program amendments, Maintenance Program, and Minor Program contracts.

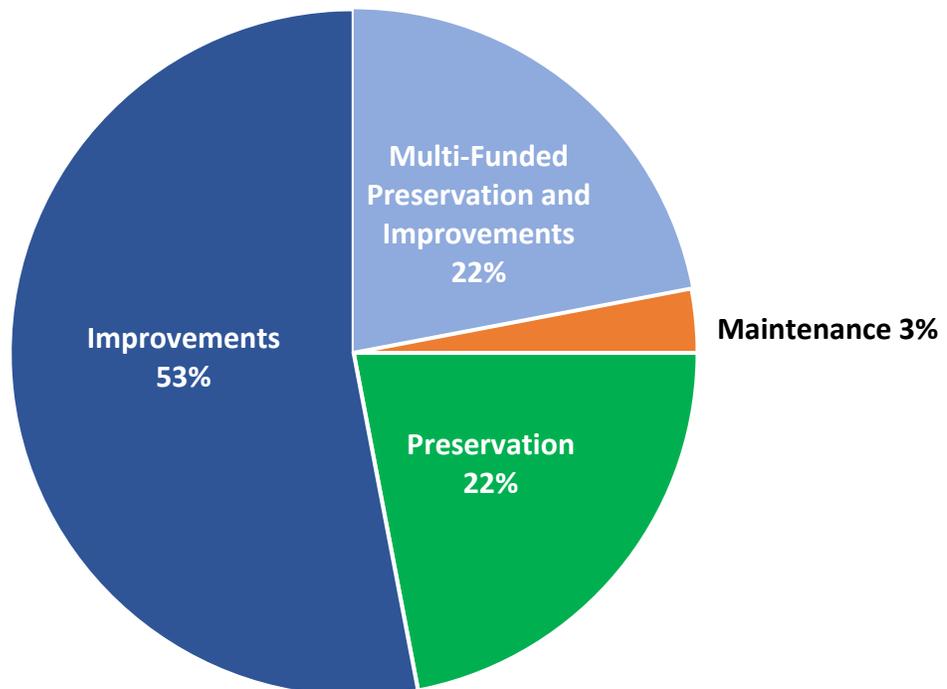
Projects Designed and Ready for Construction Contract Value by Program Funding to Date

Transportation Programs	Projects	Program Dollars (millions)	Percent of Major Programs	Percent of All Programs
Preservation Programs				
State Highway Operation & Protection Program (SHOPP)	19	\$ 114.4	59%	13%
Emergency Response – G-11 (SHOPP)	14	\$ 75.2	39%	8%
Minor Program (SHOPP)	3	\$ 2.7	1%	<1%
Subtotal - Preservation Programs (SHOPP)	36	\$ 192.3	100%	22%
Improvement Programs				
Partnership Programs (Local & local federal funds)	4	\$ 229.1	51%	27%
Multi-Funded Improvements ¹	3	\$ 217.9	49%	26%
Subtotal - Improvement Programs	7	\$ 447.0	100%	53%
Multi-Funded Preservation and Improvements²	2	\$ 189.5		22%
Maintenance Program	10	\$ 24.1		3%
Total	55	\$ 852.9		

¹ Multi-Funded Improvements have programmed funds from any combination of STIP, local, P1B, and/or federal funds.

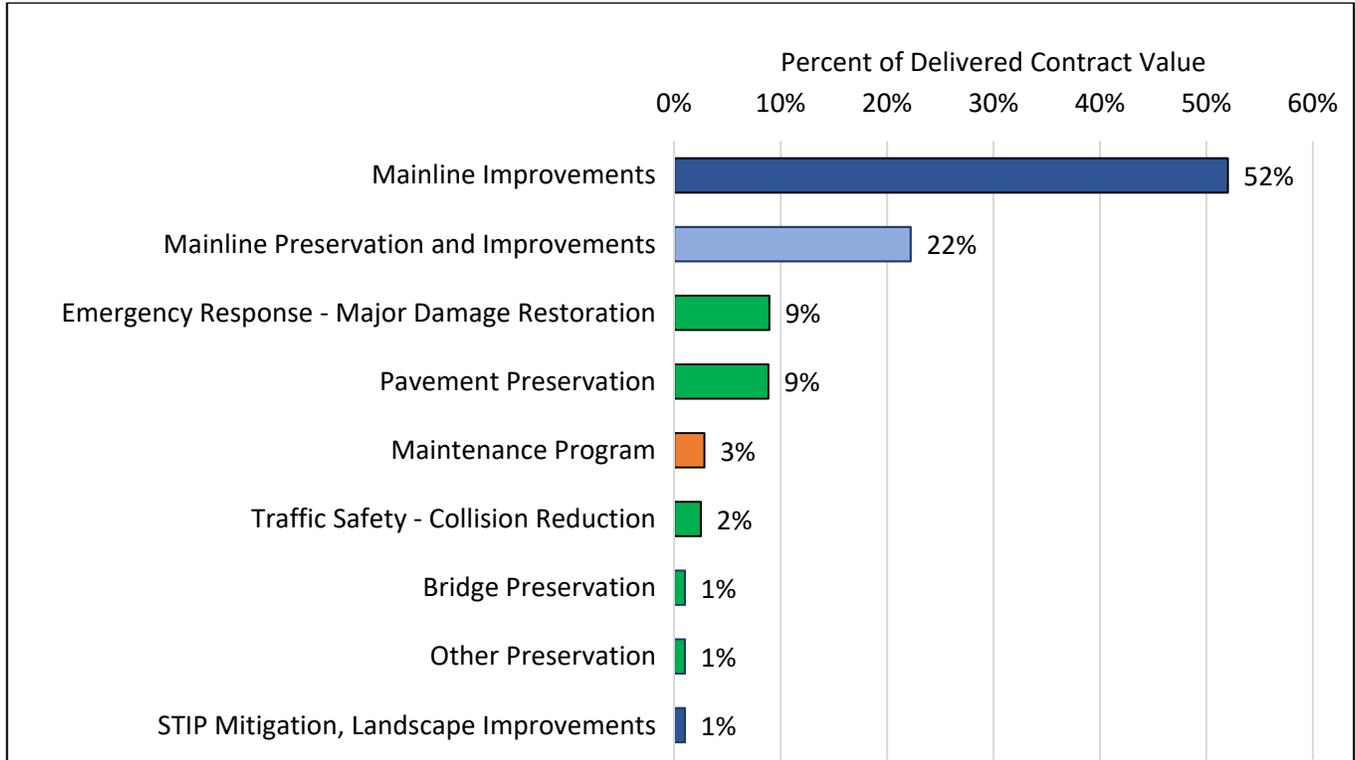
² Multi-Funded Preservation and Improvements have programmed funds from any combination of STIP, SHOPP, local, P1B, and/or federal funds.

Year-to-Date Distribution of Transportation Program Dollars on Designed Projects Ready for Construction-Q1, 18/19



**Year-to-Date Projects Designed and Ready for Construction
Outcomes (Percent) by Contract Value-Q1, 18/19**

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 the first quarter of fiscal year 2018-19.



Improvement Programs ■
 Preservation Programs ■
 Maintenance Program ■
Multi-Funded Preservation and Improvement Programs ■

Projects: 55

Capital Value: \$852.9 Million

Construction Program Quarterly Status Notes (all contracts)*

Contractor Payments: \$1.1 billion has been paid to contractors in fiscal year 2018-19.

Under Construction: 793 construction contracts valued at \$8.50 billion are under construction.

Claims: Caltrans has 29 construction contracts in post-contract acceptance with notice of potential claims in the amount of \$28.1 million.

Arbitration: Caltrans has 23 contracts in arbitration with claims valued at \$56.8 million.

*As of October 1, 2018

Arbitration – Five Year Trend

	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19 End of Q1
Cases Filed	16	14	20	14	3
Cases Resolved	14	6	16	20	6
Contracts in Arbitration (End of Q1)	20	28	32	26	23

Construction Outcomes

The table and chart below provide a distribution of transportation program dollars on projects for which construction contracts have been accepted in the first quarter of fiscal year 2018-19. The contracts include planned projects as well as additional projects for emergency response, program amendments, major maintenance program, and minor program contracts.

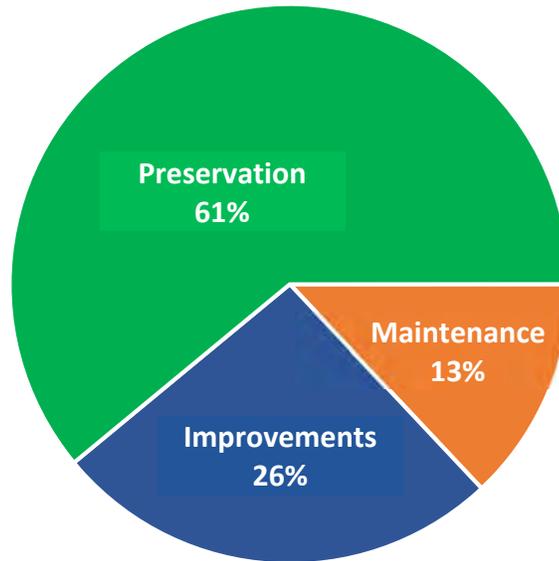
**Year-to-Date Projects Constructed, Q1 18/19
Contract Value by Program Funding**

Transportation Programs	Projects	Program Dollars (millions)	Percent of Major Programs	Percent of All Programs
Preservation Programs				
State Highway Operation & Protection Program (SHOPP)	48	\$ 410.4	84%	51%
Emergency Response – Major Damage Restoration (SHOPP)	26	\$ 67.7	14%	9%
Minor Program (SHOPP)	16	\$ 9.9	2%	1%
Subtotal - Preservation Programs (SHOPP)	90	\$ 488.0	100%	61%
Improvement Programs				
Multi-Funded Improvements ¹	5	\$ 49.3	24%	6%
Partnership Programs (Local & local federal funds)	6	\$ 156.7	76%	19%
Subtotal - Improvement Programs	11	\$ 206.1	100%	26%
Maintenance Program	46	\$ 108.5		13%
Multi-Funded Preservation and Improvement Programs ²	0	\$ 0		0%
Total	147	\$ 802.6		100%

¹ Multi-Funded Improvements have programmed funds from any combination of STIP, local, P1B, and/or federal funds.

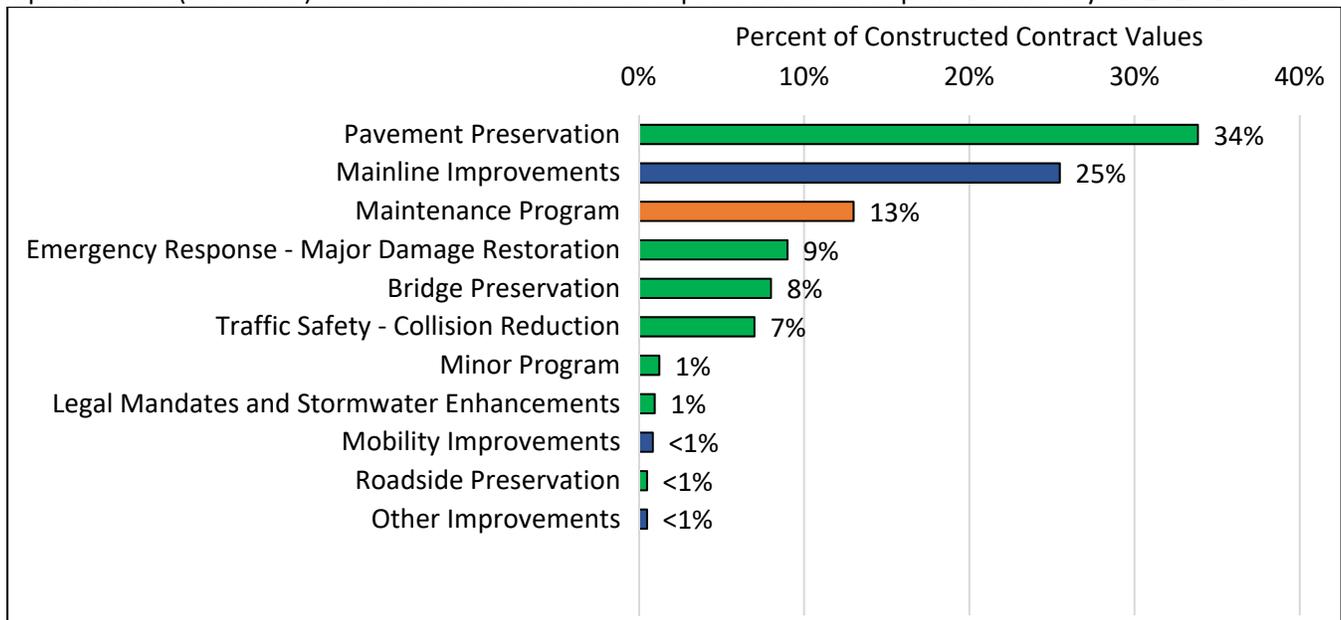
² Multi-Funded Preservation and Improvements have programmed funds from any combination of STIP, SHOPP, local, P1B, and/or federal funds.

**Year-to-Date Projects Constructed, Q1 18/19
Contract Value by Program Funding (continued)**



**Year-to-Date Projects Constructed, Q1 18/19
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 the first quarter of fiscal year 2018-19.



Improvement Programs ■ Preservation Programs ■ Maintenance Program ■

Projects: 147

Capital Value: \$ 802.6 Million

STIP and SHOPP 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 first quarter, fiscal year 2018-19, Caltrans has closed out 5 State Transportation Improvement Program projects. The final approved budget for these projects was \$32.5 million. The actual cost to complete these projects was \$35.6 million, or 110 percent of the final approved budget.
- Through the end of the first quarter, fiscal year 2018-19, Caltrans has closed out 81 State Highway Operation and Protection Program projects. The final approved budget for these projects was \$658.9 million. The actual cost to complete these projects was \$587.9 million, or 89 percent of the final approved budget.

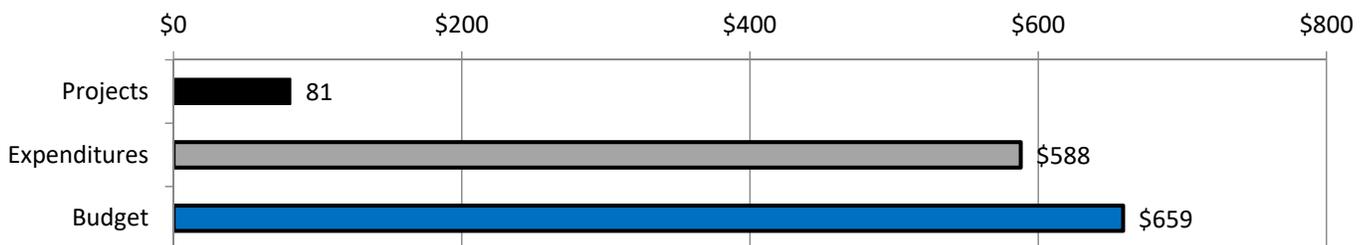
Measure: Program Costs – 1st Quarter Fiscal Year 2018-19

Program	Budget (millions)	Expended (millions)	Savings (millions)	Percent Expended	Goal
STIP	\$32.5	\$35.6	-\$3.1	110%	< 100%
SHOPP	\$658.9	\$587.9	\$71	89%	< 100%

State Transportation Improvement Program 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**

SHOPP

Pursuant to Sections 57(b) through (d) of the adopted Interim SHOPP Guidelines and consistent with the California Transportation Commission’s action in October 2017 (Tab 80, Reference No. 4.7), Appendices B1, and B2 of this quarterly report provide the following:

- A summary by phase of SHOPP 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.
- An aggregated summary by phase of SHOPP funds programmed, allocated, and expended at the time the construction contract was accepted for projects with a total cost of less than \$50 million and a total SHOPP programmed amount (in right-of-way and/or construction) of less than \$15 million.

STIP

As required by Government Code 14525.6, the table below provides a comparison between the Commission's initial allocation, final approved state only costs and expended costs for STIP projects that completed construction in the first quarter of Fiscal Year 2018-19. 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 of this report. Construction costs are calculated six months after the end of construction.

STIP Program Closeout – Construction Costs (\$1,000s)

Program	Construction Support ¹			Construction Capital		
	Initial Allocation	Final Approved Budget ²	Expended	Initial Allocation	Final Approved Budget ²	Expended
STIP	2,308	5,208	5,000	5,858	5,424	4,793
CMIA	0	0	0	1,142	1,142	1,142
OTHER ³	341	341	480	13,000	12,659	13,553

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 Final Approved Budget is the sum of all approved commission allocations plus delegated G-12 adjustments.

³ OTHER includes Locally Generated (i.e., measure funds...) and Federal Discretionary funds.

Appendix

- (A) Caltrans Fiscal Year 2018-19 State Transportation Improvement Program Project Closeout. Construction costs are calculated six months after the end of construction.

- (B) Caltrans Fiscal Year 2018-19 State Highway Operation and Protection Program Project Closeout. Construction costs are calculated six months after the end of construction.
 - (B1) A summary by phase of SHOPP 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.

 - (B2) An aggregated summary by phase of SHOPP funds programmed, allocated, and expended at the time the construction contract was accepted for projects with a total cost of less than \$50 million and a total SHOPP programmed amount (in right-of-way and/or construction) of less than \$15 million.

- (C) Caltrans Fiscal Year 2018-19 Capital Outlay Support G-12 Request Summary

- (D) Caltrans Fourth Quarter, Fiscal Year 2018-19 Watch List: Retired Risks

- (E) Construction Contracts Awarded vs Supplemental to Award

- (F) Construction Contracts Completed vs Supplemental to Complete Construction

**(A) Caltrans Fiscal Year 2018-19
State Transportation Improvement Program¹
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												
ORA	91	Rt 91 Replacement Planting Project for OG330	\$ 339	\$ 583	\$ 658	\$ 2,129	\$ 2,142	\$ 2,712	\$ 2,800	/	12/13	0 On Time
SM	1	San Pedro Creek bridge	\$ 1,025	\$ 3,625	\$ 5,090	\$ 8,679	\$ 8,636	\$ 12,304	\$ 13,726	/	13/14	0 On Time
IMP	98	SR-98 WEST WIDENING PHASE 1B	\$ 4,336	\$ 4,336	\$ 6,402	\$ 8,530	\$ 7,807	\$ 12,866	\$ 14,209	/	15/16	0 On Time
RIV	215	RIV 215 REPLACEMENT PLANTING (4)	\$ 1,520	\$ 1,520	\$ 974	\$ 1,382	\$ 1,312	\$ 2,902	\$ 2,286	13/14	13/14	0 On Time
IMP	78	BRAWLEY BYPASS LANDSCAPE	\$ 341	\$ 341	\$ 1,283	\$ 1,424	\$ 1,317	\$ 1,765	\$ 2,600	12/13	13/14	(1) Delayed
Totals				\$ 10,405	\$ 14,407	\$ 22,143	\$ 21,213	\$ 32,548	\$ 35,620			

¹ State Transportation 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.

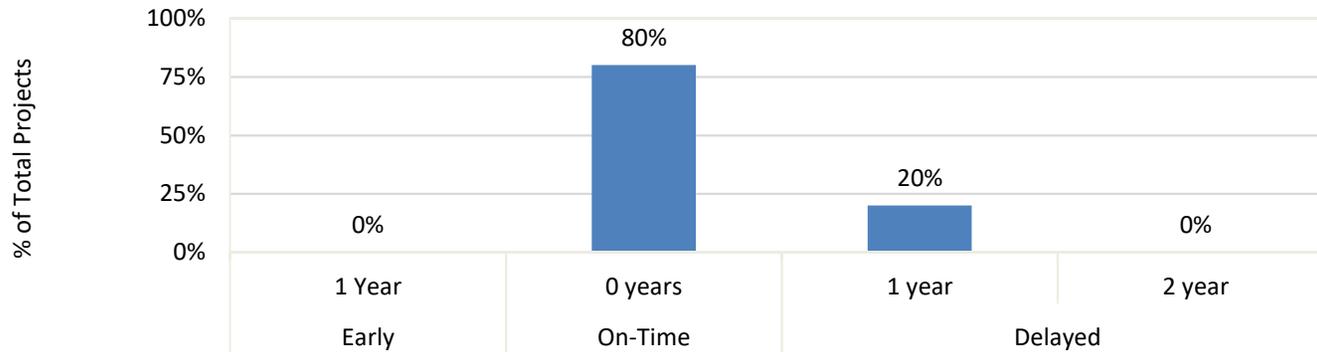
³ New project in 2014 Program Document or later.

**(A) Caltrans Fiscal Year 2018-19
State Transportation Improvement Program
Project Closeout**

FY 18-19 STIP Closeout Delivery Year Summary

	Early		On-Time	Delayed	
	2 year	1 Year	0 years	1 year	2 year
Number of Projects	0	0	4	1	0
Approved Capital Budget (\$1,000's)	\$ -	\$ -	\$ 20,719	\$ 1,424	\$ -

Distribution of FY 18-19 STIP Closeout Delivery Year Summary



**(B) Caltrans Fiscal Year 2018-19
State Highway Operation and Protection
Program Project Closeout**

Project Description	Support (\$1,000's)			Capital (\$1,000's)		Total (\$1,000's)		Completed Within Approved Budget?	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																		
LA 005 New assign		\$ 925	\$ 1,275	\$ 1,500	\$ 1,326	\$ 2,425	\$ 2,601	No	/	12/13	0	On Time	50	50	Acre(s)			
LA 110 110 @ 101		\$ 1,182	\$ 922	\$ 1,575	\$ 1,477	\$ 2,757	\$ 2,399	Yes	/	12/13	0	On Time	0.3	0.3	Lane mile(s)			
ORA 073 Rt 73 Stormwater Source Control Project		\$ 6,180	\$ 6,708	\$ 12,861	\$ 11,836	\$ 19,041	\$ 18,544	Yes	/	12/13	0	On Time	95	94.5	Acre(s) treated/pollutant			
RIV 015 Riv 15 Place Shoulder Rumble Strips	\$ 432	\$ 1,219	\$ 854	\$ 495	\$ 366	\$ 1,714	\$ 1,220	Yes	16/17	16/17	0	On Time	187		Collision(s) reduced			
SD VAR SD-VAR STORMWATER TMDL CHOLLAS CR #2		\$ 4,491	\$ 4,549	\$ 5,159	\$ 5,052	\$ 9,650	\$ 9,601	Yes	/	13/14	0	On Time	95	267.4	Acre(s) treated/pollutant			
ALA 580 Nickname Required	\$ 900	\$ 900	\$ 1,084	\$ 2,000	\$ 1,936	\$ 2,900	\$ 3,021	No	16/17	16/17	0	On Time	1	1	Location(s)			
SBD 173 SBD 173 REPAIR FIRE DAMAGE	\$ 260	\$ 260	\$ 376	\$ 480	\$ 176	\$ 740	\$ 553	Yes	16/17	16/17	0	On Time	1	1	Location(s)			
VEN 101 VEN 101 ADA	\$ 482	\$ 1,467	\$ 1,173	\$ 417	\$ 339	\$ 1,884	\$ 1,512	Yes	16/17	16/17	0	On Time	4	1	Structure(s)			
VAR VAR North Valley Shoulder Backing Repair	\$ 150	\$ 150	\$ 60	\$ 760	\$ 326	\$ 910	\$ 386	Yes	16/17	16/17	0	On Time	5	5	Location(s)			
DN 199 Smith River Curve Improvement		\$ 3,436	\$ 2,581	\$ 3,053	\$ 2,825	\$ 6,489	\$ 5,407	Yes	15/16	15/16	0	On Time	52	52	Collision(s) reduced			
MON 198 198 Centerline Rumble Strip	\$ 733	\$ 733	\$ 225	\$ 607	\$ 544	\$ 1,340	\$ 769	Yes	17/18	16/17	1	Early	25	25	Collision(s) reduced			
FRE 168 Auberry Road Roundabout		\$ 3,002	\$ 3,912	\$ 3,955	\$ 3,168	\$ 6,957	\$ 7,080	No	15/16	15/16	0	On Time	23	23	Collision(s) reduced			
MEN 101 Slope Repair CCA 3-19-18	\$ 415	\$ 415	\$ 368	\$ 6,010	\$ 4,158	\$ 6,425	\$ 4,526	Yes	16/17	16/17	0	On Time	1	2	Location(s)			
PLU 070 Historic Rock Wall Failure	\$ 510	\$ 510	\$ 167	\$ 7,710	\$ 353	\$ 8,220	\$ 520	Yes	17/18	17/18	0	On Time	1	1	Location(s)			
GLE 005 HMA Overlay - Glenn 005	\$ 6,000	\$ 6,570	\$ 3,954	\$ 23,893	\$ 23,311	\$ 30,463	\$ 27,266	Yes	16/17	15/16	1	Early	80	80	Lane mile(s)			
SBD 060 Sbd 60 Chino Relocate Irrigation facilities, Etc.	\$ 736	\$ 736	\$ 581	\$ 945	\$ 804	\$ 1,681	\$ 1,384	Yes	16/17	16/17	0	On Time	128	128	Location(s)			
STA 099 SR99 SAFETY IMPROVEMENTS	\$ 3,572	\$ 3,572	\$ 2,091	\$ 3,575	\$ 2,918	\$ 7,147	\$ 5,008	Yes	15/16	15/16	0	On Time	39	39	Collision(s) reduced			
SLO 041 RTE 41 HOMESTEAD MCMILLAN CAPM	\$ 3,145	\$ 3,145	\$ 2,188	\$ 12,566	\$ 11,535	\$ 15,711	\$ 13,723	Yes	15/16	15/16	0	On Time	42.9	44.7	Lane mile(s)			
SBT 156 San Juan Bautista Route 156 CAPM	\$ 1,575	\$ 1,879	\$ 1,425	\$ 5,726	\$ 5,312	\$ 7,605	\$ 6,737	Yes	17/18	15/16	2	Early	14.8	12.1	Lane mile(s)			
RIV 215 Riv 215 TMS Elements	\$ 3,084	\$ 3,084	\$ 3,097	\$ 6,682	\$ 5,903	\$ 9,766	\$ 9,001	Yes	14/15	14/15	0	On Time	80	79	Field element(s)			
SBD 040 SBD 40 Haller, Rojo, Clipper Bridges Replacements		\$ 12,906	\$ 10,653	\$ 22,680	\$ 22,286	\$ 35,586	\$ 32,939	Yes	/	13/14	0	On Time						
SM 001 Surfer's Beach	\$ 500	\$ 500	\$ 1,184	\$ 899	\$ 856	\$ 1,399	\$ 2,040	No	14/15	14/15	0	On Time	1	1	Location(s)			
CAL 026 VISTA DEL LAGO SIGNAL		\$ 1,951	\$ 2,138	\$ 1,866	\$ 1,857	\$ 3,817	\$ 3,995	No	15/16	15/16	0	On Time	12	12	Collision(s) reduced			
MER 165 FOWLER AVE LEFT TURN		\$ 1,978	\$ 2,425	\$ 2,590	\$ 1,752	\$ 4,568	\$ 4,177	Yes	14/15	15/16	(1)	Delayed	3	3	Collision(s) reduced			
SB 154 Cachuma Pass Cap-M	\$ 2,682	\$ 3,349	\$ 2,353	\$ 13,669	\$ 12,982	\$ 17,018	\$ 15,335	Yes	15/16	15/16	0	On Time	42.6	33.5	Lane mile(s)			
SBD 010 SBD 10 LANE REPLACEMENT IN REDLANDS		\$ 5,373	\$ 5,751	\$ 27,851	\$ 26,679	\$ 33,224	\$ 32,430	Yes	14/15	14/15	0	On Time	12.5	12.5	Lane mile(s)			
SIS 005 South Weed 2R	\$ 6,770	\$ 6,770	\$ 5,076	\$ 28,781	\$ 25,860	\$ 35,551	\$ 30,936	Yes	14/15	14/15	0	On Time	27	27	Lane mile(s)			
ALA 880 Storm Water Mitigation Project on I880 near West Oakland BART		\$ 883	\$ 1,155	\$ 1,813	\$ 1,632	\$ 2,696	\$ 2,787	No	/	13/14	0	On Time	12	12	Acres Treated/Pollutant			
SHA 299 BGI Capstone		\$ 8,090	\$ 10,173	\$ 40,433	\$ 35,398	\$ 48,523	\$ 45,571	Yes	13/14	13/14	0	On Time	64	64	1,000 vehicle hour(s)/yr			
VEN 101 101 Far North Pavement		\$ 2,496	\$ 1,753	\$ 4,303	\$ 3,633	\$ 6,799	\$ 5,386	Yes	/	15/16	0	On Time	9	4	Lane mile(s)			
SBD 018 SBD 18 BIG BEAR ADA IMPROVEMENTS		\$ 3,122	\$ 4,594	\$ 3,882	\$ 2,730	\$ 7,004	\$ 7,324	No	12/13	14/15	(2)	Delayed	55	27	Structure(s)			
SD VAR UPGR BR RAIL END TRTMENTS VAR LOCS		\$ 2,645	\$ 2,900	\$ 4,835	\$ 4,621	\$ 7,480	\$ 7,522	No	15/16	15/16	0	On Time	174	177	Collision(s) reduced			
RIV 243 RIV 243 REPLACE CULVERT	\$ 510	\$ 510	\$ 712	\$ 1,930	\$ 1,670	\$ 2,440	\$ 2,382	Yes	16/17	16/17	0	On Time	6	6	Location(s)			
ED 049 ED49 Slipout Repair	\$ 600	\$ 600	\$ 415	\$ 3,000	\$ 745	\$ 3,600	\$ 1,159	Yes	16/17	16/17	0	On Time	3	3	Location(s)			
SBD 040 RIV 40 REPAIR PAVEMENT	\$ 120	\$ 120	\$ 52	\$ 410	\$ 340	\$ 530	\$ 392	Yes	17/18	17/18	0	On Time	1	1	Location(s)			
SCR 017 Hwy 17 SHOULDER WIDENING & CONCRETE GUARDRAIL		\$ 4,341	\$ 3,262	\$ 6,920	\$ 6,176	\$ 11,261	\$ 9,438	Yes	14/15	14/15	0	On Time	9	9	Collision(s) reduced			
SON 001 Nickname Required	\$ 2,500	\$ 2,500	\$ 1,258	\$ 5,210	\$ 3,460	\$ 7,710	\$ 4,717	Yes	16/17	16/17	0	On Time	1	1	Location(s)			
ALA 013 STORM DAMAGE, RETAINING WALL MORAGA AVE. SLIDE		\$ 1,992	\$ 4,247	\$ 4,177	\$ 4,016	\$ 6,169	\$ 8,263	No	13/14	15/16	(2)	Delayed	1	1	Location(s)			
ED 050 ED 50 Temp Rdwy Stabilization	\$ 170	\$ 170	\$ 141	\$ 1,540	\$ 1,248	\$ 1,710	\$ 1,389	Yes	16/17	16/17	0	On Time	1	1	Location(s)			
ORA 091 Modify signals, lighting at Valley view and St College	\$ 1,434	\$ 1,466	\$ 1,954	\$ 1,544	\$ 1,381	\$ 3,010	\$ 3,335	No	15/16	15/16	0	On Time	77	77	Collision(s) reduced			
CAL 004 CAL & MPA ADA Curb Ramps		\$ 1,257	\$ 1,866	\$ 1,732	\$ 1,747	\$ 2,989	\$ 3,613	No	15/16	15/16	0	On Time	4	4	Location(s)			
BUT 099 East Ave Off-Ramp Widening	\$ 550	\$ 550	\$ 816	\$ 1,264	\$ 1,093	\$ 1,814	\$ 1,909	No	16/17	16/17	0	On Time	24	24	Collision(s) reduced			
LA 138 Rte 138 Safety Improvements		\$ 9,198	\$ 6,125	\$ 11,574	\$ 8,456	\$ 20,772	\$ 14,582	Yes	/	13/14	0	On Time	20.4	20.4	Lane mile(s)			
SD 078 LIGHTING STRIPING MBGR UPGR I-5 TO I-15		\$ 3,377	\$ 3,362	\$ 5,663	\$ 5,259	\$ 9,040	\$ 8,621	Yes	15/16	15/16	0	On Time	284	284	Collision(s) reduced			
ORA 039 12-0N590 Signal & ADA RTE 39 Ball to Lincoln	\$ 758	\$ 887	\$ 906	\$ 748	\$ 717	\$ 1,635	\$ 1,623	Yes	16/17	15/16	1	Early	72	72	Collision(s) reduced			
VAR 101 Exit Retrofit signs	\$ 1,090	\$ 1,770	\$ 1,389	\$ 6,578	\$ 5,813	\$ 8,348	\$ 7,202	Yes	14/15	14/15	0	On Time	866	915	Sign(s)			
DN 101 Log Crossing Repair		\$ 3,990	\$ 1,961	\$ 3,603	\$ 3,474	\$ 7,593	\$ 5,435	Yes	13/14	15/16	(2)	Delayed	1	1	Location(s)			
ALA 880 Nickname Required	\$ 180	\$ 180	\$ 524	\$ 700	\$ 678	\$ 880	\$ 1,202	No	15/16	15/16	0	On Time	1	1	Location(s)			
MEN 101 Willits Sidewalks	\$ 1,672	\$ 1,672	\$ 1,156	\$ 2,241	\$ 1,916	\$ 3,913	\$ 3,072	Yes	16/17	16/17	0	On Time	10	17	Curb ramp(s)			
ALA 080 MBGR REPLACEMENT IN BERKELEY	\$ 609	\$ 1,348	\$ 1,533	\$ 2,037	\$ 1,880	\$ 3,385	\$ 3,413	No	16/17	16/17	0	On Time	4.5	4.5	Collision(s) reduced			
SBD 060 Sbd 60 Chino - Relocation of irrigation facilities	\$ 732	\$ 732	\$ 642	\$ 1,149	\$ 804	\$ 1,881	\$ 1,446	Yes	16/17	16/17	0	On Time	120	120	Location(s)			
ORA 261 Rt 261 Stormwater Source Control Project - RW		\$ 1,704	\$ 1,602	\$ 1,903	\$ 1,720	\$ 3,607	\$ 3,323	Yes	15/16	15/16	0	On Time	38	16.2	Acre(s) treated/pollutant			
SBD 015 SBD 15 REMOVE AND REPLACE DAMAGED BRIDGE DECK	\$ 470	\$ 470	\$ 354	\$ 2,000	\$ 1,980	\$ 2,470	\$ 2,334	Yes	16/17	16/17	0	On Time	1	1	Location(s)			
MER 152 SR152 MERCED MEDIAN BARRIERS	\$ 1,089	\$ 1,089	\$ 962	\$ 2,175	\$ 2,055	\$ 3,264	\$ 3,017	Yes	16/17	16/17	0	On Time	36	36	Collision(s) reduced			
VEN 101 SW MITIGATION		\$ 4,654	\$ 2,230	\$ 2,049	\$ 1,805	\$ 6,703	\$ 4,035	Yes	14/15	14/15	0	On Time	24.6	26.7	Acre(s) treated/pollutant			

**(B) Caltrans Fiscal Year 2018-19
State Highway Operation and Protection
Program Project Closeout**

Project Description	Support (\$1,000's)			Capital (\$1,000's)		Total (\$1,000's)		Completed Within Approved Budget?	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
MPA 140 MARIPOSA TALUS REMOVAL		\$ 1,700	\$ 2,224	\$ 17,200	\$ 15,829	\$ 18,900	\$ 18,052	Yes	14/15	13/14	1 Early	1	1	Location(s)
TRI 299 Helena Fire Wall	\$ 500	\$ 500	\$ 415	\$ 2,630	\$ 2,592	\$ 3,130	\$ 3,007	Yes	17/18	17/18	0 On Time	1	1	Location(s)
RIV 010 RIV 10 REHAB	\$ 7,250	\$ 7,250	\$ 5,703	\$ 70,424	\$ 65,003	\$ 77,674	\$ 70,705	Yes	14/15	14/15	0 On Time	120	120	Lane mile(s)
TUO 120 TUOLUMNE RIVER BRIDGE REHAB		\$ 5,784	\$ 5,819	\$ 19,942	\$ 18,294	\$ 25,726	\$ 24,112	Yes	14/15	14/15	0 On Time	1	1	Structure(s)
PLU 070 Butte Rogers Flat DO	\$ 500	\$ 500	\$ 71	\$ 3,410	\$ 2,371	\$ 3,910	\$ 2,443	Yes	16/17	16/17	0 On Time	1	1	Location(s)
YUB VAR Marysville Operational Improvement		\$ 3,136	\$ 3,247	\$ 4,433	\$ 4,108	\$ 7,569	\$ 7,356	Yes	/	15/16	0 On Time	180	180	vehicle hour(s)/yr
HUM 299 HUM-299 REPAIR STORM DAMAGE	\$ 190	\$ 190	\$ 102	\$ 660	\$ 163	\$ 850	\$ 265	Yes	16/17	16/17	0 On Time	1	1	Location(s)
LAK 029 Lakeport OC ADA CCA 3-22-18	\$ 762	\$ 791	\$ 844	\$ 970	\$ 901	\$ 1,761	\$ 1,745	Yes	16/17	16/17	0 On Time	10	7	Curb ramp(s)
BUT 032 Ivy Street Signals	\$ 1,260	\$ 1,467	\$ 1,350	\$ 1,511	\$ 551	\$ 2,978	\$ 1,901	Yes	16/17	16/17	0 On Time	18	18	Collision(s) reduced
VAR VAR Teh 32 and Plu 36 Pavement Repairs	\$ 300	\$ 300	\$ 215	\$ 1,600	\$ 1,404	\$ 1,900	\$ 1,619	Yes	16/17	16/17	0 On Time	1	2	Location(s)
VAR VAR South East Drop offs	\$ 700	\$ 700	\$ 690	\$ 4,500	\$ 4,372	\$ 5,200	\$ 5,062	Yes	16/17	16/17	0 On Time	1	4	Location(s)
SD 094 SD-94 RAIL UPGRADE	\$ 2,249	\$ 2,448	\$ 2,299	\$ 1,149	\$ 1,081	\$ 3,597	\$ 3,380	Yes	16/17	16/17	0 On Time	535	TBD	Linear feet
ALA 080 STORM WATER MITIGATION PROJECT IN BERKELEY		\$ 413	\$ 780	\$ 368	\$ 305	\$ 781	\$ 1,085	No	/	13/14	0 On Time	74.8	74.8	Acres Treated/Pollutant
SBD 210 HOV BUFFER STRIPING SBD-210		\$ 302	\$ 337	\$ 424	\$ 311	\$ 726	\$ 647	Yes	/	16/17	0 On Time			
PLU 070 The Gauntlet	\$ 510	\$ 510	\$ 262	\$ 2,510	\$ 2,440	\$ 3,020	\$ 2,702	Yes	16/17	16/17	0 On Time	1	5	Location(s)
VAR VAR Nickname Required	\$ 1,020	\$ 1,020	\$ 769	\$ 3,420	\$ 3,237	\$ 4,440	\$ 4,006	Yes	15/16	15/16	0 On Time	174	174	Location(s)
MER 099 MER 99 ROADSIDE IMPROVEMENTS	\$ 1,089	\$ 1,089	\$ 1,404	\$ 1,686	\$ 1,564	\$ 2,775	\$ 2,968	No	15/16	15/16	0 On Time	12	12	Location(s)
DN 101 South Hamilton Slipout		\$ 2,075	\$ 2,135	\$ 3,864	\$ 3,692	\$ 5,939	\$ 5,827	Yes	13/14	14/15	(1) Delayed	1	1	Location(s)
PLU 147 Plumas Emergency Pavement Repair	\$ 210	\$ 210	\$ 120	\$ 1,620	\$ 1,589	\$ 1,830	\$ 1,708	Yes	16/17	16/17	0 On Time	1	1	Location(s)
ED 050 Roadway Settlement Structure Failure	\$ 570	\$ 570	\$ 297	\$ 600	\$ 508	\$ 1,170	\$ 805	Yes	16/17	16/17	0 On Time	2	2	Location(s)
SM 084 SM-84-Storm Damage Repair at 280 NB on Ramp		\$ 2,760	\$ 3,297	\$ 4,075	\$ 3,819	\$ 6,835	\$ 7,116	No	14/15	14/15	0 On Time	1	1	Location(s)
MEN 020 LANDSLIDE REPAIR	\$ 190	\$ 190	\$ 175	\$ 1,315	\$ 1,300	\$ 1,505	\$ 1,475	Yes	16/17	16/17	0 On Time	1	3	Location(s)
LAK 175 LAK-175 storm repairs	\$ 425	\$ 425	\$ 1,232	\$ 5,225	\$ 4,584	\$ 5,650	\$ 5,816	No	16/17	16/17	0 On Time	4	5	Location(s)
ORA 073 12-0M340 Rte 73/133 El Toro-Widen Rdwy		\$ 1,627	\$ 2,334	\$ 2,514	\$ 2,409	\$ 4,141	\$ 4,743	No	14/15	14/15	0 On Time	41	41	Collision(s) reduced
DN 101 Last Chance Slips		\$ 2,736	\$ 1,065	\$ 20	\$ 1	\$ 2,756	\$ 1,066	Yes	13/14	15/16	(2) Delayed	2	2	Location(s)
DN 101 South Last Chance Wall		\$ 1,870	\$ 772	\$ 15	\$ -	\$ 1,885	\$ 772	Yes	15/16	15/16	0 On Time	1	0	Location(s)
Totals		\$ 179,059	\$ 163,173	\$ 479,800	\$ 424,812	\$ 658,859	\$ 587,985							

¹ New project in 2014 Program Document or later.

² New project in 2016 Program Document or later.

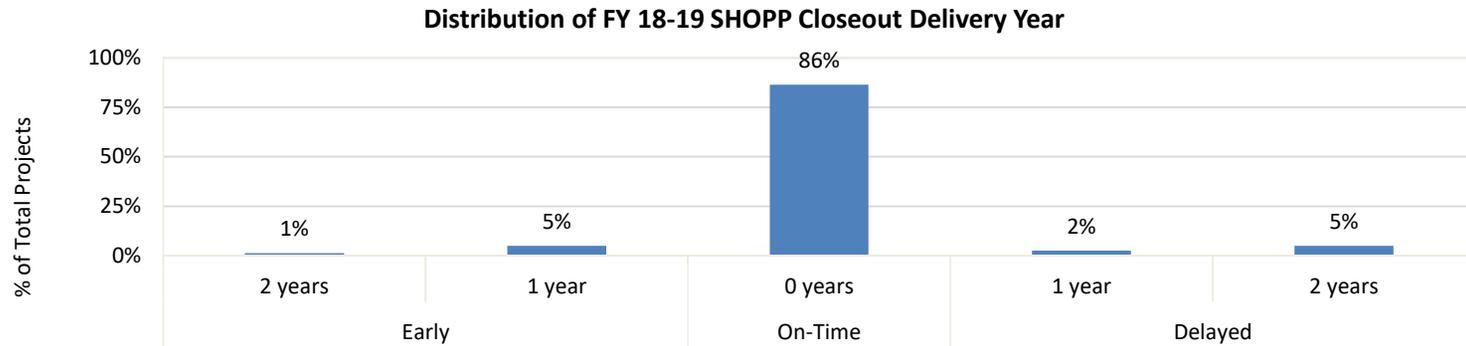
FY 2018-19 SHOPP Project Closeout Support Expenditure Analysis

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%	35	43%	\$ 81,685	\$ 52,980	\$ (28,705)	(35%)
80% to 120%	26	32%	\$ 66,505	\$ 65,923	\$ (582)	(1%)
> 120%	20	25%	\$ 30,869	\$ 44,271	\$ 13,402	43%
Total	81	100%	\$ 179,059	\$ 163,173	\$ (15,886)	(9%)

**(B) Caltrans Fiscal Year 2018-19
State Highway Operation and Protection
Program Project Closeout**

FY 18-19 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
Number of Projects	0	1	4	70	2	4	0	0
Approved Capital Budget (\$1,000's)	\$ -	\$ 5,726	\$ 42,447	\$ 413,491	\$ 6,454	\$ 11,681	\$ -	\$ -



(B1) Caltrans Fiscal Year 2018-19 State Highway Operation and Protection Program Project Closeout - Large Projects (Total Project Cost Greater than \$50 million or Total SHOPP programmed amount (R/W and/or Construction) of \$15 Million or greater)													
Project Description	Phase	Initial Programmed Amount	Initial Allocated Amount	Supplemental Allocated Amount	Initial Programmed vs Allocated Variance Amount	Expended Amount	Total Allocated vs Expended Variance Amount	Delivery Year				Construction Output	
		(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit
1st Quarter													
ORA 073 Rt 73 Stormwater Source Control Project	PA&ED	\$ 1,850	\$0		\$1,850	\$1,819	-\$1,819						
	PS&E	\$ 2,000	\$0		\$2,000	\$2,120	-\$2,120						
	R/W Sup	\$ 250	\$0		\$250	\$0	\$0						
	Con Sup	\$ 2,080	\$0		\$2,080	\$2,770	-\$2,770	/	12/13	0	On Time	2	2
	R/W Cap	\$ -	\$0		\$0	\$4	-\$4						
	Con Cap	\$ 12,861	\$18,044		-\$5,183	\$11,832	\$6,212						
Total		\$ 19,041	\$18,044		\$997	\$18,544	-\$500						
GLE 005 HMA Overlay - Glenn 005	PA&ED	\$ 1,350	\$0		\$1,350	\$630	-\$630						
	PS&E	\$ 1,070	\$0		\$1,070	\$1,054	-\$1,054						
	R/W Sup	\$ 350	\$350		\$0	\$27	\$323						
	Con Sup	\$ 3,800	\$0		\$3,800	\$2,243	-\$2,243	16/17	15/16	1	Early		
	R/W Cap	\$ 21	\$0		\$21	\$0	\$0						
	Con Cap	\$ 23,872	\$30,726		-\$6,854	\$23,311	\$7,415						
Total		\$ 30,463	\$31,076		-\$613	\$27,266	\$3,810						
SBD 040 SBD 40 Haller, Rojo, Clipper Bridges Replacements	PA&ED	\$ 1,508	\$0		\$1,508	\$1,334	-\$1,334						
	PS&E	\$ 4,487	\$0		\$4,487	\$2,978	-\$2,978						
	R/W Sup	\$ 194	\$0		\$194	\$16	-\$16						
	Con Sup	\$ 6,717	\$0		\$6,717	\$6,325	-\$6,325	/	13/14	0	On Time	0	55.2
	R/W Cap	\$ 20	\$0		\$20	\$39	-\$39						
	Con Cap	\$ 22,660	\$0		\$22,660	\$22,247	-\$22,247						
Total		\$ 35,586	\$0		\$35,586	\$32,939	-\$32,939						
SB 154 Cachuma Pass Cap-M	PA&ED	\$ 454	\$0		\$454	\$122	-\$122						
	PS&E	\$ 1,141	\$0		\$1,141	\$562	-\$562						
	R/W Sup	\$ 28	\$0		\$28	\$16	-\$16						
	Con Sup	\$ 1,726	\$0		\$1,726	\$1,653	-\$1,653	15/16	15/16	0	On Time	42.6	25
	R/W Cap	\$ 18	\$0		\$18	\$0	\$0						
	Con Cap	\$ 13,651	\$12,801		\$850	\$12,982	-\$181						
Total		\$ 17,018	\$12,801		\$4,217	\$15,335	-\$2,534						
SBD 010 SBD 10 LANE REPLACEMENT IN REDLANDS	PA&ED	\$ -	\$0		\$0	\$0	\$0						
	PS&E	\$ 1,920	\$0		\$1,920	\$1,862	-\$1,862						
	R/W Sup	\$ 268	\$0		\$268	\$44	-\$44						
	Con Sup	\$ 3,185	\$0		\$3,185	\$3,845	-\$3,845	14/15	14/15	0	On Time	74.4	74.4
	R/W Cap	\$ -	\$0		\$0	\$0	\$0						
	Con Cap	\$ 27,851	\$34,624		-\$6,773	\$26,679	\$7,945						
Total		\$ 33,224	\$34,624		-\$1,400	\$32,430	\$2,194						
SIS 005 South Weed 2R	PA&ED	\$ 1,400	\$0		\$1,400	\$608	-\$608						
	PS&E	\$ 1,810	\$0		\$1,810	\$817	-\$817						
	R/W Sup	\$ 90	\$0		\$90	\$15	-\$15						
	Con Sup	\$ 3,470	\$0		\$3,470	\$3,635	-\$3,635	14/15	14/15	0	On Time		
	R/W Cap	\$ 5	\$0		\$5	\$0	\$0						
	Con Cap	\$ 28,776	\$37,100		-\$8,324	\$25,860	\$11,240						
Total		\$ 35,551	\$37,100		-\$1,549	\$30,936	\$6,164						
SHA 299 BGI Capstone	PA&ED	\$ 2,100	\$0		\$2,100	\$1,739	-\$1,739						
	PS&E	\$ 2,100	\$0		\$2,100	\$1,641	-\$1,641						
	R/W Sup	\$ 340	\$0		\$340	\$514	-\$514						
	Con Sup	\$ 3,550	\$0		\$3,550	\$6,280	-\$6,280	13/14	13/14	0	On Time	1	1
	R/W Cap	\$ 2,200	\$0		\$2,200	\$733	-\$733						
	Con Cap	\$ 38,233	\$29,975	\$4,316	\$3,942.26	\$34,665	-\$374						
Total		\$ 48,523	\$29,975		\$18,548	\$45,571	-\$15,596						

* Note: SHOPP PAED and PS&E support as well as construction support were not allocated by the Commission until June 2017 and July 2016, respectively. Since there were no allocations prior to these dates, the initial allocated amount is shown as "0" resulting in a negative number in the total Allocated vs Expended Variance.

(B1) Caltrans Fiscal Year 2018-19 State Highway Operation and Protection Program Project Closeout - Large Projects (Total Project Cost Greater than \$50 million or Total SHOPP programmed amount (R/W and/or Construction) of \$15 Million or greater)														
Project Description	Phase	Initial Programmed Amount	Initial Allocated Amount	Supplemental Allocated Amount	Initial Programmed vs Allocated Variance Amount	Expended Amount	Total Allocated vs Expended Variance Amount	Delivery Year				Construction Output		
		(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	(\$1000)	Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit	
LA 138 Rte 138 Safety Improvements	PA&ED	\$ 990	\$ 0		\$990	\$1,196	-\$1,196							
	PS&E	\$ 4,070	\$ 0		\$4,070	\$1,712	-\$1,712							
	R/W Sup	\$ 508	\$ 0		\$508	\$54	-\$54							
	Con Sup	\$ 3,630	\$ 0		\$3,630	\$3,162	-\$3,162	/	13/14	0	On Time	0	45.2	0
	R/W Cap	\$ 800	\$ 0		\$800	\$84	-\$84							
	Con Cap	\$ 10,774	\$ 0		\$10,774	\$8,372	-\$8,372							
	Total		\$ 20,772	\$ 0		\$20,772	\$14,582	-\$14,582						
MPA 140 MARIPOSA TALUS REMOVAL	PA&ED	\$ 300	\$ 0		\$300	\$0	\$0							
	PS&E	\$ 400	\$ 0		\$400	\$398	-\$398							
	R/W Sup	\$ -	\$ 0		\$0	\$0	\$0							
	Con Sup	\$ 1,000	\$2,480		-\$1,480	\$1,826	\$654	14/15	13/14	1	Early	52	52	Lane mile(s)
	R/W Cap	\$ -	\$ 0		\$0	\$0	\$0							
	Con Cap	\$ 17,200	\$13,000		\$4,200	\$15,829	-\$2,829							
	Total		\$ 18,900	\$15,480		\$3,420	\$18,052	-\$2,572						
RIV 010 RIV 10 REHAB	PA&ED	\$ 1,360	\$ 0		\$1,360	\$1,438	-\$1,438							
	PS&E	\$ 2,340	\$ 0		\$2,340	\$352	-\$352							
	R/W Sup	\$ 50	\$ 0		\$50	\$5	-\$5							
	Con Sup	\$ 3,500	\$ 0		\$3,500	\$3,907	-\$3,907	14/15	14/15	0	On Time	120	127.8	Lane mile(s)
	R/W Cap	\$ 50	\$ 0		\$50	\$0	\$0							
	Con Cap	\$ 70,374	\$87,579		-\$17,205	\$65,003	\$22,576							
	Total		\$ 77,674	\$87,579		-\$9,905	\$70,705	\$16,874						
TUO 120 TUOLUMNE RIVER BRIDGE REHAB	PA&ED	\$ -	\$ 0		\$0	\$0	\$0							
	PS&E	\$ 1,629	\$ 0		\$1,629	\$2,038	-\$2,038							
	R/W Sup	\$ 4	\$ 0		\$4	\$0	\$0							
	Con Sup	\$ 4,151	\$ 0		\$4,151	\$3,781	-\$3,781	14/15	14/15	0	On Time	1	385.4	0
	R/W Cap	\$ -	\$ 0		\$0	\$0	\$0							
	Con Cap	\$ 19,942	\$20,827		-\$885	\$18,294	\$2,533							
	Total		\$ 25,726	\$20,827		\$4,899	\$24,112	-\$3,285						

* Note: SHOPP PAED and PS&E support as well as construction support were not allocated by the Commission until June 2017 and July 2016, respectively. Since there were no allocations prior to these dates, the initial allocated amount is shown as "0" resulting in a negative number in the total Allocated vs Expended Variance.

**(B2) Caltrans Fiscal Year 2018-19
State Highway Operation and Protection
Program Project Closeout - Small Projects (Total Project Cost Less than \$50 million and Total SHOPP programmed amount (R/W and/or Construction) of \$15 Million or less)**

Quarterly Aggregated Report for Projects that Complete Construction: FY 18/19 - Q1
Number of Projects in this Aggregated Summary: 70

Phase	Fund-Type	Initial Programmed Amount (\$1000)	Initial Allocated Amount (\$1000)	Supplemental Allocated Amount (\$1000)	Initial Programmed vs Allocated Variance Amount (\$1000)	Expended Amount (\$1000)	Total Allocated vs Expended Variance Amount * (\$1000)
PA&ED Support	SHOPP	\$13,247	\$0	\$0	\$13,247	\$13,036	-\$13,036
	Other				\$0		\$0
	Total	\$13,247	\$0	\$0	\$13,247	\$13,036	-\$13,036
PS&E Support	SHOPP	\$38,312	\$3,674	\$0	\$34,638	\$37,911	-\$34,237
	Other				\$0		\$0
	Total	\$38,312	\$3,674	\$0	\$34,638	\$37,911	-\$34,237
Right of Way Support	SHOPP	\$5,628	\$647	\$0	\$4,981	\$3,566	-\$2,919
	Other				\$0		\$0
	Total	\$5,628	\$647	\$0	\$4,981	\$3,566	-\$2,919
Construction Support	SHOPP	\$48,702	\$4,294	\$0	\$44,408	\$44,121	-\$39,827
	Other				\$0		\$0
	Total	\$48,702	\$4,294	\$0	\$44,408	\$44,121	-\$39,827
Right of Way Capital	SHOPP	\$4,301	\$0	\$0	\$4,301	\$1,324	-\$1,324
	Other				\$0		\$0
	Total	\$4,301	\$0	\$0	\$4,301	\$1,324	-\$1,324
Construction Capital	SHOPP	\$186,190	\$175,222	\$0	\$10,968	\$157,555	\$17,667
	Other				\$0		\$0
	Total	\$186,190	\$175,222	\$0	\$10,968	\$157,555	\$17,667
Total	SHOPP	\$296,380	\$183,837	\$0	\$112,543	\$257,513	-\$73,676
	Other				\$0		\$0
	Total	\$296,380	\$183,837	\$0	\$112,543	\$257,513	-\$73,676

* **Note:** SHOPP PAED and PS&E support as well as construction support were not allocated by the Commission until June 2017 and July 2016, respectively. Since there were no allocations prior to these dates, the initial allocated amount is shown as "0" resulting in a negative number in the total Allocated vs Expended Variance.

**(C) Caltrans Fiscal Year 2018-19, First Quarter
Capital Outlay Support G-12 Request Summary**

The table below summarizes G-12 funding requests for the Capital Outlay Support program through the end of Q1, FY 2018-19.

Month	SHOPP		STIP		Total	
	No. of Projects	Increase (\$1,000's)	No. of Projects	Increase (\$1,000's)	No. of Projects	Increase (\$1,000's)
July	24	\$ 3,622	0	\$ -	24	\$ 3,622
August	46	\$ 7,256	1	\$ 50	47	\$ 7,306
September	25	\$ 4,502	2	\$ 500	27	\$ 5,002
G-12 Year-to-Date	95	\$ 15,380	3	\$ 550	98	\$ 15,930
COS Increase¹		\$ (15,886)		\$ 4,002		\$ (11,884)
Net G-12 Plus COS Increase²		\$ (506)		\$ 4,552		\$ 4,046

¹ Appendix A and B, Approved COS budget minus Actual Costs

² Represents Year to Date G-12 plus COS Increase

(D) Watch List: First Quarter Retired Risks

County	Route	Description	Program	Programed Budget (\$1,000s)	Risk Component	Risk Trend	Risk Description
Pre-Construction-Delivery Year Delays Risks							
LAK	175	Lak 175 -Middletown Shoulders	SHOPP	21,100	Fiscal Year Delivery	Retired	Project Delivered
LAK	175	Lak 175 -Middletown Shoulders	SHOPP	2,756	Right of Way Capital	Retired	Project Delivered
HUM	101	Wabash-Fairfield Safety	SHOPP	5,382	Fiscal Year Delivery	Retired	Project Delivered
HUM	101	Little Lost Man Fish Passage	SHOPP	966	PA&ED	Retired	Completed PAED in June 2018
HUM	096	Willow Creek Charging Station	SHOPP	1,169	Fiscal Year Delivery	Retired	Project Delivered
MOD	299	Butte & Ash Creek Bridge Replacement	SHOPP	10,086	Fiscal Year Delivery	Retired	Project Delivered
PLA	049	Pla-49 Rehab Project	SHOPP	38,805	Fiscal Year Delivery	Retired	Project Delivered
COL	020	Colusa Rehab	SHOPP	13,500	Fiscal Year Delivery	Retired	Project Delivered
SON	116	SON 116 ADA Ped Infrastructure	SHOPP	5,360	Fiscal Year Delivery	Retired	Project Delivered
NAP	128	SR 128 CONN CREEK BRIDGE REPLACEMENT	SHOPP	17,903	Fiscal Year Delivery	Retired	Project Delivered
SON	116	SON 116/Llano Rd LT	SHOPP	10,668	Fiscal Year Delivery	Retired	Project Delivered
SOL	012	Intersection Improvement - Roundabout-route 12 and 113	SHOPP	7,122	Fiscal Year Delivery	Retired	Project Delivered
MRN	101	Bridge replacement San Rafael harbor creek	SHOPP	14,787	Fiscal Year Delivery	Retired	Project Delivered
NAP	128	Capell Creek Bridge Replacement	SHOPP	18,885	Fiscal Year Delivery	Retired	Project Delivered
ALA	880	CRANDALL CREEK SEISMIC RETROFIT BRIDGE #33-0273	SHOPP	9,930	Fiscal Year Delivery	Retired	Project Delivered
SF	101	04-3E602_SF 001-LOMBARD CAPM	SHOPP	5,261	Fiscal Year Delivery	Retired	Project Delivered
MRN	101	Ramp Metering	SHOPP	12,960	Fiscal Year Delivery	Retired	Project Delivered
MRN	101	MRN-101 Storm damage restoration	SHOPP	3,995	Fiscal Year Delivery	Retired	Project Delivered
SON	001	SON-1 soldier pile wall and RSP	SHOPP	8,310	Fiscal Year Delivery	Retired	Project Delivered

(D) Watch List: First Quarter Retired Risks

County	Route	Description	Program	Programed Budget (\$1,000s)	Risk Component	Risk Trend	Risk Description
NAP	121	Storm Damage Adjacent to Capell Creek	SHOPP	3,251	Fiscal Year Delivery	Retired	Project Delivered
SF	001	04-4K110_SF 001 19th AVE. CAPM AND INTERCONNECT SIGNALS	SHOPP	27,379	Fiscal Year Delivery	Retired	Project Delivered
MON	068	Pacific Grove Shoulder Widening	SHOPP	6,570	Fiscal Year Delivery	Retired	Project Delivered
SBT	025	La Gloria Rd Curve Correction	SHOPP	7,069	Fiscal Year Delivery	Retired	Project Delivered
SLO	101	Pismo Creek Scour Repair Project	SHOPP	5,794	Fiscal Year Delivery	Retired	Project Delivered
SCR	009	Hwy 9 Shoulder Widening, MBGR Upgrades, Ctr Rumble Strip, Super Imp	SHOPP	13,208	Fiscal Year Delivery	Retired	Project Delivered
SCR	017	PASATIEMPO SHOULDER WIDENING	SHOPP	10,057	Fiscal Year Delivery	Retired	Project Delivered
SCR	001	SCR-1 CAPM	SHOPP	17,699	Fiscal Year Delivery	Retired	Project Delivered
MON	101	Salinas Rehab	SHOPP	52,179	Fiscal Year Delivery	Retired	Project Delivered
MON	101	Salinas River bridge seismic retrofit	SHOPP	44,855	Fiscal Year Delivery	Retired	Project Delivered
SCR	152	SCr 152 ADA	SHOPP	3,768	Fiscal Year Delivery	Retired	Project Delivered
SBT	025	Rte Deficiency Corrections	SHOPP	9,235	Fiscal Year Delivery	Retired	Project Delivered
MON	101	KING CITY REHAB	SHOPP	56,260	Fiscal Year Delivery	Retired	Project Delivered
MON	101	North King City Barrier	SHOPP	9,815	Fiscal Year Delivery	Retired	Project Delivered
LA	001	BAY CLUB DRIVE	SHOPP	13,351	Fiscal Year Delivery	Retired	Project Delivered
VEN	023	Pavement Rehab	SHOPP	5,368	Fiscal Year Delivery	Retired	Project Delivered
LA	060	Pavement Rehab	SHOPP	94,588	Fiscal Year Delivery	Retired	Project Delivered
LA	110	Paint LA River Bridge	SHOPP	7,664	Fiscal Year Delivery	Retired	Project Delivered
LA	014	Widen Bridge, Modified Ramp	LOCAL	0	PA&ED	Retired	Completed PAED in June 2018

(D) Watch List: First Quarter Retired Risks

County	Route	Description	Program	Programed Budget (\$1,000s)	Risk Component	Risk Trend	Risk Description
VEN	126	Ven 126 TMDL	SHOPP	9,185	Fiscal Year Delivery	Retired	Project Delivered
LA	002	ITS Restoration Work in Hassan Manaa's area	SHOPP	26,091	Fiscal Year Delivery	Retired	Project Delivered
RIV	074	Riv 74 Hemet Raised Median Curb	SHOPP	40,916	Fiscal Year Delivery	Retired	Project Delivered
SBD	018	SBD 18 ADELANTO SHOULDER WIDENING	SHOPP	48,538	Fiscal Year Delivery	Retired	Project Delivered
SBD	018	SBD 18 VICTORVILLE CONSTRUCT MEDIAN CURB	SHOPP	15,279	Fiscal Year Delivery	Retired	Project Delivered
SBD	060	SBD 60 - REPLACE PIPELINE, MONTE VISTA AND BENSON BRIDGES	SHOPP	35,230	Fiscal Year Delivery	Retired	Project Delivered
SBD	010	SBd 10 Santa Ana River Br Seismic Retrofit	SHOPP	31,233	Fiscal Year Delivery	Retired	Project Delivered
SBD	127	SBD 127 Near Baker Widen Shoulder and Rumble Strips	SHOPP	2,476	Fiscal Year Delivery	Retired	Project Delivered
SBD	247	SBd 247 Near Lucerne Valley Widen Shoulder and Rumble Strips	SHOPP	2,859	Fiscal Year Delivery	Retired	Project Delivered
SBD	062	SBd 62 Widen shoulders, add Rumble Strips & Signals	SHOPP	6,164	Fiscal Year Delivery	Retired	Project Delivered
SBD	395	SBD 395 CONSTRUCT 4' MEDIAN BUFFER	SHOPP	24,895	Fiscal Year Delivery	Retired	Project Delivered
SBD	095	SBd 95 Shoulder Widening & Rumble Strips Installation	SHOPP	6,225	Fiscal Year Delivery	Retired	Project Delivered
STA	005	WESTLEY REST AREA	SHOPP	5,477	Fiscal Year Delivery	Retired	Project Delivered
TUO	108	SR108 INTERSECTION IMPROVEMENT	SHOPP	6,672	Fiscal Year Delivery	Retired	Project Delivered
SD	094	SD 94 REALIGN NEAR FREEZER RD	SHOPP	7,876	Fiscal Year Delivery	Retired	Project Delivered
SD	VAR	DVMS PANELS	SHOPP	6,446	Fiscal Year Delivery	Retired	Project Delivered
SD	805	I-805 SWEETWATER RIVER BRIDGE UPGRADE	2018 SHOPP	0	Fiscal Year Delivery	Retired	Project Delivered
Pre-Construction-COS Supplementals							
KER	005	Buttonwillow SRRA Sewer Upgrade	SHOPP	2,350	Construction Capital	Retired	Awarded

(D) Watch List: First Quarter Retired Risks

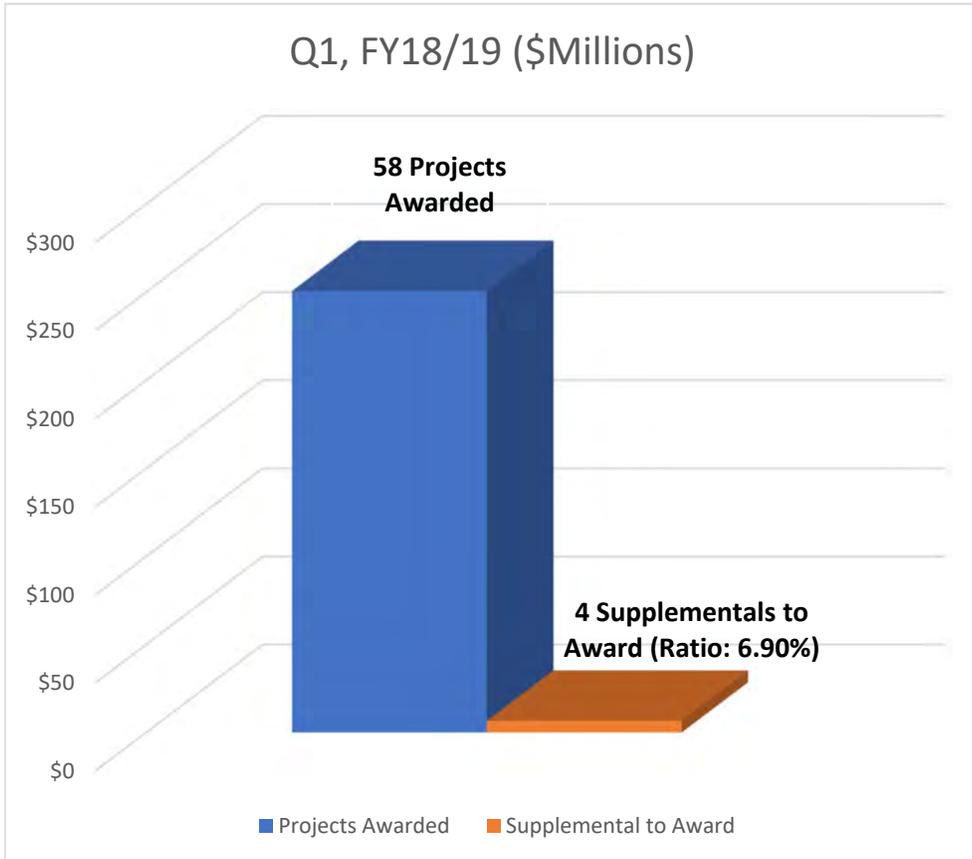
County	Route	Description	Program	Programed Budget (\$1,000s)	Risk Component	Risk Trend	Risk Description
FRE	168	Shaver to Huntington CAPM & Culvert Rehab	SHOPP	18,700	Construction Capital	Retired	Awarded
LA	405	Restore Truck Weight Station	SHOPP	4,872	Construction Capital	Retired	Funds Approved-CTC Action in June 2018
LA	405	Restore Truck Weight Station	SHOPP	1,050	Construction Support	Retired	Funds Approved-CTC Action in June 2018
VEN	023	Annual Element Project	SHOPP	530	Construction Capital	Retired	Awarded
SJ	088	CLEMENTS CAPM	SHOPP	6,343	Construction Capital	Retired	Awarded
MPA	049	Rumble Strip Installation	SHOPP	1,078	Construction Capital	Retired	Awarded
AMA	088	Rumble Strip Installation	SHOPP	2,340	Construction Capital	Retired	Awarded
COL	020	Colusa Rehab	SHOPP	9,700	Construction Capital	Retired	Awarded
VEN	023	Pavement Rehab	SHOPP	3,646	Construction Capital	Retired	Funds Approved-CTC Action in August 2018
VEN	023	Pavement Rehab	SHOPP	900	Construction Support	Retired	Funds Approved-CTC Action in August 2018
LA	110	Paint LA River Bridge	SHOPP	5,631	Construction Capital	Retired	Funds Approved-CTC Action in August 2018
LA	110	Paint LA River Bridge	SHOPP	900	Construction Support	Retired	Funds Approved-CTC Action in August 2018
MER	005	ERRECA REST AREA WASTEWATER SYSTEM	SHOPP	2,271	Construction Capital	Retired	Latest Estimates Within 120%.
TUO	120	TUO, STA, MPA Rumble Strips	SHOPP	1,579	Construction Capital	Retired	Latest Estimates Within 120%.
STA	VAR	SR 108 & 132 ADA IMPROVEMENT	SHOPP	970	Construction Capital	Retired	Awarded
HUM	096	Willow Creek Charging Station	SHOPP	0		Retired	NO COS Supplemental was Needed
HUM	096	Willow Creek Charging Station	SHOPP	0		Retired	NO COS Supplemental was Needed

(D) Watch List: First Quarter Retired Risks

County	Route	Description	Program	Programed Budget (\$1,000s)	Risk Component	Risk Trend	Risk Description
MON	068	Pacific Grove Shoulder Widening	SHOPP	1,093	PS&E	Retired	Supplemental Allocation Granted-June 2018 CTC Meeting
SCR	152	SCr 152 ADA	SHOPP	716	PS&E	Retired	Supplemental Allocation Granted-June 2018 CTC Meeting
INY	190	Towne Pass Curves	SHOPP	520	Construction Support	Retired	No Need for Supplemental; ETC Was Reduced.
SBD	138	SBd 138 Widening (West of 15)(PHASE 1a)	STIP	10,700	Construction Support	Retired	Completed CCA.
SBD	138	SBd 138 Realignment (East of 15)	SHOPP	31,968	Construction Capital	Retired	Within Budget-Potential Creation of a New Project.
AMA	088	AMADOR 88 CAPM	SHOPP	1,553	Construction Support	Retired	Completed CCA.
AMA	088	SILVER LAKE CAMPGROUND CAPM	SHOPP	899	Construction Support	Retired	Completed CCA.
SHA	005	Sidehill & Dog Creek Seismic Retrofit	SHOPP	29,646	Construction Capital	Retired	Funds Approved-CTC Action in June 2018.
VEN	033	Slope Repair	SHOPP	4,906	Construction Capital	Retired	Funds Approved-CTC Action in August 2018.
SJ	012	BOULDIN ISLAND REHAB	SHOPP	31,000	Construction Capital	Retired	Funds Approved-CTC Action in August 2018.

(E) Projects Awarded vs Supplemental to Award

Projects Awarded ¹ (Millions)	Supplemental to Award ² (Millions)	Ratio
\$250.76	\$6.72	2.68%

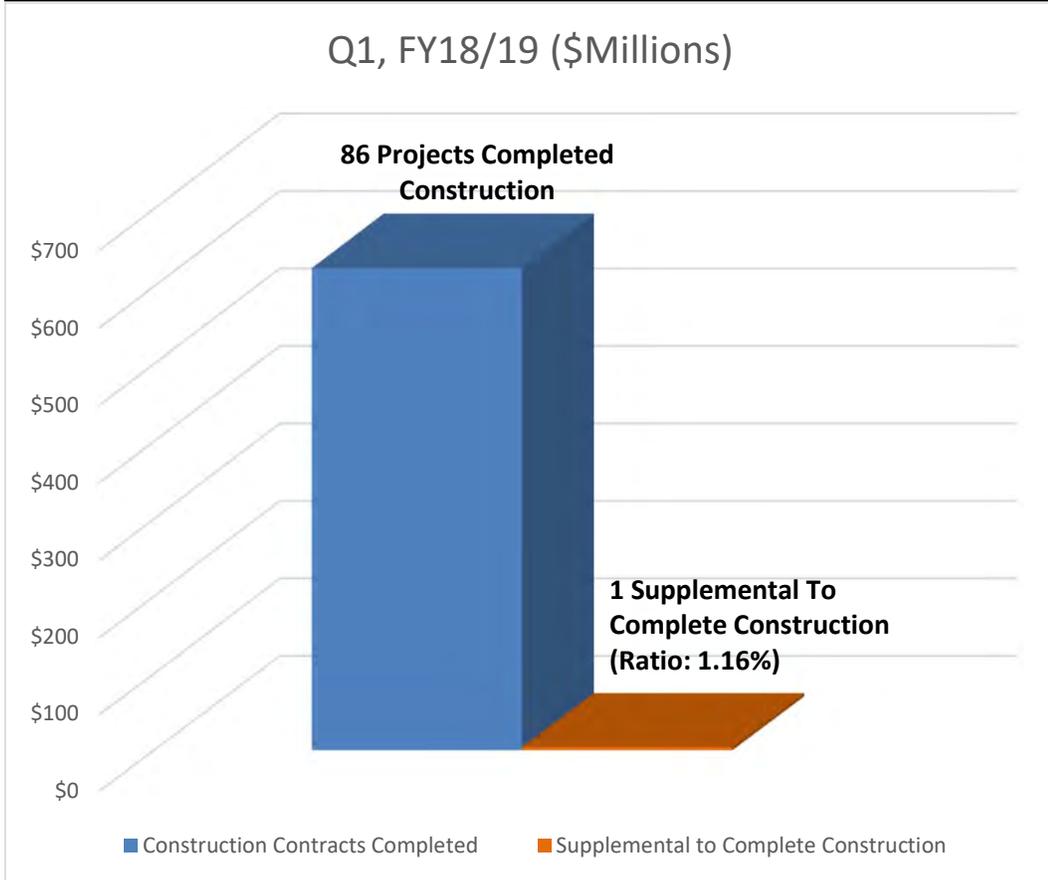


¹The Contract Allotments of the Statewide Delivery Plan Projects Awarded in Q1, FY18/19. Excludes None-Conventional and/or Special Funded Pilot Projects (CMGC, Design Built,...).

²Supplemental to Award for the Projects. CTC Actions: August 2018. Projects: 07-31330, 06-0U09U, 08-1G460, 10-1C430.

(F) Construction Contracts Completed vs Supplemental to Complete Construction

Construction Contracts Completed ¹ (Millions)	Supplemental to Complete Construction ² (Millions)	Ratio
\$623.60	\$4.32	0.69%



¹ Appendix A and B, SHOPP and STIP projects. The Actual Total Cost of Completed Construction Contracts, Q1, 18/19 FY. Construction costs are calculated 6 months after the end of construction.

² Supplemental to Complete Construction Contract for the Projects. CTC Action Item: June 2016; Project 02-3E410.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
 CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.5d (1)
 Action Item

From: STEVEN KECK
 Chief Financial Officer

Prepared By: Amarjeet Benipal
 District 03 - Director

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT (PPNO 03-8132/EA 1A920 – SUTTER COUNTY – STATE ROUTE 20) RESOLUTION FP-18-43**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation’s (Department) allocation request for \$30,790,000 for the State Highway Operation Protection Program (SHOPP) Pavement Rehabilitation project (PPNO 8132) on State Route (SR) 20 in Sutter County?

RECOMMENDATION:

The Department recommends that the Commission approve an allocation of \$30,790,000 for the SHOPP Pavement Rehabilitation project (PPNO 03-8132) on SR-20 in Sutter County.

Dist-Co-Rte	Construction Component	Programmed Amount	Program Adjustment	Requested Funds	% Over Programmed Amount
03-SUT-20	Capital	\$21,614,000	\$6,186,000	\$27,800,000	29 %
	Support	\$2,771,000	\$219,000	\$2,990,000	8 %
Total		\$24,385,000	\$6,405,000	\$30,790,000	26 %

PROJECT DESCRIPTION:

This project is located on SR 20, between the Sutter Bypass and Lytle Road and near Yuba City, in Sutter County. The project will rehabilitate a section of the roadway by widening the shoulders to 8 feet, rehabilitating the pavement, performing drainage improvements, and replacing the existing bridge over the Wadsworth canal. The new bridge will be built on a new alignment, parallel to and north of, the existing bridge.

The project is consistent with the performance measures, goals, and objectives in the Commission-adopted Transportation Asset Management Plan (TAMP). This project includes the following performance measures:

1. Replace the 98-year old Wadsworth Bridge and provide a bridge with a service life of 50 years. The new bridge will replace 6,189 square feet of “poor” condition bridge deck and add an additional 3,171 square feet of new bridge deck, for a total of 9,360 square feet of good quality bridge deck.
2. Rehabilitate a total of 13.5 lane-miles of pavement, including 0.5 lane-mile of “poor” quality pavement, 12.8 lane-miles of “fair” quality pavement and 0.2 lane-miles of “good” quality pavement.
3. Widen a section of existing shoulders and provide 12 lane-miles of standard shoulders.

PROGRAMMING STATUS:

The project was programmed in the 2016 SHOPP for a Construction allocation in fiscal year 2017-18; which is from July 1, 2017 to June 30, 2018. The Department was not able to deliver the project within that time period and requested a 9-month time extension, which was granted by the Commission, on June 27, 2018.

Furthermore, the Commission’s adopted Interim SHOPP Guidelines do not allow for changes in the programmed costs after a project’s programmed fiscal year of delivery has begun. Subsequently, the only opportunity to make any changes is at the time of construction allocation request.

REASON FOR COST INCREASE:

This project was initially a contingency project consistent with Commission Guidelines, with no funds programmed for the Construction phase. The Project Approval & Environmental Document (PA&ED) was completed on December 1, 2016, with an updated estimate of \$21,614,000. In June 2017, the Department re-evaluated the Engineer’s Estimate (EE) to fully program construction phases in the 2016 SHOPP for delivery in 2017-18. The EE was found to be within acceptable tolerances of the proposed programmed amount identified during the PA&ED in December 2016, and no change was needed. However, the re-evaluation of the EE in 2017 was based on the best information available in the early stages of design and increased to the anticipated year of construction.

Construction Capital

During the development of the Plans, Specifications and Estimate (PS&E), additional roadway items (such as safety lighting and replacing existing culverts) were added per safety and constructability review recommendations. In addition, storm-water requirements (biofiltration devices inside the roadside ditches to improve water quality) and US Army Corp of Engineers (USACE) levee requirements (reconstruction of a portion of levee) were revealed, which increased the construction cost.

The Department worked with the USACE to obtain the Section 408 permit but were not able to finalize the terms in time to deliver the project in 2017-18. This delay in obtaining the permit, also affected the project's right-of-way schedule. Because of these two issues, construction of the project was delayed for nine months. In December 2018, the PS&E and the EE were finalized. The final "Certified" EE included an evaluation of the current bidding environment and escalation costs based on the current year of construction.

Construction Support

Although the Construction Support increase is less than 20 percent of the programmed amount, there was an increase to the original programmed amount. This increase in Construction Support is due to the additional effort required under current permit conditions with USACE within the levee and canal, and the anticipation of having to hire a biologist for the high probability of encountering Giant Garter snakes within the project work limits. These items contributed to an increase of 8 percent over the programmed amount.

CONSEQUENCES:

SR 20 is mainly a two-lane conventional highway that serves regional, interregional, commute, commercial, agricultural, and recreational traffic. It also serves as a major east-west connector between Interstate 5 and SR 99, and interconnects with other major routes, including SR 70 and Interstate 80. SR 20 is part of the Interregional Transportation Strategic Plan.

The Department investigated reducing the scope of 13.5 lane-miles, but that option was not feasible because of the constant deterioration of the pavement.

The Department has determined that if this allocation request for \$30,790,000 is not approved, this roadway rehabilitation project will not be advertised, and construction will be delayed.

RESOLUTION:

Resolved, that \$27,800,000 in Construction Capital be allocated from the Budget Acts of 2017 and 2018, Budget Act Items 2660-302-0890 and 2660-802-3290, and \$2,990,000 in Construction Support be allocated from Budget Act Items 2660-302-0890 and 2660-505-3290, to provide funds to advertise the project.

2.5 Highway Financial Matters

Project No.	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
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2.5d.(1) Allocations for Projects with Cost Increase Greater than 20 Percent Resolution FP-18-43

1	\$30,790,000	Sutter	03-Sut-20	5.0/11.3	Near Yuba City, from east end of Sutter Bypass to Lytle Road. <u>Outcome/Output:</u> Rehabilitate pavement, widen shoulders to 8.0 feet, and replace Wadsworth Canal Bridge No.18-0003.			03-8132	SHOPP/17-18			505-3290 RMRA	302-0890 FTF		\$343,000
								CON ENG				20.10.201.120			<u>\$2,647,000</u>
								\$2,771,000				2017-18			\$2,990,000
					Preliminary			CONST				2017-18			
					<u>Engineering</u>			\$21,614,000				802-3290 RMRA			\$3,189,000
					<u>PA&ED</u>	<u>Budget</u>	<u>Expended</u>	0300020608				2018-19			
						\$2,000,000	\$1,967,119		4			302-0890 FTF			<u>\$24,611,000</u>
						\$2,400,000	\$2,255,548		1A920			20.20.201.120			\$27,800,000
						\$1,323,000	\$928,796								

(CEQA - MND, 11/18/2017; Re-validation 6/14/2018)
 (NEPA - CE, 7/5/2017; Re-validation 6/14/2018)

(Future consideration of funding approved under Resolution E-17-11; March 2017.)

(Time Extension FY 17-18 CONST and CON ENG expires on 3/31/2019.)

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0.2	12.8	0.5	13.5
Post Condition	Lane mile(s)	13.5	0.0	0.0	13.5

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
 CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.5d.(2)
 Action Item

From: STEVEN KECK
 Chief Financial Officer

Prepared By: John Bullinski
 District 07 - Director

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT (PPNO 07-4847/EA 313601 – LOS ANGELES COUNTY – INTERSTATE 5) RESOLUTION FP-18-44**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation’s (Department) allocation request for \$2,787,000 for the State Highway Operation Protection Program (SHOPP) Drainage Culvert Replacement project (PPNO 07-4847) on Interstate 5 (I-5) in Los Angeles County?

RECOMMENDATION:

The Department recommends that the Commission approve an allocation of \$2,787,000 for the SHOPP Drainage Culvert Replacement project (PPNO 07-4847) on I-5 in Los Angeles County.

Dist-Co-Rte	Construction Component	Programmed Amount	Program Adjustment	Requested Funds	% Over Programmed Amount
07-LA-5	Capital	\$ 1,384,000	\$ 433,000	\$ 1,817,000	31.3 %
	Support	\$ 970,000	\$ 0	\$ 970,000	0
Total		\$ 2,354,000	\$ 433,000	\$ 2,787,000	18.4 %

PROJECT DESCRIPTION:

The project is on I-5, approximately 4.4 miles north of the Templin Highway Undercrossing bridge near Pyramid Lake, in Los Angeles County. The purpose of the project is to restore the function of two sections of highway drainage culverts, constructed in 1969, which have been compromised over the years due to compression, misalignment, joint separation, significant cracking and spalling, and accumulation of debris and sediments. To restore proper drainage and improve the drainage system, the project proposes to replace 268 feet of 30-inch diameter asbestos cement pipe (ACP) and 296 feet of 24-inch diameter ACP with the same respective diameter reinforced concrete drainage pipe.

The project will rehabilitate 564 feet of “poor” condition drainage culvert to a “good” condition to advance the SHOPP pavement project. The project is consistent with the Commission-adopted Transportation Asset Management Plan.

PROGRAMMING STATUS:

The project is programmed in the 2018 SHOPP for a Construction allocation in fiscal year 2018-19; which is from July 1, 2018 to June 30, 2019. If the Department does not obtain an allocation during this programmed fiscal year, a time extension for the Construction allocation will be required to keep the project programming active.

Furthermore, the Commission’s adopted Interim SHOPP Guidelines do not allow for changes in the programmed costs after a project’s programmed fiscal year of delivery has begun. Subsequently, the only opportunity to make any changes is at the time of construction allocation request.

REASON FOR COST INCREASE:

The increase in the Engineer’s Estimate (EE) for this project is a result of the recent determination that the drainage culverts are composed of cement containing asbestos. Although a hazardous waste assessment was performed, and video inspection of the culverts were conducted as part of the development of the project initiation document for initial programming in the SHOPP, the presence of asbestos in the culvert was not expected nor identified. The currently programmed capital construction cost estimate in the SHOPP is based on removal and disposal of non-asbestos containing plain reinforced concrete culverts.

The presence of asbestos was determined in January 2018, early in the design phase, when the Department’s project delivery team conducted further reviews of the 1969 original as-built drawings. The Hazardous Waste Assessment, which detailed the material handling and disposal requirements, was completed April 28, 2018, which was after the Commission’s adoption of the 2018 SHOPP at the March 16, 2018 Commission meeting.

The estimated cost for removal and disposal of the asbestos cement pipe is significantly higher than reinforced concrete pipe removal, due to required asbestos mitigation work plans. California Occupational Safety and Health Administration (Cal-OSHA) regulations, require construction site containment and transportation of the removed pipes to a dedicated disposal site, which is located approximately 150-miles from the construction site.

The Department has evaluated the possibility of rehabilitating the culverts with a plastic lining, but mis-alignment, compression, and joint separation of the 50-year-old culverts preclude the plastic lining alternative. In addition, abandoning the existing culvert in place and construction of a new drainage system at an alternative location is cost prohibitive because of the mountainous terrain.

The Department has updated the estimated cost of all other contract items in the EE to reflect current market conditions.

The current Construction Support allocation has been determined to be adequate, and the Department is not requesting an increase over the programmed amount.

CONSEQUENCES:

The Department has determined that if this allocation request for \$2,787,000 is not approved, the Department will not be able to construct this drainage culvert replacement project to enable the advancement of a programmed SHOPP pavement project covering the same section of I-5.

Furthermore, Department Maintenance personnel will be required to continue to monitor the condition of these poor condition culverts until such a time as they are replaced.

RESOLUTION:

Resolved, that \$1,817,000 in Construction Capital be allocated from the Budget Act of 2018, Budget Act Item 2660-302-0042 and \$970,000 in Construction Support be allocated from Budget Act Item 2660-001-0042 to provide funds to advertise the project.

2.5 Highway Financial Matters

Project No.	Allocation Amount	County	Dist-Co-Rte	Postmile	Location	Project Description	Project Support Expenditures	PPNO Program/Year Phase	Prgm'd Amount	Project ID	Adv Phase	Budget Year	Item # Fund Type	Program Code	Amount by Fund Type												
2.5d.(2) Allocations for Projects with Cost Increase Greater than 20 Percent																											
Resolution FP-18-44																											
1	\$2,787,000				Near Pyramid Lake, 4.4 miles north of Templin Highway.	<u>Outcome/Output:</u> This project will restore the function of two sections of a highway drainage system, which have been compromised over the years due to compression, misalignment, joint separation, and accumulation of sediment and debris. The existing asbestos cement pipe will be replaced with a reinforced concrete pipe.		07-4847		SHOPP/18-19		2018-19	001-0042 SHA	20.10.201.151	\$970,000												
Los Angeles		07-LA-5	R70.4					\$970,000		CONST		2018-19	302-0042 SHA	20.20.201.151	\$1,817,000												
								\$1,384,000		0715000092																	
								4																			
								31360																			
Preliminary <table border="1"> <thead> <tr> <th><u>Engineering</u></th> <th><u>Budget</u></th> <th><u>Expended</u></th> </tr> </thead> <tbody> <tr> <td>PA&ED</td> <td>\$300,000</td> <td>\$101,622</td> </tr> <tr> <td>PS&E</td> <td>\$700,000</td> <td>\$368,093</td> </tr> <tr> <td>R/W Sup</td> <td>\$20,000</td> <td>\$8,462</td> </tr> </tbody> </table>																<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>	PA&ED	\$300,000	\$101,622	PS&E	\$700,000	\$368,093	R/W Sup	\$20,000	\$8,462
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(CEQA - CE, 12/30/2016; Re-validation 9/12/2018)																											
(NEPA - CE, 12/30/2016; Re-validation 9/12/2018)																											
Performance Measure: Culverts (1 each)																											
		<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>																					
Existing Condition		Linear feet	0.0	0.0	564.0	564.0																					
Post Condition		Linear feet	564.0	0.0	0.0	564.0																					

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.5e.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Tim Gubbins
District 05 - Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 05-2378/EA 05-1C250 – MONTEREY COUNTY - STATE ROUTE 68) RESOLUTION FA-18-35**

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation’s (Department) request for an additional \$952,000 for the State Highway Operation Protection Program (SHOPP) Collision Severity Reduction project (PPNO 2378) on State Route (SR) 68, in Monterey County, to award the construction contract?

RECOMMENDATION

The Department recommends that the Commission allocate an additional \$952,000 for the previously approved SHOPP Collision Severity Reduction project (PPNO 2378) on SR 68, in Monterey County, to award the construction contract.

Construction Component	Project Funding		Revised Allocation		% Allocation Increase
	Programmed	Allocated	Supplemental Funds Requested	Total Funds to Award	
Capital	\$3,600,000	\$3,753,000	\$952,000	\$4,705,000	25%
Support	\$ 786,000	\$ 904,000	\$ 0	\$ 904,000	0%
Total		\$4,657,000	\$952,000	\$5,609,000	20%

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

This project is located on SR 68, near the town of Pacific Grove, in Monterey County. The project will widen shoulders, install rumble strips, upgrade guardrails, and install new concrete barriers. Lane closures of travel lanes and shoulders on this project will be limited to night hours only. During the design phase, it was determined that the cost of relocating and re-constructing an existing fiber optic cable vault would be very expensive and would require the acquisition of land. The Department decided to modify the bridge foundation design to accommodate and keep the existing fiber optic cable vault, thus eliminating the need for Right-of-Way programming dollars.

Currently, the contract award status is pending approval of this request for supplemental funds. If the Commission approves this request, construction would begin in March 2019 and would take 100 working days and be completed in two construction seasons.

FUNDING STATUS:

The project was programmed in the 2018 SHOPP for \$3,600,000 for Construction Capital and \$786,000 for Construction Support. The Engineer's Estimate (EE) was completed in June 2018, using available historical and current market trend data at that time and resulted in a higher estimated construction cost. In June 2018, the Commission approved the project based on the higher EE and allocated \$3,753,000 for Construction Capital and \$904,000 for Construction Support. The project was advertised on September 10, 2018 and bids were opened on October 16, 2018. Three bids were submitted. The lowest bidder was non-responsive, so the Department plans on awarding to the 2nd lowest bidder, who is 22 percent higher than the allocated funds. Therefore, the total amount needed to award the contract, based on the 2nd lowest bidder, is \$4,705,000 for Construction Capital.

REASON(S) FOR COST INCREASE:

The project's location includes an existing fiber optic cable vault where the bridge foundations were also located. Initially, the Department based its bridge design on relocating the vault away from the bridge, as identified in the Project Approval Environmental Document. During the design phase, and upon further analysis, the Department determined that relocating the vault would be very expensive due to the cost of land acquisition, and the risk and high cost of relocating advanced communication equipment. The Department decided to modify the bridge foundation design and accommodate and keep the existing fiber optic cable vault by designing around it. The Department was aware of the difficult task to construct the bridge foundations around the existing vault given the limited access due to the narrow width of SR 68 at the bridge site, and project work restriction to night time only. The Department's June 2018 updated EE included factors to account for these construction complications and the additional bridge cost due to foundation design modifications.

The request for larger than the previously allocated amount also accounts for the higher bidding environment and the higher construction costs throughout the region. However; by keeping the vault in its current location, the Department would not have to spend funds programmed to acquire Right of Way land, and the vault relocation cost.

The Department discussed the bid results and compared bid prices with the contractors, including several who opted out of participating in the bid process. The Department concluded that, considering the current regional market trends, the EE undervalued the cost of the following:

1. Concrete Barrier: The contractor stated the bid was higher for this item due to the difficulty of construction of the required concrete barrier footing along the entire length of the barrier and between bridge columns. Also, to avoid the utility vault, items would need to be specially made, and the required designed footing would cost more to construct.
2. Pavement Items, Modifying Electrical System and Structural Drainage Inlet: The contractor stated the bid was higher because of night work. In addition, SR 68 has little to no shoulders, and there is limited staging area at most work locations. These factors result in a slower pace for the contractor's operation and therefore increased the cost for these items as compared to the EE.
3. Construction Market: The contractor stated that the high bid can also be attributed to the overwhelmingly busy construction market. There are many ongoing projects in the area, and there is a noticeable shortage of contractors and specialty sub-contractors in the region.

Although there were only two eligible bidders, the Department has reviewed the bid results for possible mathematical or material unbalancing in accordance with 23 CFR 635.102, and 23CFR 635.114. The bids appear to be mathematically balanced and there is no evidence of material unbalancing of the low bid.

CONSEQUENCES:

If additional funds are not approved, this safety project would be delayed, and may need to be reprogrammed. Considering the current bidding environment, re-advertising the contract will delay the delivery of this project and is not expected to result in lower bids.

The Department has determined that the additional funds requested are in the best interest of the State to avoid delays in implementing this important SHOPP Collision Severity Reduction project consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan.

RESOLUTION:

Resolved, that \$952,000 be allocated from the Budget Act of 2018, Budget Act Item 2660-302-0890 to provide funds to award the construction contract for the SHOPP Collision Severity Reduction project on SR 68 in Monterey County.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.5e.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Brent Green
District 09 - Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 09-0615/EA 09-35780 – MONO COUNTY - STATE ROUTE 395) RESOLUTION FA-18-36**

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation’s (Department) request for an additional \$2,985,000 for the State Highway Operation Protection Program (SHOPP) Collision Severity Reduction project (PPNO 0615) on United States Highway (US) 395, in Mono County, to re-advertise and award the construction contract?

RECOMMENDATION

The Department recommends that the Commission allocate an additional \$2,985,000 for the previously approved SHOPP Collision Severity Reduction project (PPNO 0615) on US 395, in Mono County, to re-advertise and award the construction contract.

Construction Component	Project Funding		Revised Allocation		% Allocation Increase
	Programmed	Allocated	Supplemental Funds Requested	Total Funds to Award	
Capital	\$5,455,000	\$6,512,000	\$2,985,000	\$9,497,000	45.8%
Support	\$1,100,000	\$1,310,000	\$ 0	\$1,310,000	0%
Total		\$7,822,000	\$2,985,000	\$10,807,000	38.2%

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

This project is located on US 395, near the town of Bridgeport, in Mono County. The project will widen shoulders, install rumble strips, replace and upgrade guardrails, install new concrete barriers, improve roadway cross-slope and stopping sight distance, and install rock-fall protection to reduce the severity and number of collisions.

The performance measure goal is to reduce collisions by 28 collisions and improve 2.9 lane miles from “fair” to “good” condition and improve one census station from “poor” to “good” condition. The improvement is consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan.

At this time, all contract bids have been rejected. The Department will re-advertise the contract upon approval of this supplemental funds request.

FUNDING STATUS:

The project was programmed in the 2016 SHOPP for \$5,455,000 for Construction Capital and \$1,100,000 for Construction Support. In January 2018, the Commission approved the project allocating \$6,512,000 for Construction Capital and \$1,310,000 for Construction Support. An updated Engineer’s Estimate (EE) was recently completed, which increased the Construction Capital cost by \$2,985,000 over the allocated funds. The updated cost of Construction Capital for this project is \$9,497,000.

This project was previously advertised, and bids were opened on April 25, 2018, and after analyzing the two bids received by the Department, both bids were rejected. The Department determined that both bids reflected unreasonable cost of material and labor above the Engineer’s Estimate (EE), as the two bids were almost double the estimated project cost. The Department also learned that both bidders were concurrently working on projects immediately adjacent to the north and south of the proposed project, which may have deterred other contractors from bidding on this project.

Non-bidding contractors, whom the Department typically expect to bid on local projects, stated there was too much risk of potential conflicts from other construction projects occurring or scheduled to occur at and near the same location. The construction on either side of this project could cause haul trucks to be delayed for up to a half-an-hour. One non-bidding contractor said at this time they were having a problem with material quality issues associated with the long haul. In addition, construction markets were competitive in all regions; Nevada DOT had several large projects out for bid at the same time. Non-bidding contractors that were contacted stated that they would be interested in bidding the project if it were re-advertised with these items addressed.

Because of the feedback from bidding and non-bidding contractors, and with consideration of bids of similar projects in the area, the Department determined that the bids should be rejected because the results were over-inflated for the work to be performed. Subsequently, the Department was granted a 12-month time extension at the June 2018 Commission meeting to allow for the project to be re-advertised, and subsequently awarded.

REASON(S) FOR COST INCREASE:

The main reason for the cost increase, over the approved amount, is due to the current escalation of material and labor prices and the uptrend of the bidding environment. The updated certified EE and adjusted project cost is expected to attract more bidders when the project is re-advertised in February 2019 if this supplemental fund request is approved. Over the last half year, the Department has seen a trend that shows a significant increase in the cost of materials and significant decrease of available contractors and subcontractors in a busy construction market.

Based on the discussion with several non-bidding contractors, the Department believes that re-advertising the project is in the best interest of the State, as the Department is combining this project with the Aspen Fales Shoulder Widening Project, for construction. This will help decrease the overall costs and allow the contractor to control the entire operations of both projects, therefore eliminate dueling prime contractors and subcontractors working adjacent to each other. The Department will also perform contractors outreach events during the advertisement period. The Department will also make available a site near the city of Lee Vining for contractors use as the Baseline Material Site.

In addition, both projects to the north and south, have since been completed so the project is no longer “land-locked” between ongoing construction or competing contractors. Based on conversations with those non-bidding contractors, this could also provide a more favorable bidding environment upon re-advertising the project.

CONSEQUENCES:

The Department has determined that additional funds of \$2,985,000 are needed to re-advertise and award the construction contract. The additional funds being 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.

The Department has determined that the additional funds requested are in the best interest of the State to avoid delays in implementing this important SHOPP Collision Severity Reduction project which is consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan.

RESOLUTION:

Resolved, that \$2,985,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-302-0890 to provide funds to advertise and award the construction contract for the SHOPP Collision Severity Reduction project on SR 395 in Mono County.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.5e.(3)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Dave Moore
District 02 - Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 02-3477/EA 02-4E680 – SISKIYOU COUNTY - STATE ROUTE 97) RESOLUTION FA-18-37**

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation’s (Department) request for an additional \$400,000 for the State Highway Operation Protection Program (SHOPP) Roadway Safety Improvement project (PPNO 3477) on State Route (SR) 97, in Siskiyou County, to complete construction?

RECOMMENDATION

The Department recommends that the Commission allocate an additional \$400,000 for the previously approved SHOPP Roadway Safety Improvement project (PPNO 3477) on SR 97, in Siskiyou County, to complete construction.

Construction Component	Project Funding					Revised Allocation		% Allocation Increase
	Programmed	Allocated	G-12 Authority	Total Allotment	Expended to Date	Supplemental Funds Requested	Revised Allocation	
Capital	\$2,100,000	\$3,005,000	\$0	\$3,005,000	\$2,918,703	\$400,000	\$3,405,000	13%
Support	\$ 630,000	\$ 630,000	\$0	\$ 630,000	\$416,380	\$ 0	\$ 630,000	0%
Total		\$3,635,000				\$400,000	\$4,035,000	11%

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

This project is located on SR 97, 19 miles south of Macdoel at the Grass Lake Safety Roadside Rest Area (SRRA), in Siskiyou County. The project will upgrade the water, wastewater, and electrical systems.

The contract was awarded in March 2018 for \$3,005,000 in Construction Capital. The contract is currently suspended. Construction approximately 94 percent completed.

FUNDING STATUS:

The project was programmed in the 2016 SHOPP for \$2,100,000 for Construction Capital and \$630,000 for Construction Support. At the December 2017 Commission meeting, the Department received supplemental funds to award the project contract, and in March 2018, the project contract was awarded. The current Construction Capital allotment is \$3,005,000.

REASON(S) FOR COST INCREASE:

The additional funds are needed to enable this project to satisfy the original need and purpose of restoring the SRRA to meet current ADA standards. To date, the Department has issued four change orders (COs) that have occurred since construction began. Though not completely exhausted, the current project allotment will need additional funding to complete construction and adequately replenish expended funds. The funds expended to date have been used to compensate contractors for changes needed to preserve the original SRRA restoration goals. These contract changes are described below:

1. **Parking area pavement:** The existing pavement thickness was inadequate in some areas and had to be regraded and compacted before repaving. Existing water lines under the parking lot also had to be extended to conform with the new plans. This extra work was not anticipated.
2. **ADA:** An existing curb ramp was found to be non-ADA compliant, and portions of the existing sidewalk were broken and in poor condition. A corrective work that was not included in the original contract was needed, and CO was executed to direct the contractor to implement a revised design to correct this issue and rebuild the ramp to conform to ADA standards.
3. **Well:** A major component of the project was to replace the existing spring-fed water supply with a new well. The new well was unable to supply the water amount as required by the project plans, and the water flow rate was not adequate to meet the specified, new pumping equipment installed per the project plans. The Department incurred additional cost to revise the plans, and to purchase and install new equipment.
4. **Delays:** The issues described above resulted in cost increase due to time delay, work stoppage, and re-mobilization to allow for design modifications. This cost increase is a significant portion of the amount outlined in this request.

5. **Differing Site Conditions:** When the parking lot subgrade was exposed, diesel-contamination was discovered in the soil. Although this hazardous waste was removed and disposed, this work was not anticipated and was not included in the original contract.

The Department has pending COs related to some of the ongoing work for the categories described above, including work intended to re-commission an auxiliary comfort station moved to this site by a previous project. The total amount needed to address these issues is \$400,000.

RISK ANALYSIS:

The Department conducted constructability reviews at various project milestones and identified several project potential risks that could impact the construction phase. However, the identified risks have not contributed to the cost increase for this project. All cost increases stem from unrecognized or unknown risks.

CONSEQUENCES:

The Department has determined that additional funds are needed to complete this 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 \$400,000 is not approved, this contract will not be completed. The Department will be unable to re-open the Grass Lake SRRA to the public due to the lack of a fresh water supply, incomplete re-commissioning of the auxiliary comfort station, and potential liability of non-standard ADA ramps and sidewalks. The rest area would remain closed and become a liability for field maintenance crews responsible to prevent vandalism and the unauthorized use by the public.

RESOLUTION:

Resolved, that \$400,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-302-0890 to provide funds for the SHOPP Roadway Safety Improvement project on SR 97 in Siskiyou County, to complete construction.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO Program Funding Year	State	State	State
Allocation Amount	Location	Item #	Federal	Federal	Federal
Recipient	Project Description	Fund Type	Additional	Revised	Revised
<u>RTPA/CTC</u>	Project Support Expenditures	Program Codes	Amount by	Amount by	Amount by
County		Project ID	Fund Type	Fund Type	Fund Type
Dist-Co-Rte		Adv Phase	Current Amount	Amount by	Amount by
Postmile		EA	by Fund Type	Fund Type	Fund Type
2.5e.(3)	Supplemental Funds For Previously Voted Projects			Resolution FA-18-37	
\$400,000	Near Macdoel, at Grass Lake Safety Roadside Rest Area (SRRA). <u>Outcome/Output</u> : Construct well, upgrade water, wastewater, and electrical systems, install relocated modular comfort station, and improve parking area. Work will reduce maintenance requirements, improve SRRA operations, and ensure facility remains compliant with State regulations.	02-3477 SHOPP/2017-18			
Department of Transportation		302-0042	\$23,600		\$23,600
<u>SCLTC</u>		SHA			
Siskiyou		302-0890	\$900,800		\$900,800
02-Sis-97		FTF			
21.8		20.20.201.235			
	Supplemental funds are needed to Complete Construction.	SHOPP/2017-18			
		802-0890	\$2,080,000		\$2,080,000
		FTF			
	Total revised amount \$3,404,400	20.20.201.235			
		SHOPP/2017-18			
		302-0890		\$400,000	\$400,000
		FTF			
		20.20.201.235			
		0212000032			
		4			
		4E680			

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 4.12
Information

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Garth Hopkins
Deputy Director

Subject: USE OF SENATE BILL 1 FUNDS FOR WORKFORCE DEVELOPMENT

SUMMARY:

Tim Rainey, Executive Director of the California Workforce Development Board will provide an overview of their efforts to develop statutorily required workforce pre-apprenticeship program guidelines for public agencies receiving Road Maintenance and Rehabilitation Account funds.

BACKGROUND:

Senate Bill (SB) 1 (Beall, 2017) requires the California Workforce Development Board to establish a pre-apprenticeship development and training grant program beginning January 1, 2019. SB 1 also dedicated \$25 million from the Road Maintenance and Rehabilitation Account over a five-year period to the Board for the grant program. Grant funding will support multi-craft training and supportive services to help disadvantaged and under-represented Californians access high-quality construction careers, including the construction of transportation projects that receive SB 1 funding.

Streets and Highways Code Section 2038 requires the California Workforce Development Board to develop guidelines for public agencies receiving Road Maintenance and Rehabilitation Account funds to participate in, invest in, or partner with, new or existing pre-apprenticeship training programs.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 4.25
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Michael Johnson
State Asset Management
Engineer

Subject: **HIGHLIGHTS FROM THE 2019 STATE HIGHWAY SYSTEM MANAGEMENT PLAN**

The California Department of Transportation (Caltrans) will be presenting to the California Transportation Commission (Commission) highlights from the 2019 State Highway System Management Plan (SHSMP).

California Streets and Highway Code Section 164.6 (recently amended by AB 515) requires Caltrans to publish a 10-year State Highway System Management Plan (SHSMP) as part of an overall asset management implementation. A draft of the SHSMP is required to be submitted to the Commission by February 15th of odd numbered years for comment. The SHSMP is required to be submitted to the Governor and Legislative members by June 1st of odd numbered years.

The SHSMP integrates the maintenance, rehabilitation and operation of the State Highway System (SHS) into a single management plan that implements a number of key Federal and State asset management requirements. The SHSMP utilizes national performance measures for pavement and bridges as required by federal law, presents performance targets approved under provisions of California Senate Bill 486, includes asset classes and their performance targets as adopted by the Commission, and implements ongoing asset management improvements into a single plan. The SHSMP includes the following key components:

- Listing of system assets and their current condition
- Performance measures and targets
- A performance gap analysis
- A goal constrained needs assessment (fiscally unconstrained)
- A fiscally constrained investment plan
- Performance projections at current funding levels

This plan implements fundamental changes in the way Caltrans manages available funding, by placing the focus on measured condition and performance objectives, which allows Caltrans to better integrate multimodal transportation options into traditional highway rehabilitation work to provide a cost effective way to expand mode choice and reduce transportation related emissions.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No: 4.13
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: James E. Davis,
SB 1 Program Manager

Subject: **QUARTERLY REPORT - FISCAL YEAR 2018-19 - SENATE BILL 1 (SB 1) PROGRAM-**

SUMMARY:

At its December 2018 meeting, the California Department of Transportation (Department) presented its Senate Bill 1 (SB 1) Quarterly Program Progress Report to the California Transportation Commission (Commission), in accordance with the SB 1 Accountability and Transparency Guidelines (Guidelines) adopted by the Commission on March 21, 2018 and amended on August 15, 2018. This report was presented to the Commission in December; however the report was not delivered timely to the Commissioners to allow for adequate time to review. Therefore, Department will be returning to the Commission's January 2019 meeting to answer any comments from the Commission on this report.

The report, in its entirety, can be found using the following link:
http://www.dot.ca.gov/sb1/docs/SB1_QuarterlyReport_Dec2018.pdf

This quarterly report covers the period of July 1, 2018, through September 30, 2018, for the following programs:

- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program
- Solutions for Congested Corridors Program
- Local Partnership Program – Competitive Program
- Active Transportation Program

BACKGROUND:

SB 1 increased the Commission's oversight role in several existing programs and created new programs for the Commission to oversee. The Guidelines require that the Department prepare and submit to the Commission progress reports for each SB 1 program at specified timelines. The progress report includes a summary of the five programs and individual program reports with an assessment of each program's current status in cost, schedule, scope and benefits.

As required by the Guidelines, the first progress report was presented to the Commission at its October 2018 meeting and covered the period of March 2018 through August 2018. The Guidelines require that subsequent reports are presented to the commission on a quarterly basis in December, March, June and October. The attached report includes program information for the first quarter of fiscal year 2018-19.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 4.5
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **ACTIVE TRANSPORTATION PROGRAM REPORT**

SUMMARY:

At its December 2018 meeting, the California Department of Transportation's (Department) Division of Local Assistance presented to the California Transportation Commission (Commission) a program status report of the Active Transportation Program. The Department will be returning to the Commission's January 2019 meeting to address any comments from the Commission on this report.

The report, in its entirety, can be found using the following link:

<http://www.dot.ca.gov/hq/LocalPrograms/atp/documents/2018/Dec2018ATPStatusReport.pdf>

BACKGROUND:

The Active Transportation Program Report, submitted by the Department's Division of Local Assistance, included the following:

- Summary of ATP Program through first 3 cycles
- Program Progress as reported by project sponsors
- Preliminary report on completed ATP projects

HISTORY:

In 2013, the Active Transportation Program (ATP), was created with the passage of Senate Bill (SB) 99 and Assembly Bill (AB) 101, with the intent to encourage increased use of active transportation modes of transportation such as increased bike lanes or number of sidewalk available for walking. The ATP was originally funded for approximately \$123 million per year in both State and federal funds. In 2017, with the passage of SB 1, the ATP has received an additional \$100 million per year, nearly doubling the funding available to local agencies from the ATP.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 4.22
Action

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Anja Aulenbacher
Assistant Deputy Director

Subject: ACTIVE TRANSPORTATION PROGRAM AMENDMENT – SCOPE CHANGE
(RESOLUTION ATP-A-18-07)

ISSUE:

Should the California Transportation Commission (Commission) approve the County of San Bernardino's (County) request to amend the Santa Ana River Trail Reaches B & C project scope programmed in the 2015 Active Transportation Program?

RECOMMENDATION:

Staff recommends that the Commission deny the County's request to amend the Santa Ana River Trail Phase IV, Reaches B & C project scope programmed in the 2015 Active Transportation Program.

BACKGROUND:

On October 23, 2018, San Bernardino County submitted a scope change request for the Santa Ana River Trail Phase IV, Reaches B & C Project (PPNO 1202). The proposed scope change would eliminate the Class I bike path on the south bank of the Santa Ana River, and instead provide a buffered Class II bike path along surface streets (San Bernardino Avenue) that currently have a Class III bike designation. The original proposed alignment for Reach C falls in an area of the FAA Airport Safety Zoning for the Redlands Municipal Airport. The request for the scope change is due to San Bernardino County's assessment that it is highly unlikely that the reviews for development within this particular zoning area would be approved by the FAA. The scope for Reach B would remain unchanged.

The 2019 Active Transportation Program Guidelines state that:

“Commission staff will present recommended scope changes deemed by staff to be minor changes, such as those with little or no impact to project benefits or which increase the benefits of the project, to the Commission as a part of the project allocation request. Staff will present recommendations to disapprove minor scope changes and recommendations to approve or

disapprove more significant scope changes to the Commission as project amendments.”

Commission staff has determined that the proposed scope change will significantly decrease the project benefits included in the project application at the time of programming. The new scope will result in a substantial drop in benefits to the Santa Ana River Trail Phase IV project. Class I bikeways, also known as bike paths or shared-use paths, are facilities with exclusive right of way for bicyclists and pedestrians, away from the roadway with cross flows to minimize motor traffic. Class II bikeways are bike lanes established along streets and are defined by pavement striping to delineate a portion of the roadway for bicycle travel. Class II bike lanes are one-way facilities, typically striped adjacent to motor traffic travelling the same direction. Buffered bike lanes provide greater separation from adjacent traffic lanes by using chevron or diagonal markings on the roadway.

While Commission staff agrees that a buffered Class II bike lane does provide additional safety when compared to the existing Class III facility, it provides less safety benefit when compared to the Class I bikeway specified in the original project application. The project programmed by the Commission would benefit both bicyclists and pedestrians and allow for two-way access. Moreover, while there has been some outreach to the public on the changes to the project, there is no documentation of strong support from the community including the local bike coalitions.

Additionally, the nature of the project will change significantly. This project with the proposed scope changes would have scored lower in the competitive review process because evaluators are asked to consider the need for the proposed facility, the safety benefits, public input and whether walking and biking will be increased. The information provided in the scope change request does not demonstrate that the level of public support, the degree to which the project will increase walking and biking or increase safety is equal to or greater than described in the original application.

The Department of Transportation (Department) considers this scope modification a minor change and recommends approval. In their analysis and recommendations, the Department states that the new scope will have the same or similar safety benefits and a potential for increased walking and bicycling as compared to the project scope contained in the awarded Active Transportation Program project application. The Department’s recommendation states:

“This request is a Minor scope change, as the proposed changes will potentially have a little to no impact to project benefits.

The proposed scope change to reach C will be a downgrade in bike facility type from a CL I [Class I] to a buffered CLII [Class II]. But this change should not negatively impact the increase in walking or biking. It is Caltrans’ belief that the proposed location will have higher utilitarian usage, as the users will be coming from the adjacent neighborhoods, and using the new facility to access schools, parks and other destinations that were not as easily accessible from the river trail.

Safety for pedestrians and bicyclists along the new proposed alignment would be similar to the original scope. A CL I [Class I] facility removes the non-motorized/motorized conflicts; but at the same time the facility allows the bicyclists to travel much faster, and the both directions of travel are immediately adjacent to each other, with slower moving pedestrians also utilizing the same facility. Non-motorized travel on the proposed facility will generally be travelling more slowly, the opposing non-motorized traffic is on the other side of the street and the pedestrians will have a separate sidewalk available for their use.”

The San Bernardino County – Santa Ana River Trail Phase IV, Reaches B & C Project was adopted into the Metropolitan Planning Organization Component of the Cycle II Active Transportation Program on January 21, 2016. The original project application requested and resulted in a commitment of Active Transportation Program funds totaling \$3,800,000 towards the \$5,000,000 project to design and construct Phase IV Reaches B and C of the Santa Ana River Trail, a Class I bikeway in San Bernardino County.

The Active Transportation Program is a competitive program and applicants are awarded funding based on the promised scope of work and project benefits set forth in the project application. The integrity of the Active Transportation Program cannot be assured if applicants are subsequently permitted to significantly change the promised scope of work and benefits. In this case, the County of San Bernardino’s Santa Ana River Trail Reaches B & C Project was evaluated and scored based on the scope of work and project benefits stated in the County’s Active Transportation Program application.

The project was selected from more than 617 project applications seeking in excess of \$1 billion. Ultimately, this project was one of 206 projects programmed by the Commission in Cycle 2. Since only \$359.1 million was available for the 2015 Cycle 2 Active Transportation Program, more than 400 project applicants seeking Active Transportation Program funds were not awarded funding.

Attachments:

- Attachment A: Resolution ATP-A-18-07
- Attachment B: Department Analysis and Recommendations

CALIFORNIA TRANSPORTATION COMMISSION

**Active Transportation Program Amendment
County of San Bernardino Santa Ana River Trail Reaches B & C (PPNO 1202) Project**

Resolution No. ATP-A-18-07

- 1.1 **WHEREAS**, Streets and Highways Code Section 2384 requires the California Transportation Commission (Commission) to adopt a program of projects to receive allocations under the Active Transportation Program; and
- 1.2 **WHEREAS**, the Commission adopted the Metropolitan Planning Organization Component of the 2015 Active Transportation Program (Cycle 2) on January 21, 2016, which included the County of San Bernardino's Santa Ana River Trail Reaches B & C project; and
- 1.3 **WHEREAS**, Active Transportation Program Guidelines state that Commission staff will present recommendations to disapprove minor scope changes and recommendations to approve or disapprove more significant scope changes to the Commission as project amendments; and
- 1.4 **WHEREAS**, on October 23, 2018, San Bernardino County submitted a request to change the scope for the Santa Ana River Trail Phase IV, Reaches B & C Project (PPNO 1202), eliminating the Class I bike path on the south bank of the Santa Ana River, and instead installing a buffered Class II bike path along surface streets (San Bernardino Avenue) that currently have a Class III bike designation; and
- 1.5 **WHEREAS**, Commission staff recommends denying the scope change since the project would provide less benefit than the project programmed by the Commission; and
- 1.6 **WHEREAS**, an application for San Bernardino County's Santa Ana River Trail Reaches B & C project with the proposed scope change would score lower in the competitive review process given the reduced safety benefits, limited public input and uncertainty of increases in walking and biking compared to the Class I facility programmed by the Commission; and
- 1.7 **WHEREAS**, the Active Transportation Program is a competitive program and applicants are awarded funding based on a promised scope of work and project benefits. The integrity of the Active Transportation Program cannot be assured if applicants are subsequently permitted to significantly change the promised scope of work and benefits; and
- 1.8 **WHEREAS**, the Santa Ana River Trail Reaches B & C Project was selected from more than 617 project applications seeking in excess of \$1 billion. Ultimately, this project was one of 206 projects programmed by the Commission in Cycle 2. Since only \$359.1 million was available for the 2015 Cycle 2 Active Transportation Program, more than 400 project applicants seeking Active Transportation Program funds were not awarded funding.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the California Transportation Commission hereby denies the County of San Bernardino's scope change for the Santa Ana River Trail Phase IV, Reaches B & C Project.

Project Scope Change Request
Caltrans Analysis and Recommendations
Revision #3 Date: November 30, 2018

Implementing Agency: San Bernardino County
ATP ID: ATP02-08-182M
Federal Project No.: 5954(146)
PPNO: 1202

Project Name: Santa Ana River Trail Phase IV, Reaches B and C

Existing Project Description (ATP Database): Design and construction of Phase IV Reaches B, and C of the Santa Ana River Trail, a class I bikeway in San Bernardino County.

Existing Project Limits (ATP Database): The Proposed Project is adjacent to the Santa Ana River and reaches from Orange Street in Redlands to Opal Street in Mentone.

Summary of Caltrans' Recommendations:

Level of Scope Change: Minor
Recommendation: Approve

Attachments:

1. 5954(146) 22D_Request for scope change 10.23.18.pdf
2. MPO approval ATPL-5949(146) req. for scope change.pdf
3. SART IV B and C Newspaper Notice 9.28.18.pdf
4. Re Revised Minor scope change (PPNO 1202)msg
5. FW SART River Phase IV-Redlands Muni Airport.msg
6. Enviro No Comment letter.pdf
7. Engr-Est-v1-Attach G.xlsx

Summary of Agency Request

1. **Explanation of the proposed scope change:**
 - **Reach B-** no change
 - **Reach C-** the original scope was to provide a CL I bike path on the south bank of the Santa Ana River. The proposed scope is buffered CL II bike lanes along both side of the surface streets.
2. **Explanation of the reason for the proposed scope change:**
 - The project's original alignment was located in a critical area of FAA Airport Safety Zoning for the Redlands Municipal Airport. Processing FAA reviews for development within this particular zoning area would be timely and it is highly unlikely that it would be approved by the FAA.

3. The impact the proposed scope change would have on the overall cost of the project:
- The project funding will not change.

Phase	Original Cost		Current Cost		Proposed Cost	
	ATP	Non-ATP	ATP	Non-ATP	ATP	Non-ATP
PA&ED	\$307,000	\$40,000	\$307,000	\$40,000	\$307,000	\$40,000
PS&E	\$460,000	\$60,000	\$460,000	\$60,000	\$460,000	\$60,000
RW	\$614,000	\$80,000	\$614,000	\$80,000	\$614,000	\$80,000
CON	\$2,420,000	\$1,020,000	\$2,420,000	\$1,020,000	\$2,420,000	\$1,020,000
Total	\$3,801,000	\$1,200,000	\$3,801,000	\$1,200,000	\$3,801,000	\$1,200,000

4. An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit):
- The new proposed alignment would create no change in bicycling, as the scope would still provide a bike path from Orange Street to Opal Avenue. There would be no change to walking as there is concrete sidewalk and/or graded trails throughout the new alignment.
5. An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit):
- Safety for pedestrians and bicyclists along the new proposed alignment would be similar to the original scope. A CL I facility removes the non-motorized/motorized conflicts; but at the same time the facility allows the bicyclists to travel much faster, and the both directions of travel are immediately adjacent to each other, with slower moving pedestrians also utilizing the same facility. Non-motorized travel on the proposed facility will generally be travelling more slowly, the opposing non-motorized traffic is on the other side of the street and the pedestrians will have a separate sidewalk available for their use.
6. An explanation of the methodology used to develop the aforementioned estimates:
- The methodology for this scope change is similar to that used in the original application. The proposed change in alignment would still accommodate the same types of users, improvement to and encouraging the use of existing routes while improving safety in the community.
7. For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval:

❖ MPO approval ATPL-5954(146) req. for scope change.pdf

Additional Elements:

8. Does this scope change require revalidation of your environmental document? N (see Enviro No Comment Letter.pdf (attached))
 If yes, what is the actual/estimated date of revalidation? ___ N/A ___

9. Explain the additional public outreach efforts you have made with respect to this proposed scope change, and provide a summary of the public response to these efforts.

a) County met with City of Redlands staff from Municipal and Engineering Department, and Airport Department on August 27, 2018 regarding Alternative Alignment Routes and were agreeable on the Alternative A (Preferred) alignment (see attached)

b) During our environment process with the proposed scope change is the NOI and newspaper publication for the SART IV, Reaches B and C Project (see attached). The public comment period started on October 1 and ended on October 30. No comments were received either at our office or through the State Clearinghouse. Also Attached the Clearinghouse CEQAnet posting and confirmed verbally that no comments were received; however, the “no comment letter” has not arrived at our office yet.

Proposed changes to the Project Description:

Design and construction of Class I, **buffered II** and III Bike Paths and Pedestrian Trails for the Santa Ana River Trail Phase IV, Reaches B & C.

Proposed changes to the Project Limits:

N/A

Summary of Caltrans’ Analysis

The following is a summary of Caltrans’ analysis and comments based on our review of the agency formal Project Scope Change Request. This summary represents Caltrans’ assessment of the accuracy and breadth of the agency’s documentation. It also may include additional details on the explanation, reason, impacts, and/or net benefits of the agency’s proposed scope changes that should be consider as part of the overall analysis and approval process.

1. Scope Comparison of Original Application Proposal to Scope Change Request:

- Caltrans agrees with the explanation of the scope change. In the project’s application Reach B starts at the end of the existing Reach A- a Class I (CL I) facility located on the south bank of the Santa Ana river. Reach B is proposed to continue as a CL I facility between the south bank of the river and Riverview Dr. When Riverview Dr turns and becomes River Bend Dr the application shows the facility turning into a CL III on-street facility. River Bend Dr is a 40’ wide, two lane residential road with low traffic volumes. The River Bend Dr (1100 ft) section ends in a T-intersection at East Pioneer Ave. This is the beginning of Reach D, which is also a low traffic volume two-lane street, and will become a buffered CL II facility (5450 ft) to the intersection with Dearborn Street. On Dearborn street the facility will remain a buffered CL II facility. Dearborn Street is also a two-lane low volume street with Redlands Sports Park located on it. Prior to the proposed scope change, this facility would have been accessed by biking on-street without the benefit of any bike signage or striping. The project will then turn West onto E. San Bernardino Ave, and will end at the intersection with Opal Ave; which is now the proposed start of the unfunded Reach D. With the end of Reach B being a CL III the connection to a buffered CL II route will meet user expectations and will connect local residents/users to local destinations.
 - Page 6 of Part B & C of the application mentions parks, schools, etc. being within a reasonable catchment area of the trail. The scope change will move the local users closer to these facilities instead of moving them to the far side of the Redlands airport.

2. Agency reason for the proposed scope change:

- Caltrans accepts this reason as valid.

3. The impact the proposed scope change would have on the overall cost of the project:

- Caltrans accepts the new costs.

4. An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit):
- The proposed scope change to reach C will be a downgrade in bike facility type from a CL I to a buffered CLII. But this change should not negatively impact the increase in walking or biking. It is Caltrans belief that the proposed location will have higher utilitarian usage, as the users will be coming from the adjacent neighborhoods, and using the new facility to access schools, parks and other destinations that were not as easily accessible from the river trail. This is reflected on page 4- Part B & C of the application where the current Santa Ana River Trail (SART) sections (Phase I & II) have twice as many weekend users as week day users.

Location/Element	Application description	Scope change	Impact to increasing AT use
Reach B	Class I & III bike facilities	No Change	No Change
Reach C	Class I bikeway- 1.18 miles	Class II bike lanes- 1.57 miles (both directions)	No Change to possible increase

5. An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit):

The chart below shows Caltrans’ opinion of the scope change effect on the safety benefits from the original application:

Location/Element	Application description	Scope change	Impact to increasing safety
Reach B	Class I & III bike facilities	No Change	No Change
Reach C	Class I bikeway- 1.18 miles	Buffered Class II bike lanes- 1.57 miles (both directions)	Similar AT safety

5. An explanation of the methodology used to develop the aforementioned estimates:
- The agency did not make any estimates in their responses to the previous questions.
6. For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval:
- Approve
 - ❖ See- MPO approval ATPL-5954(146) req. for scope change.pdf

Caltrans comments regarding this recommendation

Per Caltrans Scope Change Analysis guidance. This guidance states:

- A. Minor vs. Major

- i. Minor scope changes are those with little or no impact to project benefits, or which increase the project benefits.
 - ii. Major scope changes are those with potentially significant negative impacts to project benefits. Proposed scope changes that significantly change the nature of the original application may be considered “Major” even if they are not expected to have negative impacts to the overall project benefits.
- B. Approve vs. Not approve
- i. Caltrans staff will recommend approving scope change requests that are expected to increase or have no impact on the project benefits. Caltrans will also recommend approving requests that may have a significant reduction in benefits as long as the following criteria are met:
 - a. Due to cost increases and/or existing project constraints, the full original project scope is not feasible for the agency to construct.
 - b. The proposed scope change is considered to reasonably maximize the original/net project benefits within the currently identified project constraints.
 - c. The propose scope, as compared to the original scope, would be expected to receive a similar or higher evaluation score as the original application.
 - ii. Caltrans staff will not recommend approving requests that are expected to significantly decrease the project benefits while any of the following criteria are met:
 - a. The original project scope appears to be feasible for the agency to construct.
 - b. The propose scope change does not appear to reasonably maximize the net project benefits within the currently identified project constraints.
 - c. The propose scope, as compared to the original scope, would be expected to receive a lower evaluation score than the original application.

Per guidance A.i. this request is a Minor scope change, as the proposed changes will potentially have a little to no impact to project benefits and B.i. all of the criteria were met.

Proposed changes to the Project Description:

Caltrans recommends that current description be revised to:

Design and construction of Class I, **buffered II** and III Bike Paths and Pedestrian Trails for the Santa Ana River Trail Phase IV, Reaches B & C.

Proposed changes to the Project Limits:

N/A

Proposed Changes to FTIP/FSTIP if applicable:

Caltrans recommends that current description be revised to:

Design and construction of Class I, buffered II and III Bike Paths and Pedestrian Trails for the Santa Ana River Trail Phase IV, Reaches B & C.

Communication with the Agency Summary

Date of Caltrans/Agency Teleconference: 10/5/18

Attendees: Teresa McWilliam (Caltrans-HQ), David Lee (Caltrans District 8), Enrique Gonzalez (Caltrans District 8)

Summary of Discussion: District staff had the agency correct their response to questions 4 and 5 to reflect changes to the approved scope instead of existing conditions.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 4.19
Action

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Teri Anderson
Associate Deputy Director

Subject: **APPROVAL OF SHOPP PROJECT BASELINE AGREEMENTS – RESOLUTION SHOPP-P-1819-10B**

ISSUE:

Should the California Transportation Commission (Commission) approve six State Highway Operation and Protection Program (SHOPP) Project Baseline Agreements submitted in accordance with the Commission’s SB 1 Accountability and Transparency Guidelines and establish these baseline agreements as the basis for project delivery and monitoring?

RECOMMENDATION:

Commission staff recommends that the Commission approve the following six SHOPP Baseline Agreements and establish these agreements as the basis for project delivery and monitoring:

District	EA	County	Route	Project Description
01	0B090	Del Norte	101	Hunter/Panther Creek Bridge Replacement
04	3J060	San Mateo	101	SM-101 Pavement CAPM
06	0U420	Fresno	99	Selma to Fowler Rehabilitation
06	0V780	Fresno	41	FRE--41,99,168,180 - Fiber Optics
10	1C040	Mariposa	49	Mariposa SR-49 CAPM
11	41930	San Diego	78	SR-78 Pavement Rehabilitation

BACKGROUND:

The Commission adopted the SB 1 Accountability and Transparency Guidelines at its March 21, 2018 meeting and directed agencies to provide executed Baseline Agreements that set forth the agreed upon expected benefits, delivery schedule, project cost, and funding plan. The Baseline Agreement provides a benchmark for comparison to the current status of a project for subsequent reporting purposes. The Baseline Agreement must be signed by the District Director and Director of the Department of Transportation (Department), and the Commission’s Executive Director.

Commission staff has reviewed these Baseline Agreements and determined the project’s expected benefits, delivery schedule, project cost, and funding plan are consistent with the project the Commission approved at the time of programming and the requirements set forth in the Interim SHOPP Guidelines.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 4.23
Information

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Dawn Cheser
Associate Deputy Director

Subject: **STATUS OF BASELINE AGREEMENTS FOR THE ACTIVE TRANSPORTATION, LOCAL PARTNERSHIP, SOLUTIONS FOR CONGESTED CORRIDORS, AND TRADE CORRIDOR ENHANCEMENT PROGRAMS**

SUMMARY:

The California Transportation Commission (Commission), at its December 2018 meeting, approved the Benefits Form as an attachment to the Baseline Agreements for the Active Transportation Program, the Local Partnership Program, the Solutions for Congested Corridors, and the Trade Corridor Enhancement Program. Additionally, the Commission required the Benefits Form be completed and submitted by December 31, 2018.

BACKGROUND:

In accordance with the SB 1 Accountability and Transparency Guidelines, Baseline Agreements were approved by the Commission for the Active Transportation Program, the Local Partnership Program, the Solutions for Congested Corridors Program, and the Trade Corridor Enhancement Program projects as identified in Attachment A.

The Benefits Form will document the expected quantifiable benefits and help standardized the reporting of these benefits. Commission staff has received all Benefit Forms for projects listed in Attachment A. The Benefit Forms that have been reviewed by Commission staff and identified as meeting all Baseline Agreement requirements are provided in Attachment B. Commission staff will present the remaining Benefit Forms at the March 2019 Commission meeting.

A listing of projects that have not yet met the Baseline Agreement requirements is provided in Attachment C along with a status as to when the Baseline Agreement is expected to be received.

Attachments:

- Attachment A: Projects with approved Baseline Agreements
- Attachment B: Completed Benefit Forms
- Attachment C: Status of projects with no Baseline Agreement

Active Transportation Program		
County	Route	Project Title
Riverside		Coachella Valley Link
Santa Barbara		Las Positas and Modoc Roads Class I Construction

Local Partnership Program - Competitive		
County	Route	Project Title
Los Angeles		Vista Canyon Metrolink Station
Riverside	15	I-15/Railroad Canyon Road Interchange Project
San Bernardino		Ranchero Road Widening Project
Sacramento		Capital SouthEast Connector
Santa Clara		Mathilda Avenue Improvements at SR 237 and US 101
San Diego		Citracado Parkway Transportation Connections Project

Multi-Funded: Local Partnership Program/State Highway Operation and Protection Program		
County	Route	Project Title
Contra Costa	680/4	I-680/SR4 Interchange - Widen Route 4 (Phase 3)

Multi-Funded: Solutions for Congested Corridors/Local Partnership Program		
County	Route	Project Title
San Bernardino		Redlands Passenger Rail Project
San Mateo/Santa Clara	101	San Mateo and Santa Clara US 101 Managed Lanes

Multi-Funded: Trade Corridor Enhancement/State Highway Operation and Protection Program		
County	Route	Project Title
Los Angeles	10	Rt 10 Corridor Contract 1 (Express Lanes)
San Diego/Imperial		California-Mexico Border System Network Improvement Projects
Shasta	5	Rt 5 Redding to Anderson Widening, Phase 2

Multi-Funded: Solutions for Congested Corridors/Trade Corridor Enhancement/State Highway Operation and Protection Program		
County	Route	Project Title
Santa Barbara	101	Rt 101 Multimodal Corridor

Multi-Funded: Solutions for Congested Corridors/State Highway Operation and Protection Program		
County	Route	Project Title
Sacramento	5	I-5 Corridor Enhancement Project/I-5 HOV Lanes - Phase 1
Sacramento	50	US 50 Multimodal Corridor Enhancement Project
San Diego	5	I-5 North Coast Corridor HOV Extension Phase I

Solutions for Congested Corridors		
County	Route	Project Title
Los Angeles		Airport Metro Connector (AMC) 96th Street Transit Station Project
Sonoma	101	Marin Sonoma Narrows Segment C2 - HOV Lanes Gap Closure

Trade Corridor Enhancement Program		
County	Route	Project Title
Alameda		7th Street Grade Separation (East)
Alameda		Freight Intelligent Transportation System (FITS)
Alameda		Quiet Zone Safety Engineering Measures
Kern	58/99	Rt 58 / 99 Bakersfield Freeway Connector
Los Angeles	5	Rt 5 Golden State Chokepoint Relief
Los Angeles	71	Rt 71 Freeway Conversion
Los Angeles	57/60	Rt 57 / 60 Confluence: Chokepoint Relief Program
Los Angeles		Southern California Rail Project
Merced	99	Rt 99 Livingston Widening, North Bound
Orange	57	Rt 57 / Lambert Road Interchange Improvement
Riverside	60	Rt 60 Truck Safety and Efficiency, Phase 1A
San Diego		Otay Mesa Truck Route, Phase 4A
San Diego		Sorrento to Miramar, Ph2 Intermodal Improvements
San Diego		Tenth Avenue Marine Terminal Beyond Compliance Environmental Enhancements
San Joaquin		Fyffe Avenue Grade Separation
San Bernardino	395	Route 395 Widening from SR 18 to Chamberlaine Way
San Bernardino		Etiwanda Avenue Grade Separation
Santa Clara	101/25	Route 101/25 Interchange Improvements Phase I
Solana	80/12	Rt 80/680/12 Interchange, Package 2A
Stanislaus	132	Rt 132 West Freeway / Expressway Phase 1
Ventura		Rice Avenue and Fifth Street Grade Separation

Project Information	
Project Title: CVLINK	Date: 12/10/2018
Project Identifier (EA, PPNO, etc): 1019	

Contact Information	
Nominating Agency: CVAG	Agency Completing Form: CVAG
Contact Person: Martin Magaña Phone: 760-346-1127	Contact Person: Martin Magaña Phone: 760-346-1127
Email Address: Mmagana@cvag.org	Email Address: Mmagana@cvag.org

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts	Each	N/A	252,783	2022
	Pedestrian Counts	Each	N/A	327,810	2022

In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.

The CVLink is a proposed multi-modal transportation corridor for pedestrians, bicyclists, and low-speed electric vehicles that roughly follows the Whitewater River through the heart of the Coachella Valley, utilizing existing storm water levees. Since there is no existing facilities, there are no current counts. The anticipated bicycle counts for the 50-mile stretch of the CVLink from Palm Springs to Coachella (Phase 1) is 252,783 per year and 327,810 for pedestrians per year (Source: baseline agreement 10/1/2018).

Future non-motorized travel demand estimates have been developed using the RivTAM 2040 Plus TPPS – CVAG Model (RivTAM) tool. A brief overview of the RivTAM travel demand forecasting process and key input (population) driving travel demand is provided, followed by a more detailed discussion of the mode choice component of the model. The mode choice component determines the share of non-motorized transport compared to other (motorized) modes of travel. Therefore, an understanding of this component of the model is useful in understanding how the resulting non-motorized travel data is used in this analysis. The RivTAM data has been summarized for districts which generally correspond to the areas encompassing the segments documented in Chapter 4.0 of this document. Exhibit 6.0-A shows the CV Link corridor demand districts used in this evaluation.

The RivTAM 2040 Plus TPPS – CVAG Model (RivTAM) has been used to determine the demand for non-motorized (pedestrian and bicycle) travel in the Coachella Valley. The RivTAM tool includes the following steps / processes:

- Socio-economic data (SED) based trip generation
- Trip distribution
- Mode choice (split)
- Time of day factoring
- Traffic assignment

The SED that drives the RivTAM trip generation, trip distribution, and mode choice processes includes a number of variables. Data is required regarding population, number of households, household income (stratified into 3 generalized levels), vehicle ownership, and employment (disaggregated into a total of 12 different categories) for existing (2008) and future (RivTAM 2040 Plus TPPS – CVAG Model) conditions.

Local Partnership Program
Benefits Forms

Project Information					
Project Title: Citracado Parkway Transportation Connections Project				Date: 12/28/2018	
Project Identifier (EA, PPNO, etc):			PPNO: 1333		
Contact Information					
Nominating Agency: City of Escondido			Agency Completing Form: City of Escondido		
Contact Person: Julie Procopio		Phone: (760) 839-4001		Contact Person: Julie Procopio Phone: (760) 839-4001	
Email Address: jprocopio@escondido.org			Email Address: jprocopio@escondido.org		
LPP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Throughput	Average Peak Period Vehicle Trips	Each	#	2,278	2021
	Average Daily Vehicle Trips (ADT)	Each	##	19,050	2021
	Reduction in Daily Vehicle Hours of Delay	Hours	N/A	N/A	2021
	Daily VMT per capita	Each	N/A	*	
	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	Each	N/A	2,620	2021
	Average Daily Vehicle Trips Multiplied by the Occupancy Rate	Each	N/A	24,765	2021
	Passengers per Vehicle Revenue Hour	Hours	N/A	N/A	
	Passengers per Vehicle Revenue Mile	Miles	N/A	N/A	
	Passenger Mile per Train Mile (Intercity Rail)	Miles	N/A	N/A	
	Boardings per capita	Each	N/A	N/A	
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.					
The Citracado Parkway Extension Traffic Technical Report (dated June 7, 2011) uses SANDAG Series 11(2030) Model to develop the anticipated average daily trips (ADT). The Traffic Technical Report assumed a project completion date in 2014. Year 2021 Average Daily Traffic was determined through linear interpolation of existing traffic and 2030 traffic forecasts. (#) Roadway does not exist in this scenario. Figures for alternative routes available in Figure 2-3 & 2-4 (Page 2) (##) Roadway does not exist in this scenario. Figures for alternative routes available in Figure 2-2 (Page 2)					
Safety	Fatalities per Vehicle Miles Traveled (VMT) and per capita	Each	N/A	*	
	Fatal Collisions per VMT and per capita	Each	N/A	*	
	Injury Collisions per VMT and per capita	Each	N/A	*	
	Other: Annual Mortality Rate (due to Emergency Medical Services response time/distance)	Persons	N/A	Reduced fatalities between 1-39 persons/year	2021
In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.					
The anticipated number of lives saved can be predicted based on the mean mortality rate and data showing the relative increase in mortality rates relative to response time/distance. Rates were calculated based on a mean mortality rate of 9.8% and benefitting emergency medical services trips: Escondido Fire: 434 and Palomar Medical Center: 3,083.					
Accessibility	Percentage of population within 1/2 mile of a rail station or bus route.	Percent	N/A	N/A	
	Average travel time to jobs or school.	Time	N/A	*	
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.					
This project will provide North County Transit District with the opportunity to improve the mobility of Americans with transportation disadvantage by creating a bus route to directly connect underserved residential areas with employment centers, the hospital and the Nordahl Road Sprinter Station.					
The proposed Project supports a complete street with bike lanes and pedestrian walkways with direct access to industrial and residential areas, and therefore balances the needs of motorists, transit riders, pedestrians, and bicyclists.					
Economic Development	Jobs created	Each	N/A	676	2021
	Benefit/Cost Ratio	Ratio		79	2021
	Other:				
In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.					
Caltrans Life-Cycle Benefit Model 6.0 has been used to monetize the project benefits using the reduced travel distance, roadway specifications, and average daily trips. The model was modified only to include inputs to Life-Safety benefits for decreased mortality as a result of faster trips to Palomar Medical Center.					
This project will immediately produce 198 one-year jobs during the construction of the road, and the existence of the road will facilitate the construction of business parks that will permanently employ 676 workers.					

Local Partnership Program
Benefits Forms

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	N/A	0.05	2021
	Reduction in Particulate Matter (PM10)	Tons per year	N/A	0.06	2021
	Reduction in Carbon Dioxide (CO2)	Tons per year	N/A	4,936	2021
	Reduction in Volatile Organize Compounds (VOC)	Tons per year	N/A	1	2021
	Reduction in Sulphur Oxides (SOx)	Tons per year	N/A	0.05	2021
	Reduction in Carbon Monoxide (CO)	Tons per year	N/A	11	2021
	Reduction in Nitrogen Oxide (NOx)	Tons per year	N/A	5	2021
In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.					
The Final CEQA EIR for this project includes an air quality analysis which includes anticipated impacts due to construction. The EIR states that an estimated 784 tons of CO ₂ are anticipated to be produced over the lifetime of construction. Construction-related GHG emissions were estimated using the Roadway Construction Emissions Model, a spreadsheet program, version 6.3.2 (RCEM) (SMAQMD 2009a). The proposed Project is intended to reduce VMT and result in a net reduction in GHG emissions.					
System Preservation	Pavement lane miles	Miles	N/A	*	
	Condition of pavement - percentage	Percent	N/A	*	
	Condition of bridge - percentage	Percent	N/A	*	
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed System Preservation outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.					
The southern portion of the proposed Project, consisting of widening the existing portion of Citracado Parkway between West Valley Parkway and Avenida Del Diablo via median reductions. Pavement will be removed as needed for median improvements and rehabilitation of existing roadway. Approximately 0.87 miles of lifted sidewalk will be removed and replaced throughout this portion of Citracado.					
Reliability	Travel Time Variability (buffer index)	Time	*	*	
	Daily vehicle hours of delay per capita	Hours	949.8	244.24	2021
	Daily congested highway VMT per capita	Each	N/A	N/A	
	Other:				
In the space below, qualitatively explain the assumptions and methodologies used for proposed Reliability outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.					
The daily vehicles hours of delay per capita is the product of Average Daily Trips (19,050) and the travel time reduction between the build/no build scenarios. An Average Peak Vehicle Occupancy Rate of 1.15 and an Average Non-peak Vehicle Occupancy Rate of 1.3 were assumed.					
Mobility	Passenger Hours of Delay / Year	Hours	*	*	
	Average Peak Period Travel Time	Time	*	*	
	Average Non-Peak Period Travel Time	Time	*	*	
	Other: Person-Hours of Time Saved (annual average over 20 yrs)	Hours	N/A	750,981	2021
In the space below, qualitatively explain the assumptions and methodologies used for proposed Mobility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.					
Person-Hours of time saved based on an annual average of a twenty year total (15,019,620 person-hours) provided in the SB1 Cost Benefit Analysis Cal-BC62. This project provides a more direct route for more than 19,050 motorists per day.					

Local Partnership Program
Benefits Forms

Project Information	
Project Title: Ranchero Road Widening Project	Date: 12-31-2018
Project Identifier (EA, PPNO, etc): PPNO 1244	

Contact Information	
Nominating Agency: City of Hesperia	Agency Completing Form: City of Hesperia
Contact Person: Tina Souza Phone: (760) 947-1474	Contact Person: Tina Souza Phone: (760) 947-1474
Email Address: tsouza@cityofhesperia.us	Email Address: tsouza@cityofhesperia.us

LPP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Throughput	Average Peak Period Vehicle Trips	Time	6,379	9,552	2042
	Average Daily Vehicle Trips (ADT)	Each	15,829	23,700	2042
	Reduction in Daily Vehicle Hours of Delay	Hours	0.23	0.12	2042
	Daily VMT per capita	Each	13,613	11,850	2042
	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	Each			
	Average Daily Vehicle Trips Multiplied by the Occupancy Rate	Each			
	Passengers per Vehicle Revenue Hour	Hours			
	Passengers per Vehicle Revenue Mile	Miles			
	Passenger Mile per Train Mile (Intercity Rail)	Miles			
	Boardings per capita	Each			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p> <p>The projected throughput outcome for the Average Daily Vehicle Trips was obtained per Harper Verma, LLC Project Traffic Impact Analysis, January 2017. The Average Peak Period Vehicle Trips was calculated using the model inputs for peak period non-HOV and peak period truck volumes from the Cal-B/C 6.2 Benefit/Cost Analysis Model. The Reduction in Daily Vehicle Hours of Delay was also calculated using the Average Travel Time in the "No Build" and "Build" scenarios from the Cal-B/C 6.2 Benefit/Cost Analysis Model under the Travel Time Section. The Daily VMT per capita was obtained using the Senate Bill 1 Grant Programs Emissions Calculator.</p>				
Safety	Fatalities per Vehicle Miles Traveled (VMT) and per capita	Each	6	3	2042
	Fatal Collisions per VMT and per capita	Each	6	3	2042
	Injury Collisions per VMT and per capita	Each	47	25	2042
	Other				
<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p> <p>Accident injury history was taken from both TIMS and CHP for 2015 through 2017 for the current fatal collisions and injury collisions. For projected safety outcomes, each type of collision was reduced by 47%. In a "Safety Evaluation of Installing Center Two-Way Left Turn Lanes on Two-Lane Roads" by the Federal Highway Administration in 2008, the estimated collision reduction factor for installing such improvements on California (rural) roads was 50.8%. In a Traffic Signal Brief, issue by the Federal Highway Administration in 2009, a collision reduction factor after implementing traffic signals in a rural environment, for an existing 4-leg configuration and all-way stop control, was 44%. For this analysis, the collision reduction factor is the average of the two (47%), as both traffic safety improvement measures are being utilized.</p>					
Accessibility	Percentage of population within 1/2 mile of a rail station or bus route.	Percent			
	Average travel time to jobs or school.	Time (minutes)	40	21	2042
	Other				
<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p>					
Economic Development	Jobs created	Each			
	Benefit/Cost Ratio	Ratio		11.1	2042
	Other				
<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p> <p>The Benefit/Cost Ratio was obtained using the Cal-B/C 6.2 Benefit/Cost Analysis Model.</p>					

Local Partnership Program
Benefits Forms

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year			
	Reduction in Particulate Matter (PM10)	Tons per year			
	Reduction in Carbon Dioxide (CO2)	Tons per year		18,821	2042
	Reduction in Volatile Organize Compounds (VOC)	Tons per year			
	Reduction in Sulphur Oxides (SOx)	Tons per year			
	Reduction in Carbon Monoxide (CO)	Tons per year		39,453	2042
	Reduction in Nitrogen Oxide (NOx)	Tons per year		12,824	2042
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
The reduction in Carbon Dioxide, Carbon Monoxide, and Nitrogen Oxide were obtained using the Senate Bill 1 Grant Programs Emissions Calculator.					
System Preservation	Pavement lane miles	Miles	5	5	2042
	Condition of pavement - percentage	Percent	50% poor condition, 50% moderate condition	50% moderate condition, 50% good condition	2042
	Condition of bridge - percentage	Percent	100% excellent condition	100% moderate condition	2042
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed System Preservation outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.					
Based on the current evaluation of pavement condition, 50% of Ranchero Road is in poor condition, while the rest is in moderate condition. Projected pavement condition in the year 2042 is estimated to be between moderate and good condition. Once the bridge to the aqueduct is widened, the bridge will be in excellent condition. Then, after 20 years of use, the condition of the bridge will be moderate.					
Reliability	Travel Time Variability (buffer index)	Time			
	Daily vehicle hours of delay per capita	Hours	0.23	0.12	2042
	Daily congested highway VMT per capita	Each	13,613	11,850	2042
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed Reliability outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.					
The Daily vehicle hours of delay per capita was calculated using the Average Travel Time in the "No Build" and "Build" scenarios from the Cal-B/C 6.2 Benefit/Cost Analysis Model under the Travel Time Section. The Daily congested highway VMT per capita were obtained using the Senate Bill 1 Grant Programs Emissions Calculator.					
Mobility	Passenger Hours of Delay / Year	Hours			
	Average Peak Period Travel Time	Time	0.23	0.12	2042
	Average Non-Peak Period Travel Time	Time	0.23	0.12	2042
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed Mobility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.					
The Average Peak Period Travel Time and Average Non-Peak Period Travel Time was calculated using the Average Travel Time in the "No Build" and "Build" scenarios from the Cal-B/C 6.2 Benefit/Cost Analysis Model under the Travel Time Section.					

Local Partnership Program
Benefits Forms

Project Information	
Project Title: I-680/SR4 - Phase 3	Date: 12/20/2018
Project Identifier (EA, PPNO, etc):	PPNO 0298E, EA 22910

Contact Information	
Nominating Agency: Contra Costa Transportation Authority	Agency Completing Form: Contra Costa Transportation Authority
Hisham Noeimi 925-256-4731 hnoeimi@ccta.net	Hisham Noeimi Phone: 925-256-4731 hnoeimi@hotmail.com

LPP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Throughput	Average Peak Period Vehicle Trips	Number	38,925	89,775	2040
	Average Daily Vehicle Trips (ADT)	Number	155,700	187,500	2040
	Reduction in Daily Vehicle Hours of Delay	Hours	Not Applicable	33,961	2040
	Daily VMT per capita	Miles	0.589	0.709	2040
	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	Number	64,929	89,797	2040
	Average Daily Vehicle Trips Multiplied by the Occupancy Rate	Number	284,010	353,623	2040
	Passengers per Vehicle Revenue Hour	Hours	Not Applicable	Not Applicable	
	Passengers per Vehicle Revenue Mile	Miles	Not Applicable	Not Applicable	
	Passenger Mile per Train Mile (Intercity Rail)	Miles	Not Applicable	Not Applicable	
	Boardings per capita	Each	Not Applicable	Not Applicable	
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.					
Peak hour count taken at SR4 segment between Port Chicago and Willow Pass based on actual count and adjusted for ramp on/off volumes in 2013/14. Volume includes EB and WB. ADT assumed to be ten time Peak hour volume. "Capita" assumed to be population of Contra Costa County in 2014 (1.111 million). Data based on CalBC model output. EB and WB modeled separately due to different types of improvements, and then combined.					
Safety	Fatalities per Vehicle Miles Traveled (VMT) and per capita	Each	0.004	0.004	2040
	Fatal Collisions per VMT and per capita	Each	0.004	0.004	2040
	Injury Collisions per VMT and per capita	Each	0.20	0.20	2040
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.					
Data taken from Caltrans District 4 TESIS covering 4/1/2010 and 3/31/2013.					
Accessibility	Percentage of population within 1/2 mile of a rail station or bus route.	Percent	Not Applicable	Not Applicable	
	Average travel time to jobs or school.	Time	Not Applicable	Not Applicable	
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Economic Development	Jobs created	Each	Not Applicable	Not Applicable	
	Benefit/Cost Ratio	Ratio		20.4	2040
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Result was taken from CalBC model runs for EB and WB and then combined.					

**Local Partnership Program
Benefits Forms**

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	8	6	2040
	Reduction in Particulate Matter (PM10)	Tons per year	8	7	2040
	Reduction in Carbon Dioxide (CO2)	Tons per year	943170	806500	2040
	Reduction in Volatile Organize Compounds (VOC)	Tons per year	184	149	2040
	Reduction in Sulphur Oxides (SOx)	Tons per year	12	11	2040
	Reduction in Carbon Monoxide (CO)	Tons per year	2912	2691	2040
	Reduction in Nitrogen Oxide (NOx)	Tons per year	645	538	2040
In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.					
Result was taken from CalBC model runs for EB and WB and then combined.					
System Preservation	Pavement lane miles	Miles	Not Applicable	Not Applicable	
	Condition of pavement - percentage	Percent	Not Applicable	Not Applicable	
	Condition of bridge - percentage	Percent	Not Applicable	Not Applicable	
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed System Preservation outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.					
Reliability	Travel Time Variability (buffer index)	Time	Not Applicable	Not Applicable	
	Daily vehicle hours of delay per capita	Hours	Not Applicable	Not Applicable	
	Daily congested highway VMT per capita	Each	Not Applicable	Not Applicable	
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed Reliability outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.					
Mobility	Passenger Hours of Delay / Year	Hours	Not Applicable	Not Applicable	
	Average Peak Period Travel Time	Time	Not Applicable	Not Applicable	
	Average Non-Peak Period Travel Time	Time	Not Applicable	Not Applicable	
	Other				
In the space below, qualitatively explain the assumptions and methodologies used for proposed Mobility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.					

Solutions for Congested Corridors Program
Benefits Forms

Project Information					
Project Title: Airport Metro Connector 96th Street Transit Station - A Solution for the Congested I-405 Corridor					Date: 12/31/2018
Project Identifier (EA, PPNO, etc): EA R399GA					
Contact Information					
Nominating Agency: Los Angeles County Metropolitan Transportation Authority			Agency Completing Form: Los Angeles County Metropolitan Transportation Authority		
Contact Person: Cory Zelmer		Phone: 213-922-1079		Contact Person: Cory Zelmer	
Email Address: zelmerc@metro.net				Phone: 213-922-1079	
				Email Address: zelmerc@metro.net	
SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/ Throughput	Person throughput by mode	Each	173,555	45,909	2035
	Mode choices	Each	2	5	2023
	Dedicated rights of way for bike and transit	Each	0	2	2023
	Vehicle miles traveled	Miles	1,575,518	961,066	2035
	Reduction in Daily Vehicle Hours of Delay	Hours	6,643,459	N/A	N/A
	Other				
<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p> <p>Person throughput by mode: Overall, it is estimated that the Project will result in 14.5 million total annual transit boardings at this station by 2035. Total daily boardings by rail line include: 1) Metro Green Line-LAX Branch at 18,715, 2) LAX APM at 123,576, and 3) Metro Crenshaw/LAX Line at 31,264. (SCCP Page 17, PDF page 67). Estimated boardings on the two rail lines and APM system that will serve the proposed AMC 96th Street Transit Station have a 2035 forecasted daily boardings of: Metro Crenshaw/LAX line at 2,097; Metro Green Line at 1,310, APM at 26,071; Metro Bus at 4,256; and Other Bus at 12,175).</p> <p>Mode choices: Current mode choices include rubber tired vehicles and transit (buses). Mode choices will include 1. Metro Crenshaw/LAX Line; 2. Metro Green Line; 3. APM; 4. Metro Bus; and 5. Other bus.</p> <p>Dedicated ROW for bike and transit: Proposed project includes a new bicycle hub that would accommodate up to 150 bicycles in a secure, indoor environment and additional space for up to 50 bicycles provided for short term parking (Draft EIR, Page ES-6) and a bus plaza/terminal facility for Metro and municipal bus operators that would include up to 20 active bus bays, with six reserved for articulated buses as well as up to 18 layover bus bays for buses to park on outside of the bus loop (Draft EIR, Page 2-1.6).</p> <p>VMT: Based on information provided in the Airport Metro Connector Ridership Forecasting Report (May 27, 2016), the changes in VMT were estimated based on an increase in transit trips due to the Project. VMT data under "current" assumes "No Build" daily conditions, while Projected figures assume "Build" daily conditions. VMT numbers refer to air passengers who drive with and without the Project in place. The difference reflects the 38 percent of air passengers in the cumulative scenario who are assumed to shift from driving to transit. The values shown represent the total benefit for 30 years of project operation. The increased transit ridership and decreased VMT due to the Project will result in the reduction of emissions of GHG and criteria pollutants, and no mitigation is required. (SB1 Baseline Agreement, PDF Page 70, SSCP Page 20)</p> <p>Reduction in daily vehicle hours of delay: According to Caltrans data, the vehicle hours of delay (VHD) on the I-405 near LAX totaled nearly 6,643,459 hours in 2017. (SB1 Baseline Agreement, PDF Page 65, SSCP Page 15)</p>					
Safety	Reduction in vehicle-involved incidents	Each			
	Reduction in train-involved incidents	Each			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p> <p>The Project will be expected to improve safety by shifting more trips to transit from driving modes. Incidents, primarily caused by accidents, are a major cause of non-recurrent congestion. According to Caltrans PeMS congestion analytics (also known as the "congestion pie"), in 2013 approximately 50 percent of congestion on I-405 in Los Angeles County was caused by accidents and miscellaneous incidents. Figure 5-3 of the February 2018 SSCP Application is a chart showing the number of accidents on the I-405 north of LAX by type (fatal, injury, and property damage only) and by year between 2011 and 2016. Between 2011 and 2013, property damage and injury accidents increased each year. By 2014, accidents began to decline dramatically, continuing this trend through 2015. Public transit has relative low crash rates, according to transit safe study published in Journal of Public Transportation, riding urban rail is about 30 times safer; and riding the bus is about 60 times safer than traveling by car. Given that transit is a safer mode than driving, the expected shift in trips from cars to transit is expected to reduce transportation-related injuries and fatalities. The resulting monetization of accident cost savings between FY 2024 and FY 2058 is expected to be \$543 million in 2017 dollars. Baseline Agreement: (Baseline Agreement, PDF page 68, SSCP Application Page 18)</p>				
Accessibility	Enhancements to the reliability of the system	Each	0	3	2023
	First/last mile improvements	Each	0	3	2023
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p> <p>Enhancements to the reliability of the system: Transit hub, bicycle lane, pedestrian path</p> <p>First Last Mile (FLM): The Mobility Plan 2035 was created, in part, to respond to the Complete Streets Act mandate that cities must include Complete Streets policies in their general plans. Complete Streets are characterized by balanced, multi-modal streets that meet the needs of all users (e.g. transit, vehicular, bicycle, pedestrian). The Mobility Plan 2035 includes the Complete Streets Manual, which provides technical design guidelines for engineers, planners and urban designers for creating safer, multi-modal streets. The Mobility Plan 2035 incorporates the 2010 Bicycle Plan and identifies Aviation Boulevard and Arbor Vitae Street as part of the Bicycle Enhanced Network (depicted in Figure 3.4.4), which identifies streets that facilitate bicycle mobility. Aviation Boulevard and Arbor Vitae Street have been designated as Tier 1/Protected Bicycle Lanes, defined as bicycle facilities on arterial roadways with physical separation. These streets will be upgraded in the future with shared lane markings and signage to increase motorist awareness of bicycle presence by the City of Los Angeles (Draft EIR, Page 3.4-20)</p>				
Economic Development	Jobs created	Each		6,800	7/2016 - 3/2023
	Improvements to freight throughput	Each			
	Benefit/Cost Ratio	Ratio			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p> <p>Improvements to freight throughput: By encouraging a mode shift from automobile to transit, the Project will reduce congestion on the streets and highways around LAX which will benefit the major air freight lines that use LAX to facilitate trade (SB1 Baseline Agreement, PDF Pg 60, SSCP Page 10)</p>				

Solutions for Congested Corridors Program
Benefits Forms

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0.48	14.26	2035
	Reduction in Particulate Matter (PM10)	Tons per year	0.53	15.85	2035
	Reduction in Carbon Dioxide (CO2)	Tons per year	80,250	2,407,497	2035
	Reduction in Volatile Organize Compounds (VOC)	Tons per year	13	381	2035
	Reduction in Sulphur Oxides (SOx)	Tons per year	0.81	24.3	2035
	Reduction in Carbon Monoxide (CO)	Tons per year	322	9,647	2035
	Reduction in Nitrogen Oxide (NOx)	Tons per year	31	921	2035
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.</p> <p>Estimates of emission reductions in tons per year and dollars per year were conducted using Caltrans' Life-Cycle Benefit-Cost Analysis Model 6.2 (see Table 5-5 in the SB1 Baseline Agreement, PDF Page 72, SCCP Page 22). The values shown represent the total benefit for 30 years of project operation. The increased transit ridership and decreased VMT due to the Project will result in the reduction of emissions of GHG and criteria pollutants, and no mitigation is required.</p>				
Efficient Land Use	<p>In the space below, qualitatively describe how the project supports transportation-efficient land use principles, entailing the following concepts:</p> <ul style="list-style-type: none"> Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation 				
	<p>Supports mixed-use development with multimodal choices: the City of Los Angeles and Metro have jointly adopted a policy to focus growth in the vicinity of transit stations. An emphasis has been placed on the development of mixed-use projects as focal points for their surrounding neighborhood while affording mobility to and from other parts of the City and region. The Project site also falls within the City of Los Angeles Westchester-Playa Del Rey Community Plan's Land Use/Transportation Policy (2004). The applicable goals, objectives, and policies of the Westchester-Playa Del Rey Community Plan are summarized in Table 5-4 of the SB1 Baseline Agreement SCCP Application (PDF Page 70, SCCP page 20).</p> <p>Supports in-fill development: The Project is part of a larger effort by Metro to reduce greenhouse gas (GHG) emissions and criteria pollutants, provide clean transit and a healthy environment, and make access to LAX more efficient, safer and more sustainable. The Project is anticipated to reduce Greenhouse Gases (GHG) and criteria air pollutant emissions by replacing auto trips with transit trips, as a result of an increase in transit ridership and relieving congestion on roads accessing the airport. The Project itself will advance state air quality and climate goals by significantly reducing auto vehicle miles traveled (VMT). The results of the GHG emissions modeling suggest that a total reduction of 2,407,497 metric tons over 30 years, or an average annual reduction of 80,250 metric tons, will be achieved. Additional detail can be found in Section 5.6 of the SB1 Application (PDF Page 59 SCCP Page 9).</p> <p>Addresses climate adaptation: Metro recently implemented several policies and plans aimed at improving system-wide sustainability and minimizing detrimental air quality and climate change impacts from operations and new projects, collectively overseen by the Countywide Sustainability Planning Program (Metro, 2012(a)). These plans and policies constitute the framework for the Metro Climate Action and Adaptation Plan (Metro, 2012(b)), which is Metro's foundation for its Sustainability Implementation Plan (Metro, 2012(c)). Strategies for achieving the objectives set forth in the Metro Climate Action and Adaptation Plan were analyzed in the Metro Energy and Resource Report (Metro, 2014). <u>The Metro policies and plans that most directly apply to reducing emissions of air pollutants that would result from implementation of the proposed project include the Construction Demolition Debris Recycling and Reuse Policy (Metro, 2007), Environmental Policy (Metro, 2009), and the Green Construction Policy (Metro, 2011), all of which are incorporated into the Metro Countywide Sustainability Planning Policy and Implementation Plan (Page 3.1-10 of Draft EIR).</u></p> <p>The FTA has implemented a Climate Change Adaptation Initiative program to investigate potential strategies for reducing climate impacts from transit. The program conducted seven climate adaptation pilot studies to increase knowledge of how transit agencies can adapt to climate change, advance the state of the practice in adapting transit assets and operations to the impacts of climate change, and build strategic partnerships between transit agencies and climate adaptation experts. The approach of the pilot projects involved identification of climate hazards and potential climatic events, characterization of risks on transit projects and operations, development of initial adaptation strategies and linking strategies to organizational structures. <u>Metro was selected as one of the pilot study transit systems, and a report was prepared to analyze climate adaptation opportunities, entitled LACMTA Climate Change Adaptation Pilot Project Report (FTA, 2015) (Page 3.2-3 of Draft EIR)</u></p> <p>Additionally, in 2015 Metro released a Resiliency Indicator Framework report to help prioritize and evaluate climate adaptation implementation priorities to ensure infrastructure resilience and maintain a good state of repair (Page 3.2-10 of Draft EIR).</p> <p>The Metro Climate Action and Adaptation Plan (Metro, 2012) provides a baseline 2010 GHG emissions inventory for the Metro system and outline strategies for achieving GHG emissions reductions in future operations. This plan identifies 11 strategies to reduce GHG emissions throughout the Metro system from 2012 to 2020, and then analyzes each for cost effectiveness and feasibility of implementation. Table 3.2.6 shows that the proposed project would be consistent with applicable Metro Countywide planning policies. The Climate Action and Adaptation Plan also includes a discussion of climate adaptation designed to identify some of the most important Metro services and assets that are likely to be affected by climate impacts. The discussion generally focuses on sea level rise and flooding. Figure 15 of the Climate Action and Adaptation Plan shows that the project site is not located within 100-year flood inundation areas identified as locations at risk to sea level rise and flooding. (Page 3.2-20 of Draft EIR)</p>				

Solutions for Congested Corridors Program
Benefits Forms

Project Information					
Project Title: San Diego North Coast Corridor: Build NCC phase 1 Project					Date: 12/10/2018
Project Identifier (EA, PPNO, etc): EA 2T212, PPNO 0615G, PI 1114000060					
Contact Information					
Nominating Agency: Caltrans, Sandag		Agency Completing Form: Caltrans			
Contact Person: Arturo Jacobo		Contact Person: Arturo Jacobo		Phone: 619-688-6816	
Email Address: arturo.jacobo@dot.ca.gov		Email Address: arturo.jacobo@dot.ca.gov			
SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/ Throughput	Person throughput by mode	Persons per Day	218,254	290,999	2040
	Mode choices	Each	8 lane freeway; limited pedestrian coastal access across I-5 not available in certain locations	8 lane freeway +2 Managed lanes; Bike Trail Improvements, Improved Coastal Access	2040
	Dedicated rights of way for bike and transit	Each	n.a.	1.3 miles of dedicated bike trail	2030-2040
	Vehicle miles traveled	VMT per Day	721,797	902,125	2040
	Reduction in Daily Vehicle Hours of Delay	VHD per Day	4,797	1006 hours VHD reduction; comparing 2040 build to 2040 no-build	2040
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
<p>The SANDAG regional transportation model was used to develop the quantified benefit values provided above. Project specific models were for the current/existing facility, the I-5 NCC 2040 no-build alternative, and the 2040 8+2 and 8+4 build alternatives, and used to develop the project specific measures.</p> <ul style="list-style-type: none"> • Prioritizing HOV & Bus Travel. Faster travel times and less congestion will provide an incentive for HOVs and buses over single-occupancy vehicles, as well as the potential for future transit services. • Closing Active Transportation Gaps. Bicycle and pedestrian improvements will create new routes both across and along the corridor, closing vital gaps in regional bicycle and pedestrian networks. This includes protected right-of-way for multi-use trails, and added bike and pedestrian connectivity across existing freeway undercrossings and overcrossings. • Creating Connections to Transit & Recreation. The addition of bicycle/pedestrian facilities along and across I-5 will create new opportunities to access coastal and recreational resources. • Maximizing Future Flexibility. The managed lanes will create a transportation system that can adapt to future shifts in travel patterns, technology, or economic conditions. This additional capacity can be tailored to suit current needs, including requiring higher vehicle occupancy, operating dedicated bus rapid transit, or creating a truck route during certain times of day. 					
Safety	Reduction in vehicle-involved incidents	Each	207 Vehicle Incidents/Year	2.2% Reduction	2040
	Reduction in train-involved incidents	Each	n.a.	n.a.	n.a.
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
<p>Much of the I-5 existing facility was constructed to 1960 safety standards. The project will modernize and enhance safety via upgrading to current safety standards including the following upgrades: enhanced pavement markings, concrete barriers, lighting of ramp ingress and egress areas, overhead signs and changeable message signs, squaring up ramps for improved bicycle and pedestrian safety, enforcement and incident management, and managed lanes standard design treatments.</p> <p>An analysis using the Interchange Safety Analysis Tool (ISATe) estimated that fatality and injury collisions could increase by 1.0% due to the additional lanes, but property damage collisions would decrease by 2.2%. Per SCCP guidance, the collision analysis used ISTe predictive method algorithms, which are not specifically designed for non-barrier separated managed lanes and should be used for comparative purposes only.</p> <p>The accident data comes from the Transportation System Network (TSN). TSN covers all highways/freeways, ramps and intersections by post mile. The TSN input data originates from CHP reports.</p>					
Accessibility	Enhancements to the reliability of the system	Buffer time needed for on-time arrival	3-7 minutes	3-7 minutes maintained with 2040 build alternative; significant increase in buffer time expected for 2040 no-build alternative	2040
	First/last mile improvements	Each	n.a.	n.a.	2030-2040
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
<p>The SANDAG regional transportation model was used to develop the quantified benefit values provided above. Project specific models were for the current/existing facility, the I-5 NCC 2040 no-build alternative, and the 2040 8+2 and 8+4 build alternatives, and used to develop the project specific measures.</p> <p>Reliability. On average, a user needs to budget an additional 3.3–6.7 minutes above average travel times to guarantee on-time arrival. The Project improves reliability for all users of the freeway, and provides particular benefits for buses and HOVs by prioritizing their movement over general-purpose lanes. Based on the project's models, VHD and PHD both show improvements (reductions), by approximately 1,000 hours per day while ADT would increase. Travel time reliability will improve significantly for managed lane trips, which will enjoy a free-flow option for all 4.3 miles of freeway. This diversion of traffic into the new lanes will also benefit the reliability of general-purpose lanes compared to the No-Build scenario.</p>					

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	<p>Tourism Access/Coastal Accessibility. The NCC is a critical corridor for San Diego's tourism industry—the region's second-largest traded economic sector—with over 15 million annual visitors to its beaches alone. The I-5 NCC program includes significant improvements to both pedestrian and vehicular coastal access, across I-5. New pedestrian facilities will be built in compliance with Caltrans Accessibility Guidelines. The I-5 NCC Project Work Program/Transportation and Resource Enhancement Program (PWP/TREP) economic analysis projected that, for tourism alone, the NCC Program improvements would result in a cumulative economic benefit of over \$950 million through 2040 compared to the No-Build scenario.</p>				
<p>Economic Development</p>	Jobs created	Each	400,000*	2,640-5,280	2040
	Improvements to freight throughput (truck trips)	Percent of truck trips per day	n.a.	3.8-3.9%**	2040
	Benefit/Cost Ratio	Ratio	n.a.	1.6	2040
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. (* see discussion below; ** percentages derived from 2014 analysis of truck trips/freight throughput for the I-5 NCC, which compared truck trips for year 2030 no-build and 2030 8+2 build, since the 2030 traffic volumes projected at that time are now forecasted to more likely to occur in 2040, the percentages from that analysis are used here as a proxy for 2040.</p> <p>In 2016 alone, San Diego's innovation economy accounted for more than \$55 billion (25%) in regional economic activity and more than 400,000 (30%) private-sector jobs. Much of this effort focused on the NCC from La Jolla/Sorrento Valley to Carlsbad. The Golden Triangle—located in the south end of the NCC—is a state-designated industry cluster in the biotechnology and life sciences featuring leading names such as Qualcomm, Illumina, Scripps Research Institute, Salk Institute, Scripps Institute of Oceanography, Burnham Institute's General Atomics, and UC San Diego. San Diego leads the State of California in life sciences startups, and the largest concentrations are located along the NCC. Between 2014 and 2016 alone, more than 400 startups were established along the I-5 NCC.</p> <p>* Job Access & Creation. San Diego's economy depends upon mobility in the NCC. The Project area provides access to 22% of the San Diego region's total jobs. An economic analysis conducted for the I-5 NCC PWP/TREP found that the NCC Program can result in 2,640–5,280 more permanent jobs across the region. The construction of the Project would also create approximately 4,300 short-term jobs, generating an estimated \$1 billion for the regional economy.</p> <p>* Freight Access. The two main ports of entry for freight trucks between California and Mexico—Otay Mesa East and Calexico East—use the Project segment of I-5 as one of two primary freight routes. The Project therefore will support not only San Diego's \$142 billion economy, but also the interstate and international commerce critical to California's and America's economic success.</p>				
<p>Air Quality and Greenhouse Gas Reductions</p>			Existing Total Emissions	Emission Reduction	Year
	Reduction in Particulate Matter (PM2.5)	Kg per year	68.98	0.38	2040
	Reduction in Particulate Matter (PM10)	Kg per year	127.93	0.95	2040
	Reduction in Carbon Dioxide (CO2)	Kg per year	804,090.94	1,675.34	2040
	Reduction in Volatile Organize Compounds (VOC)	Kg per year	369.30	1.12	2040
	Reduction in Sulphur Oxides (SOx)	Kg per year	431.04	1.25	2040
	Reduction in Carbon Monoxide (CO)	Kg per year	4,959.52	16.81	2040
	Reduction in Nitrogen Oxide (NOx)	Kg per year	1,571.95	1.72	2040
<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.</p> <ul style="list-style-type: none"> - For existing total emissions, the results are direct outputs of the CT-EMFAC program. - For projected year emission reduction, the results are also based on outputs of CT-EMFAC, with reduced values derived from comparison of the project's 2040 no-build versus the 2040 build scenarios. - Incremental 5 mile-per-hour vehicle speed bin data (for use in CT-EMFAC) was developed using project specific information from the project's transportation model outputs. 					
<p>In the space below, qualitatively describe how the project supports transportation-efficient land use principles, entailing the following concepts:</p> <ul style="list-style-type: none"> Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation 					

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<p>Efficient Land Use</p>	<p>Limiting Sprawl and Multi-modal choices. By improving infrastructure in the existing NCC, the Project will facilitate infill development and discourage sprawl into undeveloped areas. The Project's investment in managed lanes, active transportation facilities, and new connections to transit will emphasize mobility through the movement of people and provision of viable transportation choices. This will accommodate the region's projected growth more efficiently than new development at the urban fringe or in rural areas. The I-5 NCC plan includes significant improvements for active transportation modes, including improvements to sidewalks and ramp intersections, adding 10.2 miles of the I-5 North Coast Bike Trail. The I-5 NCC project also includes a new Manchester Avenue Park & Ride/Multi-Use Facility offering parking, lagoon access, electric vehicle (EV) charging stations, and trail connections.</p> <p>Providing Smart Growth Incentives. In conjunction with the Project's infrastructure improvements, SANDAG and local jurisdictions have also committed to focusing projected growth in identified Smart Growth areas. SANDAG's \$280 million Smart Growth Incentive Program funds transportation and related infrastructure that supports compact, mixed-use development closer to the region's job centers and multimodal networks.</p> <p>Addresses Climate adaptation, Cal B/C benefits. Estimating that the Project would construct approximately one-twelfth of the lane-miles of managed lanes proposed for the larger NCC Program, approximately one-twelfth of the emissions savings between the 2040 Build and No-Build scenarios was allocated to the Project. The results, shown in detail in the table below, found:</p> <ul style="list-style-type: none"> • All pollutants and GHGs associated with vehicle emissions are shown to decrease when comparing the 2040 Build and No-Build scenarios. • Notably, carbon dioxide (CO₂)—the primary compound that causes GHG effects—is shown to reduce by over 1.8 tons annually.
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Solutions for Congested Corridors Program
Benefits Forms

Project Information					
Project Title: San Diego North Coast Corridor: Build NCC phase 1 Project				Date: 12/6/2018	
Project Identifier (EA, PPN0, etc): EA 2T218, PPN0 0615F, PI 1116000174					
Contact Information					
Nominating Agency: Caltrans, Sandag		Agency Completing Form: Caltrans			
Contact Person: Arturo Jacobo		Contact Person: Arturo Jacobo		Phone: 619-688-6816	
Email Address: arturo.jacobo@dot.ca.gov		Email Address: arturo.jacobo@dot.ca.gov			
SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/ Throughput	Person throughput by mode	Persons per Day	218,254	290,999	2040
	Mode choices	Each	8 lane freeway; very limited bike trail; pedestrian coastal access across I-5 not available in certain locations	8 lane freeway +2 Managed lanes; enhanced coastal access; significant bike trail improvements	2040
	Dedicated rights of way for bike and transit	Each	only limited locations	8.9 miles of dedicated bike trail	2030-2040
	Vehicle miles traveled	VMT per Day	1,465,467	1,831,588	2040
	Reduction in Daily Vehicle Hours of Delay	VHD per Day	9,740	2042 hours VHD reduction; comparing 2040 build to 2040 no-build	2040
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
<p>The SANDAG regional transportation model was used to develop the quantified benefit values provided above. Project specific models were for the current/existing facility, the I-5 NCC 2040 no-build alternative, and the 2040 8+2 and 8+4 build alternatives, and used to develop the project specific measures.</p> <ul style="list-style-type: none"> • Prioritizing HOV & Bus Travel. Faster travel times and less congestion will provide an incentive for HOVs and buses over single-occupancy vehicles, as well as the potential for future transit services. • Closing Active Transportation Gaps. Bicycle and pedestrian improvements will create new routes both across and along the corridor, closing vital gaps in regional bicycle and pedestrian networks. This includes protected right-of-way for multi-use trails, and added bike and pedestrian connectivity across existing freeway undercrossings and overcrossings. • Creating Connections to Transit & Recreation. The addition of bicycle/pedestrian facilities along and across I-5 will create new opportunities to access COASTER commuter rail stations west of the freeway, in addition to numerous coastal and recreational resources. • Maximizing Future Flexibility. The managed lanes will create a transportation system that can adapt to future shifts in travel patterns, technology, or economic conditions. This additional capacity can be tailored to suit current needs, including requiring higher vehicle occupancy, operating dedicated bus rapid transit, or creating a truck route during certain times of day. 					
Safety	Reduction in vehicle-involved incidents	Each	271 Vehicle Incidents/Year	2.2% Reduction	2040
	Reduction in train-involved incidents	Each	n.a.	n.a.	n.a.
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
<p>Much of the I-5 existing facility was constructed to 1960 safety standards. The project will modernize and enhance safety via upgrading to current safety standards including the following upgrades: enhanced pavement markings, concrete barriers, lighting of ramp ingress and egress areas, overhead signs and changeable message signs, squaring up ramps for improved bicycle and pedestrian safety, enforcement and incident management, and managed lanes standard design treatments.</p> <p>An analysis using the Interchange Safety Analysis Tool (ISATe) estimated that fatality and injury collisions could increase by 1.0% due to the additional lanes, but property damage collisions would decrease by 2.2%. Per SCCP guidance, the collision analysis used ISTe predictive method algorithms, which are not specifically designed for non-barrier separated managed lanes and should be used for comparative purposes only.</p> <p>The accident data comes from the Transportation System Network (TSN). TSN covers all highways/freeways, ramps and intersections by post mile. The TSN input data originates from CHP reports.</p>					
Accessibility	Enhancements to the reliability of the system	Buffer time needed for on-time arrival	6.7-13.4 minutes	6.7-13.4 minutes maintained with 2040 build alternative; significant increase in buffer time expected for 2040 no-build alternative	2040
	First/last mile improvements	Each	n.a.	8.9 miles of bike/pedestrian improvements	2030-2040
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
<p>The SANDAG regional transportation model was used to develop the quantified benefit values provided above. Project specific models were for the current/existing facility, the I-5 NCC 2040 no-build alternative, and the 2040 8+2 and 8+4 build alternatives, and used to develop the project specific measures.</p> <p>Reliability. On average, a user needs to budget an additional 6.7–13.4 minutes above average travel times to guarantee on-time arrival. The Project improves reliability for all users of the freeway, and provides particular benefits for buses and HOVs by prioritizing their movement over general-purpose lanes. Based on the project's models, VHD and PHD both show improvements (reductions), by approximately 2,000 hours per day while ADT would increase. Travel time reliability will improve significantly for managed lane trips, which will enjoy a free-flow option for all 8.9 miles of freeway. This diversion of traffic into the new lanes will also benefit the reliability of general-purpose lanes compared to the No-Build scenario.</p>					

Solutions for Congested Corridors Program
Benefits Forms

	<p>Tourism Access/Coastal Accessibiliy. The NCC is a critical corridor for San Diego's tourism industry—the region's second-largest traded economic sector—with over 15 billion annual visitors to its beaches alone. The I-5 NCC program includes significant improvements to both pedestrian and vehicular coastal access, across I-5. New pedestrian facilities will be built in compliance with Caltrans Accessibility Guidelines. The I-5 NCC Project Work Program/Transportation and Resource Enhancement Program (PWP/TREP) economic analysis projected that, for tourism alone, the NCC Program improvements would result in a cumulative economic benefit of over \$950 million through 2040 compared to the No-Build scenario.</p>				
<p>Economic Development</p>	Jobs created	Each	400,000*	5,360-10,720	2040
	Improvements to freight throughput (truck trips)	Percent of truck trips per day	n.a.	3.8-3.9%**	2040
	Benefit/Cost Ratio	Ratio	n.a.	Encinitas segment: 1.9	2040
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. (* see discussion below; ** percentages derived from 2014 analysis of truck trips/freight throughput for the I-5 NCC, which compared truck trips for year 2030 no-build and 2030 8+4 build, since the 2030 traffic volumes projected at that time are now forecasted to more likely to occur in 2040, the percentages from that analysis are used here as a proxy for 2040.</p> <p>In 2016 alone, San Diego's innovation economy accounted for more than \$55 billion (25%) in regional economic activity and more than 400,000 (30%) private-sector jobs. Much of this effort focused on the NCC from La Jolla/Sorrento Valley to Carlsbad. The Golden Triangle—located in the south end of the NCC—is a state-designated industry cluster in the biotechnology and life sciences featuring leading names such as Qualcomm, Illumina, Scripps Research Institute, Salk Institute, Scripps Institute of Oceanography, Burnham Institute's General Atomics, and UC San Diego. San Diego leads the State of California in life sciences startups, and the largest concentrations are located along the NCC. Between 2014 and 2016 alone, more than 400 startups were established along the I-5 NCC.</p> <p>* Job Access & Creation. San Diego's economy depends upon mobility in the NCC. The Project area provides access to 22% of the San Diego region's total jobs. An economic analysis conducted for the I-5 NCC PWP/TREP found that the NCC Program can result in 5,360–10,720 more permanent jobs across the region. The construction of the Project would also create approximately 8,700 short-term jobs, generating an estimated \$1 billion for the regional economy.</p> <p>* Freight Access. The two main ports of entry for freight trucks between California and Mexico— Otay Mesa East and Calexico East—use the Project segment of I-5 as one of two primary freight routes. The Project therefore will support not only San Diego's \$142 billion economy, but also the interstate and international commerce critical to California's and America's economic success.</p>				
<p>Air Quality and Greenhouse Gas Reductions</p>			Existing Total Emissions	Emission Reduction	Year
	Reduction in Particulate Matter (PM2.5)	Kg per year	140.05	0.77	2040
	Reduction in Particulate Matter (PM10)	Kg per year	259.74	1.93	2040
	Reduction in Carbon Dioxide (CO2)	Kg per year	1,632,548.28	3,401.44	2040
	Reduction in Volatile Organize Compounds (VOC)	Kg per year	749.80	2.28	2040
	Reduction in Sulphur Oxides (SOx)	Kg per year	875.15	2.53	2040
	Reduction in Carbon Monoxide (CO)	Kg per year	10,069.33	34.12	2040
	Reduction in Nitrogen Oxide (NOx)	Kg per year	3,191.53	3.50	2040
<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.</p> <ul style="list-style-type: none"> - For existing total emissions, the results are direct outputs of the CT-EMFAC program. - For projected year emission reduction, the results are also based on outputs of CT-EMFAC, with reduced values derived from comparison of the project's 2040 no-build versus the 2040 build scenarios. - Incremental 5 mile-per-hour vehicle speed bin data (for use in CT-EMFAC) was developed using project specific information from the project's transportation model outputs. 					
<p>In the space below, qualitatively describe how the project supports transportation-efficient land use principles, entailing the following concepts:</p> <ul style="list-style-type: none"> Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation 					

Solutions for Congested Corridors Program
Benefits Forms

<p>Efficient Land Use</p>	<p>Limiting Sprawl and Multi-modal choices. By improving infrastructure in the existing NCC, the Project will facilitate infill development and discourage sprawl into undeveloped areas. The Project's investment in managed lanes, active transportation facilities, and new connections to transit will emphasize mobility through the movement of people and provision of viable transportation choices. This will accommodate the region's projected growth more efficiently than new development at the urban fringe or in rural areas. The I-5 NCC plan includes significant improvements for active transportation modes, including improvements to sidewalks and ramp intersections, adding 10.2 miles of the I-5 North Coast Bike Trail. The I-5 NCC project also includes a new Manchester Avenue Park & Ride/Multi-Use Facility offering parking, lagoon access, electric vehicle (EV) charging stations, and trail connections.</p> <p>Providing Smart Growth Incentives. In conjunction with the Project's infrastructure improvements, SANDAG and local jurisdictions have also committed to focusing projected growth in identified Smart Growth areas. SANDAG's \$280 million Smart Growth Incentive Program funds transportation and related infrastructure that supports compact, mixed-use development closer to the region's job centers and multimodal networks.</p> <p>Addresses Climate adaptation, Cal B/C benefits. Estimating that the Project would construct approximately one-sixth of the lane-miles of managed lanes proposed for the larger NCC Program, approximately one-sixth of the emissions savings between the 2040 Build and No-Build scenarios was allocated to the Project. The results, shown in detail in the table below, found:</p> <ul style="list-style-type: none"> • All pollutants and GHGs associated with vehicle emissions are shown to decrease when comparing the 2040 Build and No-Build scenarios. • Notably, carbon dioxide (CO₂)—the primary compound that causes GHG effects—is shown to reduce by over 3.7 tons annually.
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**Trade Corridor Enhancement Program
Benefits Form**

Project Information	
Project Title: I80/680/SR12 Interchange Construction Package 2A	Date: December 2018
Project Identifier (EA, PPNO, etc):	

Contact Information	
Nominating Agency: Solano Transportation Authority	Agency Completing Form: Solano Transportation Authority
Contact Person: Janet Adams Phone:(707) 424-6010	Contact Person: Phone:
Email Address: jadams@sta-snci.com	Email Address:

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Accident Rate (Statewide average 0.78 accidents/million vehicle-miles-traveled)	accid/mvmt	0.79	0.51	2035
	Crash Reduction Factor (per million vehicle miles)		1.28	1.14	2035
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>Accident rates within the project area are higher than the statewide average for similar facilities. According to data provided by Caltrans, I-80 within the project limits experienced a total accident rate (including fatal and injury accidents) of 0.79 accidents/million vehicle-miles traveled. This exceeds the statewide average for similar facilities of 0.78 accidents/million vehicle-miles traveled. After the construction of Construction Package 1 and related facilities within the project vicinity, the collision rate has been reduced to 0.51. This is attributed to the improved safety from these projects.</p> <p>Initial collision rate of 0.79 was calculated using Caltrans TASAS data from 2006 to 2009. The rate was calculated using the FHWA method (accidents/million vehicle miles). This was included in the Project Report. The updated collision rate after construction of Construction Package 1 (or ICP) was calculated using UC Berkeley TIMS and SWITRS data from 2013 and 2016. The rate was calculated using the previously described method.</p>				
Velocity	Change in average PM peak period speed	MPH	15.9	19.8	2035
	Change in average AM peak period speed	MPH	41.8	44.2	2035
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>Due to current congestion within the project area, velocity of freight moving through the system is impacted. Travel speeds on SR 12W routinely drop below 10 miles per hour during the afternoon peak period, and queuing extends for at least 2.5 hours each weekday afternoon. With the project velocity through the network would increase by 6% in the AM peak period and up to 25% in the PM peak period.</p> <p>Speeds were calculated for the Revised 2010 Traffic Operations Report (TOR) and a traffic model was prepared. Alternative C Phase I, the selected alternative, would improve corridor-wide mobility by increasing VMT approximately 1 percent, while decreasing VHD by 18 percent. Average network travel speeds would increase 6 percent (from 41.8 mph under No Project conditions to approximately 44.2 mph).</p>				
	Change in Truck Volumes				
	I-80 (typical daily volume)	truck #	10,900	20,000	2035
	State Route 12 (typical daily volume)	truck #	3,800	9,500	2035
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	NA		
	Number of containers	Each	NA		
	Increase in tonnage	Tons per year	NA		
Other					

**Trade Corridor Enhancement Program
Benefits Form**

Throughput	Change in port volume				
	Number of containers	Each	NA		
	Increase in tonnage	Tons per year	NA		
	Increase in value	Dollar	NA		
	Other				
<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>The I-80 corridor is expected to see freight increase by 70 percent in 2025. The project reduces congestion and increases capacity, which affects freight throughput. I-80 currently carries about 6.6% truck traffic on a typical day, or approximately 10,900 trucks. Travel demand along I-80 is projected to double by the year 2035. The SR 12W corridor is also an important freight connection allowing the agricultural and viticultural products of Napa Valley to reach markets in the rest of California and throughout the nation.</p> <p>The existing truck counts shown (10,900 trucks on I-80 and 3,800 on SR 12) come from the Caltrans 2016 Truck Volume spreadsheet. Truck AADT Total for I-80 is from Post Mile 12.839, Leg B. Truck AADT Total for SR 12 is from Post Mile R2.794, Leg B. The projection of growth is from the TOR, in particular from the comparison of existing volumes and projected demand volumes for eastbound SR 12 and eastbound I-80 as shown in Existing Conditions (1,020 AM and 1,350 PM) and Year 2035 Alt C Phase 1 (825 AM and 2,365 PM).</p>					
Reliability	Travel Time Reduction (SR12W to Fairfield)	%		-28%	2035
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>The I-80 corridor experiences unreliability in travel times and freight delivery on weekdays. The corridor experiences significant reliability problems during the PM peak period in the eastbound direction. Travel time reliability is a major concern for freight movers, who must use inefficient and costly delivery schedules in order to adapt to unreliable travel corridors. The SR 12 corridor experiences similar eastbound impacts in travel time reliability and impacts to freight delivery. Due to the bottleneck and volumes along the corridor, the PM peak is severe.</p> <p>The 28% reduction in travel time is from SR 12W to Fairfield as described in the TOR. For the travel route from SR 12W to the I-80/Air Base Parkway Interchange, which under no project conditions was shown at 99:20 minutes and under year 2035 Alt C Phase 1 conditions was shown at 71:40 minutes (a 28% reduction).</p>				
Congestion Reduction	Average Travel Speed PM peak period in 2035 (mph)	MPH	15.9	19.8	2035
	Vehicle Hours of Delay - AM (All vehicles)	Hours	3,695	3,020	2035
	Vehicle Hours of Delay - PM (All vehicles)	Hours	19,065	16,095	2035
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>Current traffic volumes along segments of I-80, I-680, and SR 12 in the project area create heavy traffic congestion with an average travel speed of 46 mph during the morning peak period and 33 mph during the afternoon peak period. These average speeds are well below the threshold of 59.7 mph identified by the Highway Capacity Manual as the minimum operating speed associated with acceptable mainline freeway operations. The project improvements reduce congestion through increasing capacity, eliminating merge/weave constraints, and alleviating bottleneck locations.</p>				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year		1	2035
	Reduction in Particulate Matter (PM10)	Tons per year		1	2035
	Reduction in Carbon Dioxide (CO2)	Tons per year		101,353	2035
	Reduction in Volatile Organic Compounds (VOC)	Tons per year		25	2035
	Reduction in Sulphur Oxides (SOx)	Tons per year		1	2035
	Reduction in Carbon Monoxide (CO)	Tons per year		225	2035
	Reduction in Nitrogen Oxides (NOx)	Tons per year		102	2035

**Trade Corridor Enhancement Program
Benefits Form**

In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.

Based upon the benefit-cost analysis (BCA) for the I-80/I-680/SR-12 Interchange project analyzed the project over a 20-year period of operation. This Construction Package 2A is expected to reduce CO2 emissions by more than 100,000 tons, saving \$2.9 million in emissions costs, and NOX emissions by more than 100 tons, saving \$3.5 million in emissions costs.

Economic Development	Jobs Supported	FTEs		2,566.30	
	Benefit/Cost Ratio	Ratio		3.21	
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>The STA I-80 Corridor Project Analyses, completed in 2017, analyzed the economic impacts of the I-80/I-680/SR 12 Interchange and two other projects on the economy. The study estimates that the over \$740 million in combined construction spending will create over \$1.003 billion in economic impacts in the local and statewide economy. This includes over 5,700 jobs and \$35 million in state and local tax revenues. The study also finds that reducing congestion for trucking will generate another \$93.8 million in savings, on an annual basis, for the five (5) years after project completion. In addition, reduced congestion as a result of the projects will provide over 600 more jobs supported from these savings, and almost \$5 million in state and local revenues. The project's main benefit is travel time savings and this phase will save almost 1 million person-hours of travel time annually over the 20-year period of operation. In addition, the improved safety in the project area is expected to generate \$15.2 million in benefits during the 20-year period of analysis. The slightly higher speeds along the corridor are expected to generate vehicle operating costs and emissions cost savings totaling \$23.3 million for this phase. This phase would result in a net present value of \$138.2 million and generate a benefit-cost ratio of 3.21.</p>				

**Trade Corridor Enhancement Program
Benefits Form**

Project Information	
Project Title: Alameda Corridor Southern Terminus Gap Closure	Date: 1/14/2019
Project Identifier (EA, PPNO, etc):	

Contact Information	
Nominating Agency: Port of Los Angeles	Agency Completing Form: Port of Los Angeles
Contact Person: Kerry Cartwright, P.E Phone: 310-732-7702	Contact Person: Phone:
Email Address: kcartwright@portla.org	Email Address:

TCEP Indicator	Suggested Measures/Outcomes	Unit	Year 2020 (opening day) Reduction	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each			
	Reduction in train-involved incidents	Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. The train delay reductions will also have the following safety benefits not monetized in the benefit-cost analysis (BCA): <ul style="list-style-type: none"> • Because the project will provide double tracking for access to two terminals, potential for collisions will be eliminated • Because overall system delay will be reduced, the potential for human error in train dispatching due to attempts to decrease headways should be diminished • Because of reduced hours of operation, the potential for human error in all train operations possibly attributable to crew fatigue should be diminished • The new double track segment will also reduce moving train blockages at two immediately adjacent rail crossings on roadways, which also reduces the potential for train-vehicular and train-pedestrian collisions 				
Velocity	Change in a average weekday speed - roadway	MPH			
	Change in a average weekday speed - train	MPH			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. The AC Gap Closure project will also improve the efficiency of on-dock rail operations at two terminals, as well as the entire POLA/POLB rail system. This project is estimated to reduce train delays (moving and idling, in aggregate) inside and outside the POLA/POLB by about 21 and 36 train-hours per day , under year 2020 and 2039 conditions, respectively.				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each			
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Increase in on-dock railyard capacity				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in port volume				
	Number of containers	Each			
	Increase in tonnage	Tons per year			
Increase in value	Dollar				
Other					
In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.					
	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			
	Other				

**Trade Corridor Enhancement Program
Benefits Form**

Reliability	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Reliability improved due to potential for accident reduction due to projected reduction in truck trips; reliability not quantified in benefit-cost calculation, and not viable for post-project performance monitoring due to infeasibility of isolating the attribution of truck trip reductions on freeways and streets with volumes from other sources of traffic				
Congestion Reduction	Reduction in Daily Train Hours of Delay	Hours	21	36	2039
		Each			
		Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. The Port has conducted a detailed rail simulation using the RTC model to quantify the benefits of eliminating the track gap. The latest Port's estimates of on-dock railyard capacities were used to compute train volumes and used in the simulation. The capacity computation is based upon various factors including: physical infrastructure characteristics (length and number of tracks), hours of operation; and loading equipment productivity rate. The Gap Closure project is estimated to reduce cumulative train delays (moving and idling, in aggregate) inside and outside the POLA/POLB by about 21 and 36 train-hours per day, under year 2020 and 2039 conditions, respectively. This delay reduction will reduce the potential for train collisions throughout the POLA/POLB rail system.				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0.2	0.1	2039
	Reduction in Particulate Matter (PM10)	Tons per year	0.3	0.2	2040
	Reduction in Carbon Dioxide (CO2)	Tons per year	993	1628	2040
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	0.7	0.3	2040
	Reduction in Sulphur Oxides (SOx)	Tons per year	0.01	0.02	2040
	Reduction in Carbon Monoxide (CO)	Tons per year	1.4	1.8	2040
	Reduction in Nitrogen Oxides (NOx)	Tons per year	11.2	5.6	2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes. For the POLA/POLB rail projects, the BCR emissions have been calculated using detailed models that are being, and have been, used in CEQA environmental documents. As such, they are computed using CARB and AQMD approved protocols. Port rail volumes are produced using the Ports' detailed trip generation mode split model (see attachments).				
Economic Development	Jobs created	Each			
	Benefit/Cost Ratio	Ratio		2	from TCEP application
	Other		120 direct, indirect, induced construction phase jobs created		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. see attachment for b/C methodology				

**Trade Corridor Enhancement Program
Benefits Form**

Project Information	
Project Title: Terminal Island (TI) Railyard Enhancement	Date: 1/14/2019
Project Identifier (EA, PPNO, etc):	

Contact Information	
Nominating Agency: Port of Los Angeles	Agency Completing Form: Port of Los Angeles
Contact Person: Kerry Cartwright, P.E Phone: 310-732-7702	Contact Person: Phone:
Email Address: kcartwright@portla.org	Email Address:

TCEP Indicator	Suggested Measures/Outcomes	Unit	Year 2021 (opening day) Reduction	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each			
	Reduction in train-involved incidents	Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. Roadway safety improved due to potential for accident reduction due to projected reduction in truck trips; accident reduction estimated in benefit-cost calculation, but not viable for post-project performance monitoring due to infeasibility of isolating the attribution of truck trip reductions on freeways and streets with volumes from other sources of traffic				
Velocity	Change in a average weekday speed - roadway	MPH			
	Change in a average weekday speed - train	MPH			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. Reduction in average speed of truck trips due to shifting of containers from off-dock to on-dock railyards; i.e.; elimination of some truck trips; not viable for post-project performance monitoring due to mere fact of eliminating some container truck trips				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each			
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Increase in on-dock railyard capacity	containers (FEU)	89,280; opening day reduction	291,800	2040
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in port volume				
	Number of containers	Each			
	Increase in tonnage	Tons per year			
Increase in value	Dollar				
Other					
In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. Based upon detailed capacity modeling and intermodal analysis, the expanded TI Railyard would provide an increase in on-dock capacity and commensurate use of 525,275 TEU/year (291,800 FEU), under year 2040 conditions					
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. Reliability improved due to potential for accident reduction due to projected reduction in truck trips; reliability not quantified in benefit-cost calculation, and not viable for post-project performance monitoring due to infeasibility of isolating the attribution of truck trip reductions on freeways and streets with volumes from other sources of traffic				

**Trade Corridor Enhancement Program
Benefits Form**

Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours			
	Reduction in Annual Truck Trips (due to mode shift)	Each	154,025; year 2021 (opening day) estimated reduction	419,805	2040
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	1,993,867; year 2021 (opening day) estimated reduction	5,436,869	2040
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>Using comprehensive port-specific truck trip generation and travel demand models (see Appendix 1 for more details), this shifting of containers will reduce truck trips, truck-miles traveled, which in turn increase speed and thus reduces travel time for all other motorists</p>				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0.01	0.2	2040
	Reduction in Particulate Matter (PM10)	Tons per year	0.2	0.8	2040
	Reduction in Carbon Dioxide (CO2)	Tons per year	2609	8376	2040
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	0.03	0.08	2040
	Reduction in Sulphur Oxides (SOx)	Tons per year	0.03	0.06	2040
	Reduction in Carbon Monoxide (CO)	Tons per year	negligible	10.1	2040
	Reduction in Nitrogen Oxides (NOx)	Tons per year	7.3	21.7	2040
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.</p> <p>For the POLA/POLB rail projects, the B/C ratio emissions have been calculated using detailed models that are being, and have been, used in CEQA environmental documents. As such, they are computed using CARB and AQMD approved protocols, including use of the CARB EMFAC2014 model. Moreover, these protocols employed by the POLA/POLB were also used to generate POLA/POLB emissions for use in the SCAQMD 2016 AQMP. The truck emissions account for the future truck mix (truck age distribution), accounting for turnover of existing trucks over 20 years, as estimated by the Ports and their consultants. These detailed truck mix forecasts account for actual, existing truck information collected via the Ports' annual emissions inventory (EI) work (https://www.portoflosangeles.org/pdf/2016_Air_Emissions_Inventory.pdf) and these emission calculation methodologies were also used in the POLA/POLB's recently approved 2017 Clean Air Action Plan (http://www.cleanairactionplan.org). Such fleet forecasts were developed in concert with the Ports' EI working group that includes EPA, CARB, and SCAQMD. The emission calculations employ standard and detailed methodologies for producing truck-miles traveled (TMT) and stopped delay, which are more precise and accurate than those that would be computed in Caltrans' Benefit-Cost model. Port rail project TMT reductions are produced using the Ports' detailed trip generation and travel demand models (TDM). The Ports' TDM is a focus model of the Southern California Association of Governments (SCAG) Regional Transportation Plan model. Moreover, the SCAG incorporates the Ports' estimates of POLA/POLB truck and auto trips directly into the SCAG RTP, which by definition, is incorporated into the mobile emissions of AQMD's AQMP.</p>				
Economic Development	Jobs created	Each			
	Benefit/Cost Ratio	Ratio		15	from TCEP application
	Other		420 direct, indirect, induced construction phase jobs created		
<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>see attachment for b/C methodology</p>					

**Trade Corridor Enhancement Program
Benefits Form**

Project Information	
Project Title: Quiet Zone Safety Engineering Measures	Date: 12/20/2018
Project Identifier (EA, PPNO, etc): TC0004	

Contact Information	
Nominating Agency: MTC	Agency Completing Form: City of Emeryville
Contact Person: Karl Anderson Phone:	Contact Person: Ryan O'Connell Phone: 510-596-4346
Email Address: kanderson@bayareametro.gov	Email Address: roconnell@emeryville.org

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each			
	Reduction in train-involved incidents	Each	4-5	0-1	100-year
	Other	QZRI	55,762	5,467	2020
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>The City used the Federal Railroad Administration's (FRA) WEB Accident Prediction System (WBAPS) to see the accident reduction benefits of this project. Applying the 90% reduction in risk to the average predicted collision rates from the WBAPS, the 100-year number of collisions is expected to decrease by 3-5 collisions, from 4-5 collisions (with no improvements) to 0-1 collisions (with proposed improvements). The City also calculated the Quiet Zone Risk Index (QZRI) before and after the installation of the proposed safety improvements, from 55,762 (with no improvements) to 5,467 (with proposed improvements).</p>				
Velocity	Change in a average weekday speed - roadway	MPH			
	Change in a average weekday speed - train	MPH			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>The Project is not expected to affect the Velocity of the trains or vehicles.</p>				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each			
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in port volume				
	Number of containers	Each			
	Increase in tonnage	Tons per year			
Increase in value	Dollar				
Other					
<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>The Project is not expected to affect the Throughput of trains or vehicles.</p>					
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			
	Other				

**Trade Corridor Enhancement Program
Benefits Form**

Reliability	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	The Project is not expected to affect the Reliability.				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours			
	Reduction in Annual Truck Trips (due to mode shift)	Each			
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
The Project is not expected to impact traffic volumes nor reduce congestion.					
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year			
	Reduction in Particulate Matter (PM10)	Tons per year			
	Reduction in Carbon Dioxide (CO2)	Tons per year			
	Reduction in Volatile Organic Compounds (VOC)	Tons per year			
	Reduction in Sulphur Oxides (SOx)	Tons per year			
	Reduction in Carbon Monoxide (CO)	Tons per year			
	Reduction in Nitrogen Oxides (NOx)	Tons per year			
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
Since emissions are calculated based on additional vehicle-miles traveled, the results in the Cal LCBC v6.2 model analysis show no impact to diesel particulates, nitrogen oxides, greenhouse gases, or other pollutant emissions. The proposed safety improvements are not expected to impact traffic volumes along adjacent routes.					
Economic Development	Jobs Created	Each			
	Benefit/Cost Ratio	Ratio		4.76	2035
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	The total social costs of the three crossings in Emeryville were studied with a projected year of 2035. The total accident social cost for the three crossings is a combined \$1,141,205. Applying a 90% reduction in accident costs based on the QZRI values, the safety benefits of this project can be quantified in a single-year valuation for 2035 at \$1,027,085. With the estimated cost of this project at \$6,480,000, we can assume an annualized cost of \$216,000 using a 30-year useful life. The annualized benefit/cost ratio for this project in 2035 is \$1,027,085 divided by \$216,000, which is 4.76 . These favorable numbers do not include additional benefits such as reduced construction costs for new developments associated with mitigating rail horn noises, increased property values due to lack of noise concerns, and additional development occurring in proximity to the track due to reduced impacts.				

**Trade Corridor Enhancement Program
Benefits Form**

Project Information	
Project Title: State Route 132 West Freeway/Expressway Phase 1	Date: 12/26/2018
Project Identifier (EA, PPNO, etc): EA:40350 PPNO:0944M	

Contact Information	
Nominating Agency: Stanislaus Council of Governments	Agency Completing Form: City of Modesto
Contact Person: Rosa De Leon Park Phone: (209)525-4600	Contact Person: John Rawles Phone: (209)232-9078
Email Address: rpark@stancog.org	Email Address: jrawles@modestogov.com

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each			
	Reduction in train-involved incidents	Each			
	Other - Crash Cost Savings	Dollar	\$0	\$224,791,111	2021-2040
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>The Highway Safety Manual estimate property damage as only (PDO) and fatal and injury (FI) crashes. Fehr and Peers recommend monetized values for six categories of crashes based on the severity of the injury from "Minor" to "Not survivable". The Serious category is in the middle (the third of six categories) and corresponds to about 10 percent of the cost of a fatality. Each crash can have more than one injury or fatality. Given that most crashes involve two vehicles, two injuries was chosen as a reasonable estimate of the average number of injuries per crash. F&P studies show a recommended monetized value for a PDO crash as \$4,252 per vehicle. For this evaluation, a PDO crash was estimated to involve two vehicles for a cost equivalent of \$8,504 per crash. These 2016 dollar values were used to estimate cost in all future years.</p>				
Velocity	Change in a average weekday speed - roadway	MPH			
	Change in a average weekday speed - train	MPH			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>Please see "Congestion Reduction" section for travel time reduction benefits of this project.</p>				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each			
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other - Value of Vehicle Distance Traveled	Dollars		\$25,119,699	2021-2040
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in port volume				
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Increase in value	Dollar			
Other					
<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>The total vehicles traveling the Project corridor and the No Build route distances were used to calculate vehicle distance traveled for a typical weekday. Daily average truck volumes (20% average on local roads and 30% on the Project facility) from the TOR combined with the auto travel cost (\$0.37/mile) and truck travel costs (\$0.85/mile) to calculate change in total vehicle operating cost. The vehicle operating costs are based on California fuel efficiency and non-fuel operating cost values. Unlike the value of time savings, the cost is based on per mile, so the passenger occupancy and split between personal and business travel for passenger vehicles were not needed. The annualized benefits was calculated using 250 weekdays and 115 weekends for 2040.</p>					

**Trade Corridor Enhancement Program
Benefits Form**

Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			
	Other - Vehicle Travel Time Savings	Dollar	\$0	\$59,504,210	2021-2040
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>For travel time savings, F&P studies show that benefits be evaluated for existing and additional users separately and to discount by half the benefit of additional users. The reason for the discount is that existing users do not change their route to save travel time and receive the full benefit, while additional users only change their route if the previous route has a higher travel time. The volume for each segment for each direction and time period for the No Project was subtracted from the Alternative to separate the existing vehicles from the additional vehicles. Value of time assumptions are \$13.65/hour per person for personal travel, \$25.40/hour per person for business travel, and \$31.40/hour for commercial truck. For auto travel, 55% is assumed to be business travel. Peak period is assumed at 1hrs and daily truck percentage is 20%. VTTS= Value of Travel Time Savings (undiscounted 2016 dollars)</p>				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours			
	Reduction in Annual Truck Trips (due to mode shift)	Each			
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each			
	Other - Travel Time Cost Savings	Dollar	\$0	\$467,926,117	2021-2040
<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>The value of time recommended by the Fehr & Peers of \$13.65/hour per person for personal travel, \$25.40/hour per person for business travel, and \$31.40/hour for commercial truck were used. Based on traffic counts and field observations, the peak AM is assumed to be congested for 1 hour and the peak PM is assumed to be congested for 1 hour. However, the peak congestion is growing in the area and other areas are currently experiencing multiple hours of congestion. In 2040 future conditions 2hrs of congestion was used for each peak period. The AM and PM factors were used to convert the individual hour travel time benefits to reflect the entire peak period. No travel time savings were assumed during the off-peak hours. The travel time savings for an individual day (AM peak period plus PM peak period) we annualized using a factor of 250 for weekdays and 115 for weekends.</p>					
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year		1.2	2040
	Reduction in Particulate Matter (PM10)	Tons per year		1.27	2040
	Reduction in Carbon Dioxide (CO2)	Tons per year		26386	2040
	Reduction in Volatile Organic Compounds (VOC)	Tons per year		17	2040
	Reduction in Sulphur Oxides (SOx)	Tons per year		1	2040
	Reduction in Carbon Monoxide (CO)	Tons per year		152	2040
	Reduction in Nitrogen Oxides (NOx)	Tons per year		227	2040
<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.</p> <p>The total VMT by speed range for a typical weekday from the regional forecasting model used to produce the roadway volumes was used for the No Build Alternative and Alternative 2. Due to congestion and speed varying across the day, the daily VMT by speed range was calculated by adding the AM and PM peak period, mid-day, and off-peak VMT by the associated congestion for the time of day. Emission factors that represent the vehicle fleet, speeds, and environmental conditions (EMFAC) within Stanislaus County were used for 2020 and 2035 due to the changes in vehicle fleet and fuel mix being county and year specific.</p>					
Economic Development	Jobs Created	Each			
	Benefit/Cost Ratio	Ratio		7.09	2021-2040
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>The Benefit/Cost Ratio of 7.09 was calculated using a total project cost of \$108.6 million vs a project 20 year lifecycle benefit of \$780 million. Do note that this value is the undiscounted cost analysis.</p>				

**Trade Corridor Enhancement Program
Benefits Form**

Project Information	
Project Title:	7th Street Grade Separation (East) Date: 12/27/2018
Project Identifier (EA, PPNO, etc):	PPNO: 2103D

Contact Information	
Nominating Agency:	Caltrans/MTC/Alameda CTC Agency Completing Form: Alameda CTC
Contact Person: Trinity Nguyen Phone: 510-208-7441	Contact Person: Trinity Nguyen Phone: 510-208-7441
Email Address: tnguyen@alamedactc.org	Email Address: tnguyen@alamedactc.org

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each	178.3 / 7.3 / 7.5	0	2023
	Reduction in train-involved incidents	Each	-15.7 / -0.8 / -0.8	0	2023
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. <small>7SGSE project is a state of good repair project which will rebuild the existing two-span railroad underpass structures. One of the structures was constructed in the 1930's while the other was constructed in the 1970's. Both of which do not meet the current vertical clearance and seismic standards. The project prevents future diversion of the container cargo from rail to truck should the structure fail. Assuming the failure would occur in 2023, the initial disturbance will lead to a major diversion of rail freight operation to trucks and also trucks using 7th Street to other access roadways. After the initial disturbance period (from 2023 to 2025) till the structures are rebuilt in 2025, the volume of diverted trucks will be reduced and consequently the number of truck accidents. Changes in number of crashes are calculated based on changes in vehicle miles traveled for truck and rail and converting them to number of crashes based on Cal-BCA values.</small> <small>In the table above, current values show the adverse impact of not commissioning the project during the disturbance period for 2023, 2024 and 2025. If the project is undertaken, there will be no diversion and consequently the outcome will be zero in 2025 when the two structures are re-built. As mentioned in the application, above values lead to total safety benefits of \$8.3 million.</small>				
Velocity	Change in a average weekday speed - roadway	MPH			
	Change in a average weekday speed - train	MPH			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each	211,297 / 144,491 / 148,210	0	2023
	Number of trailers	Each			
	Number of containers	Each	211,297 / 144,491 / 148,210	0	2023
	Increase in tonnage	Tons per year	2,958,164 / 2,022,873 / 2,074,944	0	2023
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	-1,051 / -719 / -737	0	2023
	Number of containers	Each	-211,297 / -144,491 / -148,210	0	2023
	Increase in tonnage	Tons per year	-2,958,164 / -2,022,873 / -2,074,944	0	2023
	Other				
	Change in port volume				
	Number of containers	Each			
	Increase in tonnage	Tons per year			
Increase in value	Dollar				
Other					
In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. <small>7SGSE project is a state of good repair project which will rebuild the existing two-span railroad underpass structures. One of the structures was constructed in the 1930's while the other was constructed in the 1970's. Both of which do not meet the current vertical clearance and seismic standards. The project prevents future diversion of the container cargo from rail to truck should the structure fail. Assuming the failure would occur in 2023, the initial disturbance will lead to a major diversion of rail freight operation to trucks and also trucks using 7th Street to other access roadways. After the initial disturbance period (from 2023 to 2025) till the structures are rebuilt in 2025, the volume of diverted trucks will be reduced.</small> <small>In the table above, current values show the adverse impact of not commissioning the project during the disturbance period for 2023, 2024 and 2025. If the project is undertaken, there will be no diversion and consequently the outcome will be zero in 2025 when the two structures are re-built.</small>					
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				

**Trade Corridor Enhancement Program
Benefits Form**

Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours	10,497 / 432 / 443	0	2023
	Reduction in Annual Truck Trips (due to mode shift)	Each	211,297 / 144,491 / 148,210	0	2023
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	210,733,987 / 8,669,457 / 8,892,615	0	2023
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>7SGSE project is a state of good repair project which will rebuild the existing two-span railroad underpass structures. One of the structures was constructed in the 1930's while the other was constructed in the 1970's. Both of which are not meeting the current vertical clearance and seismic standards. The project prevents future diversion of the container cargo from rail to truck should the failure occurs. Assuming the failure would occur in 2023, the initial disturbance will lead to a major diversion of rail freight operation to trucks and also trucks using 7th Street to other access roadways. After the initial disturbance period (from 2023 to 2025) till the structures are rebuilt in 2025, the volume of diverted trucks will be reduced and consequently the congestion caused by the diversion. Changes in congestion metrics are calculated based on changes in vehicle miles traveled for truck and rail and are in accordance to Cal-BCA guidelines.</p> <p>In the table above, current values show the adverse impact of not commissioning the project during the disturbance period for 2023, 2024 and 2025. If the project is undertaken, there will be no diversion and consequently the outcome will be zero in 2025 when the two structures are re-built. As mentioned in the application above values lead to total savings of 228.3 million miles with 206.5 million miles occurring in the initial disturbance period and 21.8 million miles occurring in secondary disturbance period.</p>				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	5.8 / 0.3 / 0.2	0	2023
	Reduction in Particulate Matter (PM10)	Tons per year	9.4 / 0.4 / 0.4	0	2023
	Reduction in Carbon Dioxide (CO2)	Tons per year	357,356 / 18,589 / 19,050	0	2023
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	17.4 / 1.8 / 1.7	0	2023
	Reduction in Sulphur Oxides (SOx)	Tons per year	2.7 / 0.1 / 0.1	0	2023
	Reduction in Carbon Monoxide (CO)	Tons per year	5,235 / 13 / 13	0	2023
	Reduction in Nitrogen Oxides (NOx)	Tons per year	652 / 40 / 39	0	2023
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.</p> <p>7SGSE project is a state of good repair project which will rebuild the existing two-span railroad underpass structures. One of the structures was constructed in the 1930's while the other was constructed in the 1970's. Both of which are not meeting the current vertical clearance and seismic standards. The project prevents future diversion of the container cargo from rail to truck should the failure occurs. Assuming the failure would occur in 2023, the initial disturbance will lead to a major diversion of rail freight operation to trucks and also trucks using 7th Street to other access roadways. After the initial disturbance period (from 2023 to 2025) till the structures are rebuilt in 2025, the volume of diverted trucks will be reduced and consequently the emission levels. Changes in emission levels are calculated based on changes in vehicle miles traveled for truck and rail and converting them to tons based on Cal-BCA values.</p> <p>In the table above, current values show the adverse impact of not commissioning the project during the disturbance period for 2023, 2024 and 2025. If the project is undertaken, there will be no diversion and consequently the outcome will be zero in 2025 when the two structures are re-built. Total emission reduction through the BCA horizon is equal to 5,300 ton fo CS, 395,000 CO2, 730 tons of Nox, 10 tons of PM10, 6 tons of PM2.5, 3 tons of SOx and 20 tons of VOC.</p>				
Economic Development	Jobs Created	Each	0	2,880	2023
	Benefit/Cost Ratio	Ratio		3.97	2038
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>7SGSE project is a state of good repair project which will rebuild the existing two-span railroad underpass structures. One of the structures was constructed in the 1930's while the other was constructed in the 1970's. Both of which are not meeting the current vertical clearance and seismic standards. The project prevents future diversion of the container cargo from rail to truck should the failure occurs. Assuming the failure would occur in 2023, the initial disturbance will lead to a major diversion of rail freight operation to trucks and also trucks using 7th Street to other access roadways. The structures would be rebuilt after the initial disturbance period (from 2023 to 2025) in 2025.</p> <p>Based on an estimate of 18 jobs per \$1 million dollars of construction capital, job creation is projected to be 2,880. Also, the project will improve the multi-use path for Port workers, commuters, and recreational users to access the Port, adjacent to the San Francisco Bay and Treasure Island. This will ease the access of the West Oakland residents to jobs at the Port of Oakland and lead to economic development throughout the community. Employment inside the Port Complex, including the Oakland Army Base and the Global Logistics Center is projected to grow by at least 3,500 to 4,000.</p> <p>The benefit/cost ratio of 3.97 was generated based on the 20-year life-cycle benefit-cost analysis results for the aforementioned scenario.</p>				

**Trade Corridor Enhancement Program
Benefits Form**

Project Information	
Project Title: Route 34 (Fifth Street)/Rice Avenue Grade Separation	Date: 1/2/2019
Project Identifier (EA, PPNO, etc): EA TC0001, PPNO 4961, FTIP VEN040401	

Contact Information	
Nominating Agency: Caltrans	Agency Completing Form: VCTC
Contact Person: Daniel Kopulski Phone: (213) 897-0227	Contact Person: Peter De Haan Phone: 805-642-1591
Email Address: dan.kopulsky@dot.ca.gov	Email Address: pdehaan@goventura.org

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each	N/A	N/A	
	Reduction in train-involved incidents	Each	2	0	2032
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. Based on actual 10-year accident data and projected accident rate for the new facility from the TCEP project application and the Cal-B/C model analysis. Reduction in accidents will occur over a 10-year period beginning when the project is operational (project estimated to be completed in year 2022).				
Velocity	Change in a average weekday speed - roadway	MPH	47	55	2022
	Change in a average weekday speed - train	MPH	N/A	N/A	
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. Outcomes anticipated to begin when the project becomes operational (project estimated to be completed in year 2022). Future MPH = Posted Speed used in the Cal-B/C analysis. Source: City of Oxnard Train Study at SR-34 and Rice Avenue (National Data & Suretying Services), January 2018.				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each	3,500	7,330	2042
	Number of trailers	Each	N/A	N/A	
	Number of containers	Each	N/A	N/A	
	Increase in tonnage	Tons per year	N/A	N/A	
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	0	0	2022
	Number of containers	Each	0	0	2022
	Increase in tonnage	Tons per year	0	0	2022
	Other				
	Change in port volume				
	Number of containers	Each	N/A	N/A	
	Increase in tonnage	Tons per year	N/A	N/A	
Increase in value	Dollar	N/A	N/A		
Other					
In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. Current Average Daily Traffic (ADT) is 35,000, the future 20-year forecast ADT is 73,300, and 10% of ADT are 5-axle trucks (source: Draft Project Report).					
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes	0.68	0.23	2022
	Person Minutes Saved During Peak Hour	Minutes	2,217	112	2022
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				

**Trade Corridor Enhancement Program
Benefits Form**

	<p>It is anticipated the project will reduce the current intersection delay from 0.68 minutes to 0.23 minutes per vehicle when the project becomes operational. Please note that the outcome figure represents the average delay for the new east and westbound connectors; delay would not exist for Rice Avenue through traffic (Source: Draft Project Report, Tables 1 (page 7) and Table 6A (page 14), data was averaged and divided by 60 to convert to minutes). It is further assumed the project would save Person Minutes During the Peak Hour when the project becomes operational. This assumption is based current ADT of 35,000 (from the Project Report), Average Peak Hour is 8.1% of total ADT (Cal B/C Parameter), and Average Vehicle Occupancy during the peak hour is 1.15. Therefore: $(35,000 \text{ ADT}) \times (0.081) \times (1.15 \text{ AVO}) \times (0.68 \text{ minute delay per vehicle on average}) = 2,217$; and $(35,000 \text{ ADT}) \times (0.081) \times (1.15 \text{ AVO}) \times (0.23 \text{ minute delay per vehicle on average}) \times (0.15 \text{ of Rice Avenue traffic utilize connectors}) = 112$.</p>				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours	110	0	2022
	Reduction in Annual Truck Trips (due to mode shift)	Each	0	0	2022
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	0	0	2022
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>The project is expected to reduce 110 Daily Vehicle Hours when the project becomes operational. The estimate is based on 46,190 Person-Hours Saved annually (from the Cal-B/C results), AVO of 1.15. Therefore: $46,190 \div 1.15 \div 365 \text{ days} = 110 \text{ Daily Vehicle Hours Saved}$. It is further assumed the project will not reduce annual truck trips or miles.</p>				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	N/A	0.01	2022
	Reduction in Particulate Matter (PM10)	Tons per year	N/A	0.01	2022
	Reduction in Carbon Dioxide (CO2)	Tons per year	N/A	1195	2022
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	N/A	0.3	2022
	Reduction in Sulphur Oxides (SOx)	Tons per year	N/A	0.01	2022
	Reduction in Carbon Monoxide (CO)	Tons per year	N/A	2	2022
	Reduction in Nitrogen Oxides (NOx)	Tons per year	N/A	2	2022
<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.</p> <p>Assumes annual emission benefits begin when the project becomes operational.</p>					
Economic Development	Jobs Created (see below)	Each			
	Benefit/Cost Ratio	Ratio		1.7	2042
	Jobs Created	Job-Years	0	665	2022
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>Total Job-Years = 665 (426 Job-Years from Direct and Indirect effects; and 239 Job-Years from Induced Effects). This is based on the simple rule for estimating job-years that \$92,000 of government spending creates 1 job-year. 64% of the job-years represent Direct and Indirect Effects; and 36% of the job-years are induced effects (source: American Recovery and Reinstatement Act of 2009). Construction total = \$61,200,000 $\\$61,200,000 / \\$92,000 = 665 \text{ Job-Years}$ $665 \times .64 = 426 \text{ Job-Years from Direct and Indirect effects}$ $665 \times .36 = 239 \text{ Job-Years from Induced effects}$</p>				

**Trade Corridor Enhancement Program
Benefits Form**

Project Information	
Project Title: US 101/SR 25 Interchange - Phase 1	Date: 12/10/2018
Project Identifier (EA, PPNO, etc): EA 3A160, PPNO 0462G	

Contact Information	
Nominating Agency: Santa Clara Valley Transportation Authority	Agency Completing Form: Santa Clara Valley Transportation Authority
Contact Person: Gene Gonzalo Phone: 408-952-4236	Contact Person: Gene Gonzalo Phone: 408-952-4236
Email Address: gene.gonzalo@vta.org	Email Address: gene.gonzalo@vta.org

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each	See below		
	Reduction in train-involved incidents	Each	N/A		
	Total Accident Rates	MVM	1.0	0.5	2023
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. Total Accident Rates from Caltrans listed above are accidents per Million Vehicle Miles (MVM). Current total accident rates are averaged among the 4 ramps at the 101/25 interchange, while projected outcome in build year 2023 anticipate total accident rates that are closer to Statewide average accident rates averaged among the 4 ramps. Available Caltrans accident rates are not separated between trucks and other vehicles.				
Velocity	Change in a average weekday speed - roadway	MPH	42.5	43.5	2023
	Change in a average weekday speed - train	MPH	N/A		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. The Phase 1 project would reconfigure ramp geometries and provide signalized intersections to improve operations and travel speed through the interchange. Time benefit is based upon the Benefit/Cost Analysis that was completed in January 2018 using the California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C).				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each	See below		
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	N/A		
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in port volume				
	Number of containers	Each	N/A		
	Increase in tonnage	Tons per year			
Increase in value	Dollar				
Other					
In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. While this Phase 1 project would improve interchange operations and safety, it is not a capacity increasing project in itself. The Phase 1 project would build a portion of the overall 101/25 interchange reconfiguration and is the first segment of the future SR 152 trade corridor. The future trade corridor improvements would increase truck capacity along the corridor by widening the roadway, eliminating uncontrolled access points, providing a truck climbing lane and an improved 101/25 interchange that could handle the additional capacity from the corridor widening.					
	Reduction in variability in travel time, typical origin/destination pairs	Minutes	See below		

**Trade Corridor Enhancement Program
Benefits Form**

Reliability	Person Minutes Saved During Peak Hour	Minutes	See below		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	While this Phase 1 project would improve reliability at the 101/25 interchange, the main reliability improvements would come from the future SR 152 trade corridor project. The Phase 1 project would build a portion of the overall 101/25 interchange reconfiguration and is the first segment of the future SR 152 trade corridor. The trade corridor improvements would increase reliability through capacity and safety increases, resulting in less delays from accidents that can shut down the current 2-lane roadway between US 101 and SR 156.				
Congestion Reduction	Reduction in Annual Person-Hours of Delay	Hours		2,240	2023
	Reduction in Annual Truck Trips (due to mode shift)	Each	N/A		
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	N/A		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
Time benefit is based upon the Benefit/Cost Analysis that was completed in January 2018 using the California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C). Outcome result is time benefit of the project in person-hours/year, the first year the project construction is completed.					
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0	0	2023
	Reduction in Particulate Matter (PM10)	Tons per year	0	0	2023
	Reduction in Carbon Dioxide (CO2)	Tons per year	226	4,529	2023
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	0	1	2023
	Reduction in Sulphur Oxides (SOx)	Tons per year	0	0	2023
	Reduction in Carbon Monoxide (CO)	Tons per year	1	19	2023
	Reduction in Nitrogen Oxides (NOx)	Tons per year	0	6	2023
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
Improvements at the interchange would reduce vehicle idling and therefore reduce greenhouse gas emissions. A Benefit/Cost Analysis was completed in January 2018 using the California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) taking into account traffic volumes and delays to quantify these air quality and greenhouse gas reductions.					
Economic Development	Jobs Created	Each	No Information		
	Benefit/Cost Ratio	Ratio		9.6	2023
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
From the Life-Cycle Benefit/Cost Analysis Model, the project generates a positive benefit cost ratio of 9.6, with a NPV of approximately \$520.0 million over the course of 20 years of project operation. The expected rate of return from the model is at 43.5% at a payback period of two years.					

Active Transportation Program			
County	Route	Project Title	Status
Alameda		14th Street: Safe Routes in the City	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed early 2019.
Alameda		I-80 Gilman Bike/Ped Overcrossing	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by July 2019.

Local Partnership Program - Competitive			
County	Route	Project Title	Status
Alameda		Purchase Hybrid Buses	The environmental is scheduled to be completed by December 2019, due to a proposed change in scope. Commission Staff is working with Caltrans and the implementing agency to determine what actions are required. The project is currently in the planning phase, and environmental is scheduled to be completed by December 2019.
Monterey		Marina - Salinas Multimodal Corridor: Imjin Parkway	Baseline Agreement is due six months after environmental completion. Environmental is expected to be approved by March 2019.
Los Angeles		Metro Orange Line Bus Rapid Transit Improvements	The the environmental review was completed on September 27, 2018; however, the Baseline Agreement is pending while further analysis of the environmental outcomes is conducted. Commission Staff is working with Caltrans and the implementing agency to determine what actions are required.

Solutions for Congested Corridors			
County	Route	Project Title	Status
Orange		Orange County Central Corridor Improvement Project	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by August 2019.

Trade Corridor Enhancement Program			
County	Route	Project Title	Status
Los Angeles	91	Rt 605 / 91 Interchange Improvement: Gateway Cities Freight Crossroads Project	Baseline Agreement due six months after environmental completion. Environmental was completed in November 2018, therefore the Baseline Agreement is due by May 2019.
San Diego		National City Marine Terminal Rail Track Extension	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by November 2019.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 30-31, 2019

Reference No.: 4.20
Action

Published Date: January 18, 2019

From: SUSAN BRANSEN
Executive Director

Prepared By: Matthew Yosgott
Associate Deputy Director

Subject: **STATE ROUTE 99 BOND PROGRAM - APPROVE THE BASELINE AGREEMENT FOR THE NORTHBOUND LIVINGSTON WIDENING PROJECT – RESOLUTION R99-P-1819-03**

ISSUE:

Should the California Transportation Commission (Commission) approve the State Route 99 (SR 99) Bond Program Project Baseline Agreement for the Northbound Livingston Widening Project from Hammatt Avenue to Merced/Stanislaus County Line in Merced County?

RECOMMENDATION:

Commission staff recommends that the Commission approve the SR 99 Project Baseline Agreement and establish this agreement as the basis for project delivery and monitoring.

BACKGROUND:

In accordance with the Commission's SR 99 Bond Program Guidelines, the project's sponsor agency, the Merced County Association of Governments, has provided an executed Project Baseline Agreement. Commission staff has reviewed the Project Baseline Agreement and determined that the agreement sets forth the proposed project scope, measureable expected performance benefits, delivery schedule, budget and funding plan, is consistent with the Commission's SR 99 Bond Program Guidelines and includes the required signatures.

RESOLUTION R99-P-1819-03

Be it Resolved, that the Commission does hereby approve the State Route 99 Bond Program Project Baseline Agreement for the Northbound Livingston Widening Project from Hammatt Avenue to Merced/Stanislaus County Line in Merced County.

M e m o r a n d u m

<p>To: CHAIR AND COMMISSIONERS</p>	<p>CTC Meeting: January 30-31, 2019</p>
	<p>Reference No.: 4.21 Action</p>
	<p>Published Date: January 18, 2019</p>
<p>From: SUSAN BRANSEN Executive Director</p>	<p>Prepared By: Teresa Favila Associate Deputy Director</p>
<p>Subject: <u>PROPOSITION 1A - HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT, RESOLUTION HST1A-P-1819-01</u></p>	

ISSUE:

Should the California Transportation Commission (Commission) amend the High-Speed Passenger Train Bond Program (Proposition 1A) to reprogram the Sacramento Intermodal Facility Project as two separate projects, the Downtown Riverfront Streetcar Project and the Sacramento Valley Station and Track Relocation Project?

RECOMMENDATION:

Commission staff recommends that the Commission approve a Proposition 1A Program Amendment to reprogram the Sacramento Intermodal Facility Project as two separate projects as follows: 1) The Downtown Riverfront Streetcar Project with \$25 million of Proposition 1A funds programmed to the construction component; 2) the Sacramento Valley Station and Track Relocation Project with \$1.208 million of Proposition 1A funds programmed to the environmental and design phases.

BACKGROUND:

The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A) was approved by the voters on November 4, 2008. Proposition 1A authorized the Commission, upon appropriation by the Legislature, to allocate funds for capital improvements to intercity rail lines, commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system or that provide capacity enhancements and safety improvements. The Commission is required to program and allocate the net proceeds received from the sale of \$950 million in bonds authorized for the Proposition 1A Connectivity Program.

As required by Streets and Highways Code, Division 3, Chapter 20, Section 2704.095, the Commission adopted Program Guidelines in February 2010. The initial program of projects was approved in May 2010, with various amendments to the Proposition 1A Program subsequently approved by the Commission.

The Sacramento Intermodal Facility Project is composed of two separate projects that will be delivered in two separate contracts. Therefore, the Sacramento Regional Transit District is requesting this amendment to separate the project into the Downtown Riverfront Streetcar Project and the Sacramento Valley Station and Track Relocation Project.

The total project cost for the Downtown Riverfront Streetcar Project is estimated at \$209.77 million and \$16.931 million for the Sacramento Valley Station and Track Relocation Project.

RESOLUTION HST1A-P-1819-01:

Be it Resolved, the Commission does hereby amend the Proposition 1A High-Speed Passenger Train Bond Program by reprogramming the existing Sacramento Intermodal Facility Project as two separate projects, the Downtown Riverfront Streetcar Project and the Sacramento Valley Station Project, as reflected in Attachment A.

Attachments:

- Attachment A: Proposition 1A High-Speed Passenger Train Bond Program
- Attachment B: Programming Request letter from Sacramento Regional Transit District

HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1819-01
(\$1,000's)

Reference No.: 4.21
January 30-31, 2019
Attachment A

Agency	Project Title	Project Description	Total Cost	Prop 1A	Prior	2018-19	2019-20	2020-21	Future	PA&ED	PS&E	R/W	CON
SacRT	Downtown/Riverfront Streetcar Project	Streetcar system including tracks, platforms and overhead catenary, traction power, signal systems. Pedestrian and bicycle connections and streetcar maintenance facility. Procurement of 6 vehicles.	\$209,770	\$25,000		\$25,000							\$25,000
	Sacramento Valley Station and Track Relocation Project**	Relocate existing light rail track, storage tracks, passenger platform and associated systems, to connect Sac RT service to future High-Speed Rail.	\$16,931	\$1,208	\$1,208					\$576	\$632		
	NOT Programmed			\$3,957					\$3,957				
				\$30,165									
PCJPB (BART/SCVTA)	Caltrain Advanced Signal System (CBOSS/PTC)**	Design, installation, testing, training and warranty for an intelligent network of signals, sensors, train tracking technology, computers, etc. on the Caltrain Corridor to meet mandated Federal guidelines.	\$231,000	\$105,445	\$105,445						\$8,200		\$97,245
SFMUNI	Central Subway	Construct 1.7 mile extension of light rail line from Caltrain/potential High-Speed Rail station at 4th & King Streets to Chinatown.	\$1,578,300	\$61,308	\$61,308		\$12						\$61,308
BART	Car Purchase	Purchase new BART cars (\$140 million).	\$285,000	\$140,000	\$140,000								\$140,000
SCRRA	Positive Train Control	SCRRA PTC Projects	\$201,600	\$35,000	\$35,000								\$35,000
LACMTA	Regional Connector Transit Corridor**	Construct 2-mile light rail connection among Metro Gold, Metro Blue and Metro Exposition light rail transit systems through downtown Los Angeles to provide a one-seat ride from throughout the County to Union Station and the High-Speed Rail system.	\$1,366,100	\$114,874	\$114,874						\$0		\$114,874
SCRRA	Metrolink High Speed Readiness Program	Either repower or purchase 20 to 30 higher horsepower locomotives, and recondition and improve passenger cars.	\$202,899	\$88,707	\$88,707								\$88,707
SJRR/ACE	Stockton Passenger Track Extension (Gap Closure) Phase 2A	Extend existing platform and additional track work to connect new platform for Amtrak access and access to new ACE maintenance facility, including a 90 foot single track bridge over Harding Way.	\$24,895	\$5,714	\$5,714								\$5,714
	NOT Programmed			\$9,260					\$9,260				
				\$14,974									
San Diego MTS	Blue Line Light Rail	Rehabilitate grade crossings, track, and switches and ties, add trackwork and signaling, and raise platforms to accommodate low floor vehicles to allow for reduced headway and improved reliability.	\$151,754	\$57,855	\$57,855								\$57,855
NCTD	Pacific Surfliner PTC	Positive Train Control	\$59,982	\$17,833	\$17,833								\$17,833
BART	Maintenance Shop and Yard Improvements	Segment of extension to Berryessa, expand Main Shop, construct new Component Repair Shop, retrofit for new M&E Shop, including M&E Material Storage Yard	\$432,933	\$78,639	\$78,639								\$78,639
Urban and Commuter Rail Program				\$744,800						\$576	\$8,832	\$0	\$722,175

HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1819-01
(\$1,000's)

Reference No.: 4.21
January 30-31, 2019
Attachment A

Agency	Project Title	Project Description	Total Cost	Prop 1A	Prior	2018-19	2019-20	2020-21	Future	PA&ED	PS&E	R/W	CON	
SCRRA	Pacific Surfliner PTC	Positive Train Control (Moorpark to San Onofre)	\$46,550	\$46,550	\$46,550								\$46,550	
Caltrans	San Joaquin Corridor PTC	Positive Train Control	\$9,800	\$9,800	\$9,800								\$9,800	
CCJPA	Capitol Corridor (and ACE) Travel Time Reduction	Adjust curve parameters on Martinez, Niles and Coast subdivisions to allow higher speeds.	\$15,500	\$10,180	\$10,180								\$10,180	
Intercity Rail Formula Program				\$66,530						\$0	\$0	\$0	\$66,530	
NCTD	Pacific Surfliner PTC	Positive Train Control (San Onofre to San Diego)	\$34,500	\$24,010	\$24,010								\$24,010	
Caltrans	Pacific Surfliner PTC	Positive Train Control (LA to Fullerton Triple Track)	\$2,940	\$2,940	\$2,940								\$2,940	
				\$26,950										
Caltrans	San Joaquin Corridor Merced to Le Grand Double Track, Segment 1	Segment 1 consists of 8.4 miles of double track between Le Grand and Planada. Includes two sets of double crossovers, signal and grade crossing work.	\$40,750	\$40,750	\$40,750								\$40,750	
CCJPA	Capitol Corridor Sacramento to Roseville 3rd Main Track	Increase service frequency, reduce freight train conflicts, accommodate freight train growth, relocate Roseville station and add third track.	\$82,276	\$51,970	\$5,740				\$46,230		\$5,492	\$248	\$46,230	
Intercity Rail Competitive Program				\$119,670						\$0	\$5,492	\$248	\$113,930	
Proposition 1A Program Total				\$931,000						Unprog	PA&ED	PS&E	R/W	CON
										\$13,217	\$576	\$14,324	\$248	\$902,635

Shaded area reflects the change for this Program Amendment

** Project includes less than 5% of Prop 1A funds for pre-construction



Regional Transit

January 3, 2018

**Sacramento Regional
Transit District**
A Public Transit Agency
and Equal Opportunity Employer

Administrative Offices
1400 29th Street
Sacramento, CA 95816
916-321-2800

Mailing Address
P.O. Box 2110
Sacramento, CA 95812-2110

Human Resources
2810 O Street
Sacramento, CA 95816
916-556-0298

**Customer Service &
Sales Center**
1225 R Street
Sacramento, CA 95811

**Route, Schedule & Fare
Information**
916-321-BUSS (2877)
TDD 916-483-HEAR (4327)
sacrt.com

Public Transit Since 1973

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

Attention: Ms. Teresa Favila, Mr. Ezequiel Castro

Re: Sacramento Intermodal Facility High Speed Rail Connectivity Improvements Prop 1A Re-programming and Allocation Request

Dear Ms. Bransen:

Sacramento Regional Transit District (SacRT) requests the California Transportation Commission (Commission) to consider the following actions for approval at the January 30-31, 2019, Commission Meeting:

- 1) Amend the Proposition 1A High-Speed Passenger Train Bond Program to reprogram the two components of the existing Sacramento Intermodal Facility Project as two separate projects, the Downtown/Riverfront Sac-West Sac Streetcar project and the Sacramento Valley Station and Track Relocation project.
- 2) Accept the environmental findings for the Downtown/Riverfront Sac-West Sac Streetcar project and approve the project for consideration of funding.
- 3) Allocate \$25,000,000 of Proposition 1A – High-Speed Passenger Train Bond funds for the Downtown/Riverfront Sac-West Sac Streetcar project, and allow an additional 6 months for contract award, for a total of 12 months from the date the Commission makes the allocation.

While SacRT is the grantee for Proposition 1A funds, these funds will be provided, through a subrecipient agreement, to the Riverfront Joint Powers Authority ("JPA"), a JPA created by the City of Sacramento and City of West Sacramento. The JPA will own the Streetcar assets acquired with the Proposition 1A funds and operate the Streetcar project. The terms of the State Master Agreement pertaining to the Proposition 1A funds will require state approval to transfer funds/assets from SacRT to the JPA. Receipt of funds by and transfer of assets to the JPA are conditioned upon such approval.

If you have questions or concerns, please contact Ed Scofield at (916) 321-3854 or Joe Paglioni at (916) 321-2956.

SacRT appreciates your attention to this matter..

Sincerely,

A blue ink signature of Henry Li, the General Manager/CEO of Sacramento Regional Transit District.

Henry Li, GM/CEO- SacRT

cc: Teresa Favila, CTC
Ezequiel Castro, Caltrans- DRMT
Scott Kingsbury, Caltrans- DRMT
Todd Rogers, Caltrans District 3
Ed Scofield, SacRT

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS **CTC Meeting:** January 30-31, 2019

Reference No.: 2.1d.
Action

Published Date: January 18, 2019

From: SUSAN BRANSEN **Prepared By:** Teresa Favila
Executive Director Associate Deputy Director

Subject: **PROPOSITION 116 RAIL PROGRAM AMENDMENT**
RESOLUTION PA-19-01, AMENDING RESOLUTION PA-14-01

ISSUE:

Should the California Transportation Commission (Commission) approve an amendment to the Clean Air and Transportation Improvement Act of 1990 (Proposition 116) Program and amend the Orange County Commuter/Intercity Rail Program of Projects?

RECOMMENDATION:

Commission staff recommends that the Commission approve an amendment to the Proposition 116 Orange County Commuter/Intercity Rail Program of Projects as follows:

- De-program savings from two completed projects: \$1,820,566 from the Metrolink Fiber Optics Installation Project and \$429,778 from the Sand Canyon Avenue Grade Separation Project.
- Program \$2,250,344 to the Laguna Niguel to San Juan Capistrano Passing and Siding Project. This is in addition to the \$2,483,000 already programmed to the project.

BACKGROUND:

Proposition 116 approved by California voters authorized \$1.99 billion in general obligation bonds for specific projects, purposes, and geographic jurisdictions, primarily for passenger rail capital projects. In February 2009, the Commission adopted Resolution PA-09-01, approving an Orange County Transportation Authority application for the remaining \$121,298,778 of the \$125,000,000 in Proposition 116 Bond funds authorized to the Orange County Transportation Authority under Public Utilities Code Section 99645.

Approval of this amendment revises the Proposition 116 Orange County Commuter/Intercity Rail Program for \$121,298,778 in Proposition 116 funds as follows:

Metrolink Track Expansion/Crossing Improvements	\$	30,669,000
Fullerton Transportation Center Parking Structure	\$	8,817,000
Tustin Rail Station Parking Expansion	\$	7,181,000
Sand Canyon Avenue Grade Separation	\$	21,574,222
Metrolink Fiber Optics Installation	\$	10,479,000
Metrolink Positive Train Control	\$	32,715,778

Control Point Stadium Crossover (Anaheim)	\$ 3,245,000
North Beach Safety Crossing Improvements	\$ 166,000
Fullerton Transportation Center Elevators	\$ 1,718,000
Laguna Niguel to San Capistrano Passing Siding	<u>\$ 4,733,778</u>
Total	\$ 121,298,778

Attachments:

- Attachment A: Resolution PA-19-01
- Attachment B: Orange County Transportation Authority Programming Request

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.6b.(3)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Rail and Mass
Transportation

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY-ADMINISTERED
PROPOSITION 116 TRANSIT PROJECT
RESOLUTION BFA-18-03, AMENDING RESOLUTION BFP-18-01**

ISSUE:

Should the California Transportation Commission (Commission) approve an amendment to increase of Proposition 116 Bond Funds by \$2,250,344, from \$2,483,000 to \$4,733,344, for the locally-administered Laguna Niguel to San Juan Capistrano Passing and Siding project (PPNO 2107), in Orange County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an amendment to increase of Proposition 116 Bond Funds by \$2,250,344, from \$2,483,000 to \$4,733,344 for the locally-administered Laguna Niguel to San Juan Capistrano Passing and Siding project (PPNO 2107), in Orange County, per Public Utilities Code Section 99645, as described on the attached vote list.

BACKGROUND:

At its October 2018 meeting, the Commission approved an allocation of \$2,483,000 in Proposition 116 Bond Funds for the Laguna Niguel to San Juan Capistrano Passing and Siding project (PPNO 2107) under Resolution BFP-18-01. However, after receiving the initial round of bids, the lowest bid was approximately 21 percent higher than the Engineer's Estimate. As a result of this cost increase, the recipient agency, the Orange County Transportation Authority is respectfully requesting that \$2,250,344 in additional Proposition 116 Bond Funds from project savings from two other Proposition 116 projects, be allocated to the project in order to award the construction contract and proceed with the project.

FINANCIAL RESOLUTION:

- 1.1 WHEREAS, the Commission has adopted an annual program for mass transportation capital purposes, and the electorate enacted both Proposition 108-the Passenger Rail and Clean Air Bond Act of 1990, and Proposition 116-the Clean Air and Transportation Improvement Bond Act of 1990, authorizing the sale of general obligation rail bonds for rail transit purposes; and

*"Provide A safe, sustainable, integrated and efficient transportation system
To enhance California's economy and livability."*

- 1.2 WHEREAS, the Project further detailed on the attached vote list, as component phases or in its entirety, appears on the necessary State capital projects funding list and is entitled to participate in this allocation; and
- 1.3 WHEREAS, the Commission has established a “Hazardous Waste identification and Clean-up Policy” (Resolution G-91-2) which requires the Recipient to perform, with diligence, the process of identification and remediation of any hazardous waste in the right-of-way, easements and properties.
- 2.1 NOW THEREFORE BE IT RESOLVED, that an allocation of \$2,250,344 in additional PROPOSITION 116 CLEAN AIR AND TRANSPORTATION IMPROVEMENT BOND proceeds be allocated to the Recipient for the project detailed on the attached vote list; and
- 2.2 BE IT FURTHER RESOLVED, that the transfer of funds for each project shall be governed by the program supplement, and subsequent amendments to the same if required; and
- 2.3 BE IT FURTHER RESOLVED, that each recipient shall provide the Department’s Division of Rail and Mass Transportation with an updated expenditure plan on a quarterly basis by category including any proposed changes for the balance of all funded Project allocations commencing with the first quarter; and
- 2.4 BE IT FURTHER RESOLVED, that in any instance of rail bond financing of a project, the Commission, acting on behalf of the State, by this Resolution intends:
 - A. To cause and approve the issuance of taxable or tax-exempt State general obligation bonds under Proposition 116, as appropriate, to reimburse the Recipient for the Project identified on attached vote list;
 - B. To reimburse the Recipient for expenditures that shall not have been paid from the proceeds of any other tax-exempt indebtedness unless such prior indebtedness is retired with the proceeds of such State monies;
 - C. That this Resolution be a declaration of official intent of the State within the meaning of U.S. Treasury Regulations Section 1.103-17(c) with respect to the Project; and
- 2.5 BE IT FURTHER RESOLVED, that in any instance of rail bond financing, an allocation for a project is subject to the following conditions and assurance:
 - A. Completed bond sales authorized by the Office of State Treasurer;
 - B. Receive bond certification from the Department, preferably prior to the Commission’s allocation action but, certification must be obtained prior to execution of the fund transfer agreement;
 - C. The Recipient’s certification that will not adopt new increased current development taxes, fees, exactions or permit fees for the purpose of providing local matching funds; and the certification of this delivered to this Commission, preferably by the time of

Commission allocation action but not later than prior to execution of a fund transfer agreement;

- D. A formal resolution by the Recipient's Board stating that when utilizing State funding for acquisition of property or for capital improvements on the Project, Recipient has exercised all due diligence in the discovery of hazardous wastes; that Recipient will enter into enforceable agreement(s) with any and all owners of to-be acquired properties for clean-up of hazardous wastes pursuant to the requirements of Resolution G-91-2, regarding Hazardous Waste Identification and Clean-up for Rail Right-of Way;
 - E. A formal resolution by the Recipient's Board stating that when utilizing state-provided and other-than-state funding for acquisition of property or for capital improvements on the Project, that no additional State funds will be requested for clean-up, damages, or liability associated with hazardous wastes on or below the acquired property, delivered to this Commission;
 - F. That in any instance of rail bond financing with Proposition 116 funds, eligible costs may be incurred for project development after the project application approval, and all reimbursements of eligible costs are subject to an executed fund transfer agreement;
 - G. The Recipient shall provide the Commission with an "Evaluation of Property report" by the time of the Commission allocation action, in compliance with Resolution G-95-09, Rail Right-of-Way Review Policy, to be verified by the Department or its Agent;
 - H. The Recipient shall post on the Project construction site at least one sign, visible to the public, stating that the Project is partially funded with Proposition 116 Clean Air and Transportation Improvement Bond Act of 1990 proceeds; and
- 2.6 BE IT FURTHER RESOLVED, that this Commission shall be entitled to a then present value refund, or credit, at State's option, equivalent to the proportionate funding participation by the State towards, property acquisition and project construction in the event that Recipient, or successor public entities, fail or cease to utilize the Project for the intended public passenger rail purposes or sells or transfers title to the Project. The credit for future purchases or condemnation of all or portions of the Project by the State, and the refund or credit due the Commission in each instance, will be measured by the ratio of State and other market value of the Project property; and
- 2.7 BE IT FURTHER RESOLVED, that if the Recipient receives any revenues or profits from any non-governmental use of property allowed pursuant to bond certification (whether approved at this time or hereafter approved by the State), the Recipient agrees that such revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs. If the Recipient does not so dedicate the revenues or profits, a proportionate share (unless disapproved by the State's Bond Council) be paid to the State equivalent to the State's percentage participation in the Project.

- 2.8 BE IT FURTHER RESOLVED, that an allocation for the project is subject to the following conditions and assurances:
- A. Reimbursements of eligible costs are subject to the terms and conditions of the executed program supplement;
 - B. The grant recipient must complete the work to be reimbursed and the actual reimbursement by January 31, 2023, unless the Commission authorizes a waiver that extends, if permitted by statute, the period of availability of the funds.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Project Title	PPNO Program/Year	Budget Year	Amount by
Allocation Amount	Location	Phase	Item #	Fund Type
Recipient	Project Description	Prgm'd Amount	Fund Type	Amount by
<u>RTPA/CTC</u>		Project ID	Program Code	Fund Type
District-County		Adv. Phase		
2.6b.(3) Allocation Amendment - Proposition 116 - Locally Administered Transit Projects			Resolution BFP-18-03 Amending Resolution BFP-18-01	
1	Laguna Niguel to San Juan Capistrano Passing and Siding project. Construct 1.8 miles of new passing siding railroad track adjacent to existing main track in the LOSSAN Rail Corridor.	12-2107 P116/14-15 CONST	1990-91 624-0703 P116	\$2,483,000 \$4,733,344
Orange County Transportation Authority <u>OCTA</u> 12-Orange	<u>Outcome/Output:</u> 1.8 miles of new track to improve operational capacity and flexibility (Future Consideration of Funding approved under Resolution E-16-48; June 2016.) Concurrent Proposition 116 Programming Amendment under Resolution PA-19-01; January 2019. <u>Amend Resolution BFP -18-01 to increase allocation of Proposition 116 funds by \$2,250,344 for a total of \$4,733,344.</u>	\$2,483,000 \$4,733,344 0019000002 S	30.10.070.625	

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 4.24
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Rail and Mass
Transportation

Subject: AMENDMENT TO PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM
RESOLUTION ICR1B-P-1819-03, AMENDING RESOLUTION ICR1B-P-1819-02

ISSUE:

Should the California Transportation Commission (Commission) approve Resolution ICR1B-P-1819-03, amending Resolution ICR1B-P-1819-02 to reprogram \$617,000 of identified savings from two Proposition 1B Intercity Rail Improvements Program (ICR) projects?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission amend Resolution ICR1B-P-1819-02 to reprogram identified savings from two Proposition 1B ICR Program projects.

The Department has identified savings from the following projects:

Raymer to Bernson Double Track: PS&E	\$ 419,000
Van Nuys North Platform: PS&E	\$ 198,000
Project Savings to be Reprogramed:	\$ 617,000

The Department further recommends that \$617,000 be reprogramed to the following project:

Van Nuys North Platform CON	\$ 30,500,000
-----------------------------	---------------

The reprogrammed amount for the project will now be:

Van Nuys North Platform:	\$ 31,117,000
--------------------------	---------------

BACKGROUND:

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by voters as Proposition 1B, provides \$400 million, upon appropriation by the Legislature, to the Department for intercity passenger rail improvement projects.

This \$400 million program is part of the \$4 billion Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). This account is to be used to fund public transportation projects. Pursuant to paragraph (2) of subdivision (c) of Section 8879.50 of the Government Code, the Department is the administrative agency for the PTMISEA.

At its December 2007 meeting, the Commission approved the guidelines for intercity passenger rail projects in the PTMISEA. The guidelines allow the Department, if necessary, to return to the Commission to request its consent to modify the project list.

The necessary changes are reflected in strikethrough in the proposed Proposition 1B Intercity Rail Improvement Program Amendment list and are again presented in an amended list.

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM AMENDMENT (Proposed)

Project/Description	Corridor	Funding Request
Procurement of Locomotives and Railcars: Purchase bi-level intercity railcars and locomotives.	Capitol Corridor, Pacific Surfliner, San Joaquin	\$ 42,000,000
Option Locomotives: Purchase locomotives.	Capitol Corridor, Pacific Surfliner, San Joaquin	\$ 103,000,000
On-board Information System (OBIS): Install OBIS.	Capitol Corridor, Pacific Surfliner, San Joaquin	\$ 5,000,000
Commerce/Fullerton Triple Track - Segment 6: Construct third main track from MP 154.5 to MP 157.6.	Pacific Surfliner, Metrolink	\$ 31,992,000
New Station Track at LA Union Station: Build new track, platform and renovate canopies.	Pacific Surfliner, Metrolink	\$ 20,099,000
San Onofre to Pulgas Double Track Project – Phase 1: PA&ED Project Approval and Environmental Documentation.	Pacific Surfliner	\$ 3,146,000
San Onofre to Pulgas Double Track Project – Phase 1: CON Construction.	Pacific Surfliner	\$ 25,284,000
San Onofre to Pulgas Double Track Project – Phase 2: PS&E Design and engineering.	Pacific Surfliner	\$ 972,000
Oakley to Port Chicago: Construct double track.	San Joaquin	\$ 23,150,000
Kings Park Track and Signal Improvements: Improve track and signals along San Joaquin Intercity rail line near Hanford in Kings County.	San Joaquin	\$ 3,500,000
Wireless Network for Northern California IPR Fleet: Install a wireless communication network on the Northern California IPR.	Capitol Corridor, San Joaquin	\$ 2,927,000
Raymer to Bernson Double Track: PS&E Design and engineering for double track from MP 453.1 to MP 446.8 on Ventura subdivision.	Pacific Surfliner, LAMTA	\$ 6,500,000 \$ 6,081,000
Raymer to Bernson Double Track: CON Construct double track from MP 453.1 to MP 446.8 on Ventura subdivision.	Pacific Surfliner, LAMTA	\$ 12,980,000
Van Nuys North Platform: PS&E Design and engineering for second platform at the Van Nuys station.	Pacific Surfliner, LAMTA	\$ 4,000,000 \$ 3,802,000
Van Nuys North Platform: CON Construct second platform at the Van Nuys station.	Pacific Surfliner, LAMTA	\$ 30,500,000 \$ 31,117,000
Santa Margarita Bridge and Double Track: Replace bridge with 2-track bridge and construct additional double track.	Pacific Surfliner	\$ 15,748,000
Emeryville Station and Track Improvements: Extend siding track with associated signal and other track.	Capitol Corridor, San Joaquin	\$ 6,151,000
Bahia Benicia Crossover: Construct crossover between two mainline tracks and additional track improvements and upgrades including frog replacement and tie tamping on the Capitol Corridor.	Capitol Corridor	\$ 3,445,000
Capitol Corridor Track, Bridge, and Signal Upgrade Project: Replace and upgrade certain elements of the track, signal and bridge infrastructure along the Capitol Corridor.	Capitol Corridor	\$ 1,305,000
SCRRA Sealed Corridor: Enhance safety of grade crossings and Railroad Right of Way.	Pacific Surfliner Metrolink	\$ 2,782,000
Ventura County Sealed Corridor: Enhance safety of grade crossings and Railroad Right of Way.	Pacific Surfliner Metrolink	\$ 218,000
Wayside Power and Storage: Installation of a wayside power at the Auburn Station and layover site.	Capitol Corridor	\$ 900,000
Seacliff Siding: PA&ED Project approval and environmental documentation for siding extension to improve on-time performance and increase capacity.	Pacific Surfliner	\$ 1,000,000

Seacliff Siding: CON Construction for siding extension to improve on-time performance and increase capacity.	Pacific Surfliner	\$ 20,526,000
NCTD Left Hand Turnout at MP 209.2 Remove and replace existing left hand turnout.	Pacific Surfliner	\$ 1,000,000
Capitol Corridor – Sacramento to Roseville 3rd Track Phase 1: PS&E / ROW Engineering, and right-of-way for third main track.	Capitol Corridor	\$ 2,026,000
Capitol Corridor – Sacramento to Roseville 3rd Track Phase 1: CON Construction for third main track.	Capitol Corridor	\$ 16,225,000
Capitalized Maintenance – Southern California Track and Signal Modernization Improved operations	Pacific Surfliner, Metrolink	\$ 2,000,000
Passing Siding, Laguna Niguel – San Juan Capistrano Construct passing siding, 1B Bond contribution to a STIP project	Pacific Surfliner, OCTA	\$ 2,000,000
SUB-TOTAL ALL PROJECTS		\$ 390,376,000
Unprogrammed Amount		\$ 1,624,000
Bond Issuance Costs - Loan admin costs, arbitrage rebates, etc.¹		\$ 8,000,000
TOTAL RAIL BOND FUNDS		\$ 400,000,000

1. Bond Issuance Cost is 2 percent of the Bond amount

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM AMENDMENT (Amended)

Project/Description	Corridor	Funding Request
Procurement of Locomotives and Railcars: Purchase bi-level intercity railcars and locomotives.	Capitol Corridor, Pacific Surfliner, San Joaquin	\$ 42,000,000
Option Locomotives: Purchase locomotives.	Capitol Corridor, Pacific Surfliner, San Joaquin	\$ 103,000,000
On-board Information System (OBIS): Install OBIS.	Capitol Corridor, Pacific Surfliner, San Joaquin	\$ 5,000,000
Commerce/Fullerton Triple Track - Segment 6: Construct third main track from MP 154.5 to MP 157.6.	Pacific Surfliner, Metrolink	\$ 31,992,000
New Station Track at LA Union Station: Build new track, platform and renovate canopies.	Pacific Surfliner, Metrolink	\$ 20,099,000
San Onofre to Pulgas Double Track Project – Phase 1: PA&ED Project Approval and Environmental Documentation.	Pacific Surfliner	\$ 3,146,000
San Onofre to Pulgas Double Track Project – Phase 1: CON Construction.	Pacific Surfliner	\$ 25,284,000
San Onofre to Pulgas Double Track Project – Phase 2: PS&E Design and engineering.	Pacific Surfliner	\$ 972,000
Oakley to Port Chicago: Construct double track.	San Joaquin	\$ 23,150,000
Kings Park Track and Signal Improvements: Improve track and signals along San Joaquin Intercity rail line near Hanford in Kings County.	San Joaquin	\$ 3,500,000
Wireless Network for Northern California IPR Fleet: Install a wireless communication network on the Northern California IPR.	Capitol Corridor, San Joaquin	\$ 2,927,000
Raymer to Bernson Double Track: PS&E Design and engineering for double track from MP 453.1 to MP 446.8 on Ventura subdivision.	Pacific Surfliner, LAMTA	\$ 6,081,000
Raymer to Bernson Double Track: CON Construct double track from MP 453.1 to MP 446.8 on Ventura subdivision.	Pacific Surfliner, LAMTA	\$ 12,980,000
Van Nuys North Platform: PS&E Design and engineering for second platform at the Van Nuys station.	Pacific Surfliner, LAMTA	\$ 3,802,000
Van Nuys North Platform: CON Construct second platform at the Van Nuys station.	Pacific Surfliner, LAMTA	\$ 31,117,000
Santa Margarita Bridge and Double Track: Replace bridge with 2-track bridge and construct additional double track.	Pacific Surfliner	\$ 15,748,000
Emeryville Station and Track Improvements: Extend siding track with associated signal and other track.	Capitol Corridor, San Joaquin	\$ 6,151,000
Bahia Benicia Crossover: Construct crossover between two mainline tracks and additional track improvements and upgrades including frog replacement and tie tamping on the Capitol Corridor.	Capitol Corridor	\$ 3,445,000
Capitol Corridor Track, Bridge, and Signal Upgrade Project: Replace and upgrade certain elements of the track, signal and bridge infrastructure along the Capitol Corridor.	Capitol Corridor	\$ 1,305,000
SCRRA Sealed Corridor: Enhance safety of grade crossings and Railroad Right of Way.	Pacific Surfliner Metrolink	\$ 2,782,000
Ventura County Sealed Corridor: Enhance safety of grade crossings and Railroad Right of Way.	Pacific Surfliner Metrolink	\$ 218,000
Wayside Power and Storage: Installation of a wayside power at the Auburn Station and layover site.	Capitol Corridor	\$ 900,000
Seacliff Siding: PA&ED Project approval and environmental documentation for siding extension to improve on-time performance and increase capacity.	Pacific Surfliner	\$ 1,000,000

Seacliff Siding: CON Construction for siding extension to improve on-time performance and increase capacity.	Pacific Surfliner	\$ 20,526,000
NCTD Left Hand Turnout at MP 209.2 Remove and replace existing left hand turnout.	Pacific Surfliner	\$ 1,000,000
Capitol Corridor – Sacramento to Roseville 3rd Track Phase 1: PS&E / ROW Engineering, and right-of-way for third main track.	Capitol Corridor	\$ 2,026,000
Capitol Corridor – Sacramento to Roseville 3rd Track Phase 1: CON Construction for third main track.	Capitol Corridor	\$ 16,225,000
Capitalized Maintenance – Southern California Track and Signal Modernization Improved operations	Pacific Surfliner, Metrolink	\$ 2,000,000
Passing Siding, Laguna Niguel – San Juan Capistrano Construct passing siding, 1B Bond contribution to a STIP project	Pacific Surfliner, OCTA	\$ 2,000,000
SUB-TOTAL ALL PROJECTS		\$ 390,376,000
Unprogrammed Amount		\$ 1,624,000
Bond Issuance Costs - Loan admin costs, arbitrage rebates, etc. ¹		\$ 8,000,000
TOTAL RAIL BOND FUNDS		\$ 400,000,000
Passenger Equipment Acquisition Fund (PEAF) - Option Order #21.		\$ 6,674,000

1. Bond Issuance Cost is 2 percent of the Bond amount

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Commission Advice and Consent Proposition 1B Intercity Rail Capital Program Amendment

Resolution ICR1B-P-1819-03, Amending Resolution ICR1B-P-1819-02

- 1.1 WHEREAS, Proposition 1B, passed by California voters on November 7, 2006, called for \$4 billion to be deposited into the Public Transportation Modernization, Improvement, and Service Enhancement Account; and
- 1.2 WHEREAS, of the \$4 billion, \$400 million was designated, to be available upon appropriation by the Legislature, for intercity rail capital projects, including at least \$125 million for the purchase of additional rail cars and locomotives; and
- 1.3 WHEREAS, the California Transportation Commission (Commission) approved at its December 2007 meeting, the “Guidelines for Intercity Passenger Rail Projects in the Public Transportation Modernization, Improvement, and Service Enhancement Account”, that provide guidance on the implementation of the Proposition 1B Intercity Passenger Rail Program; and
- 1.4 WHEREAS, the guidelines state the California Department of Transportation (Department) can return to the Commission to request formal approval to modify the project list and project scope; and
- 1.5 WHEREAS, the initial Intercity Rail Proposition 1B project list was approved at February 2008 Commission meeting; and
- 1.6 WHEREAS, the amended Intercity Rail Proposition 1B projects list includes \$392 million in intercity rail projects and \$8 million in bond issuance costs; and
- 1.7 WHEREAS, all projects on the attached amended Proposition 1B project list are consistent with the guidelines.
- 2.1 NOW THEREFORE BE IT RESOLVED, that the Commission does hereby provide its consent to the amended list of Intercity Rail Proposition 1B projects; and
- 2.2 BE IT FURTHER RESOLVED, that the Department shall report on a quarterly basis to the Commission on the allocation status of the Proposition 1B intercity passenger rail projects as part of the Department’s quarterly delivery report.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.5g.(8c)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Rail and Mass
Transportation

Subject: **FINANCIAL ALLOCATION AMENDMENTS FOR PROPOSITION 1B INTERCITY RAIL IMPROVEMENTS FUND PROGRAM PROJECTS RESOLUTION ICR1B-AA-1819-03, AMENDING RESOLUTION ICR1B-AA-1516-02.**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request to reallocate savings of \$617,000 in Proposition 1B – Intercity Rail (ICR) funds to the Van Nuys North Platform Project (PPNO 2113) for construction cost increases?

RECOMMENDATION:

The Department recommends that the Commission approve its request to allocate an additional \$617,000 in Proposition 1B – ICR funding to the Van Nuys North Platform Project (PPNO 2113), due to construction cost increases within the scope of the project:

<u>ICR Project</u>	<u>District-PPNO</u>	<u>Resolution</u>	<u>Amending Resolution</u>	<u>Current Project Allocation</u>	<u>Additional Allocation</u>	<u>Revised Allocation Amount</u>
Van Nuys North Platform: CON Construct second platform at the Van Nuys station.	75-2113	ICR1B-AA-1819-03	ICR1B-AA-1516-02	\$30,500,000	\$617,000	\$31,117,000

The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote boxes.

BACKGROUND:

The United States Department of Justice (DOJ) contacted the Department in June 2018 regarding identified American with Disabilities Act (ADA) compliance deficiencies at Van Nuys Amtrak Station. The Department found that further remediation efforts were required and is working collaboratively with DOJ and the local agencies to make expeditious repairs.

The work needed to be completed is on the station’s parking lots and adjacent passenger facility waiting areas and will happen in coordination with the current construction of the new platform. The construction is within the scope of work of the existing allocation.

FINANCIAL RESOLUTION:

Be it Resolved, that savings of \$617,000 in Proposition 1B – ICR funds be allocated to the Van Nuys North Platform project (PPNO 2113) due to construction cost increases. The overall allocation will increase from \$30,500,000 to \$31,117,000, in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO Program/Year	Budget Year	Amount by
Allocation Amount	Location	Phase	Item #	Fund Type
Recipient	Project Description	Prgm'd Amount	Fund Type	Amount by
<u>RTPA/CTC</u>		Project ID	Program Code	Fund Type
District-County		Adv. Phase		
2.5g.(8c)	Allocation Amendment - Proposition 1B - Locally Administered Intercity Rail Project		Resolution ICR1B-AA-1819-03 Amending Resolution ICR1B-AA-1516-02	
1	Van Nuys North Platform CON. In Los Angeles County at the Van Nuys station on the Pacific Surfliner Corridor, the project includes the construction of a center platform and a pedestrian underpass with additional civil/track improvements.	75-2113 ICR/15-16 CONST \$30,500,000 \$31,117,000	2014-15 304-6059 ICR 30.20.090.000	\$30,500,000 \$617,000
Southern California Regional Railroad Authority <u>LACMTA</u> 75-Los Angeles	<u>Outcome/Output:</u> The project will replace the existing single sided platform with a new center platform to better serve and enhance safety for passengers and improve flow of Amtrak and Metrolink trains. (CEQA - SE, 07/09/2013.) (NEPA - CE, 06/24/2013) (Concurrent Proposition 1B Programming Amendment Resolution ICR1B-P-1819-03; January 2019.) The additional funding is for construction cost increases associated with federally required ADA construction which is within the scope of the project. <u>Amend Resolution ICR1B-AA-1516-02 to allocate an additional \$617,000 for construction cost increases within the scope of the project.</u>	0012000136 S	2017-18 3046059 ICR 30.20.090.000	

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.1a.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **SHOPP AMENDMENT 18H-007**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation’s (Department) request to amend the 2018 State Highway Operation and Protection Program (SHOPP) under SHOPP Amendment 18H-007?

RECOMMENDATION:

The Department recommends that the Commission approve SHOPP Amendment 18H-007 that will amend the 2018 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 13 new capital projects be amended into the 2018 SHOPP, as detailed in Attachment 1. These amendments, summarized below, would be funded from the Major Damage Restoration, Collision Reduction and 2018 SHOPP programming capacity. These projects are consistent with the 2018 Transportation Asset Management Plan (TAMP).

2018 SHOPP Summary of New Projects by Category	No.	FY 2018-19 (\$1,000)	FY 2019-20 (\$1,000)	FY 2020-21 (\$1,000)	FY 2021-22 (\$1,000)
Major Damage Restoration	10	\$22,195		\$19,537	\$12,123
Collision Reduction	3			\$2,930	\$6,460
Total New Amendments	13	\$22,195		\$22,467	\$18,583

The Department also recommends an additional new capital project amended into the 2018 SHOPP, targeted to the four asset classes highlighted in Senate Bill 1, as detailed in Attachment 2 and summarized below. The amendment would be funded from the Roadway Preservation components of Senate Bill 1. This project is consistent with the 2018 TAMP.

2018 SHOPP Summary of New Projects by Category	No.	FY 2018-19 (\$1,000)	FY 2019-20 (\$1,000)	FY 2020-21 (\$1,000)	FY 2021-22 (\$1,000)
Roadway Preservation	1				\$44,710
Total New Amendments	1				\$44,710

The Department further recommends that the capital projects, detailed in Attachment 3 and Attachment 4, be amended in the 2018 SHOPP to update scope, schedule, cost and make other technical changes. The amended projects are consistent with the Commission-adopted 2018 TAMP.

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 the Governor on September 30, 2014, requires Commission approval of projects amended into the SHOPP.

Attachments

List of New 2018 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-Men-101 21.0/R22.0 4719 0119000023 0J400	Near Ukiah, from 0.3 mile south to 0.7 mile north of Route 253. Repair failed culverts.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$5 \$275 \$10 \$625 \$915	18-19 18-19 18-19 18-19	201.130 Assembly: 2 Senate: 2 Congress: 2 2 Location(s)
2 02-Plu-70 0.0/29.9 3723 0218000119 4H440	Near Pulga, from the Butte County line to 3.1 miles west of Route 89 at various locations. Repair Rock Slope Protection (RSP) and stabilize roadway embankment. PA&ED: 3/4/2020 R/W: 1/4/2021 RTL: 3/1/2021 BC: 6/22/2021	20-21	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,030 \$1,110 \$70 \$1,110 \$347 \$15,870 \$19,537	18-19 19-20 19-20 20-21 19-20 20-21	201.131 Assembly: 1 Senate: 1 Congress: 1 10 Location(s)
(Concurrent COS allocation under Resolution FP-18-47; January 2019.)						
3 03-Sac-5 0.0/24.7 5873 0319000054 4H810	In the city of Sacramento, from the San Joaquin County line (PM 0.018) to Richards Boulevard; also on Route 50 from Route 5 to the Manlove Pedestrian Overcrossing (PM L0.5/R5.8). Remove and replace failed pavement.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$500 \$0 \$3,500 \$4,000	18-19 18-19	201.130 Assembly: 7, 8 Senate: 6 Congress: 6, 7 2 Location(s)

List of New 2018 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.
<i>Major Damage Restoration, continued</i>						
4 04-Son-101 R55.8 1462P 0416000409 2K350	Near Cloverdale, at 0.4 mile south of the Mendocino County line. Restore slope, rebuild damaged gutter and install erosion control measures.	21-22	PA&ED	\$840	18-19	201.131
			PS&E	\$413	20-21	Assembly: 2
			R/W Sup	\$128	20-21	Senate: 2
			Con Sup	\$459	21-22	Congress: 2
			R/W Cap	\$225	21-22	
			<u>Const Cap</u>	<u>\$2,620</u>	21-22	1 Location(s)
			Total	\$4,685		
(Concurrent COS allocation under Resolution FP-18-47; January 2019.)						
5 05-SCr-17 8.2 2852 0518000117 1K070	Near Scotts Valley, south of Sugarleaf Road. Stabilize eroded side cut slope by grading and dewatering.	21-22	PA&ED	\$721	18-19	201.131
			PS&E	\$1,288	19-20	Assembly: 29
			R/W Sup	\$75	19-20	Senate: 17
			Con Sup	\$1,033	21-22	Congress: 18
			R/W Cap	\$50	21-22	
			<u>Const Cap</u>	<u>\$4,271</u>	21-22	1 Location(s)
			Total	\$7,438		
(Concurrent COS allocation under Resolution FP-18-47; January 2019.)						
6 08-Riv-10 R74.0/R121.8 3013E 0819000030 1K390	Near Indio, from 15.0 miles east of Dillon Road to 18.0 miles west of Route 78. Repair roadway washout and erosion.	18-19	PA&ED	\$150	18-19	201.130
			PS&E	\$300	18-19	Assembly: 56
			R/W Sup	\$50	18-19	Senate: 28
			Con Sup	\$650	18-19	Congress: 36
			R/W Cap	\$50	18-19	
			<u>Const Cap</u>	<u>\$6,000</u>	18-19	23 Location(s)
			Total	\$7,200		
7 08-Riv-243 15.6 3012Y 0819000024 1K350	Near Idyllwild, 1.1 miles north of Lake Fulmor Bridge. Replace failed culvert.	18-19	PA&ED	\$0		201.130
			PS&E	\$200	18-19	Assembly: 71
			R/W Sup	\$10	18-19	Senate: 28
			Con Sup	\$300	18-19	Congress: 36
			R/W Cap	\$10	18-19	
			<u>Const Cap</u>	<u>\$850</u>	18-19	1 Location(s)
			Total	\$1,370		

List of New 2018 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.
<i>Major Damage Restoration, continued</i>						
8 08-SBd-62 95.5/96.0 3013C 0819000028 1K370	Near Vidal, 29.0 miles west of Route 95. Roadway washout and slope repair.	18-19	PA&ED	\$40	18-19	201.130
			PS&E	\$50	18-19	Assembly: 33
			R/W Sup	\$50	18-19	Senate: 16
			Con Sup	\$200	18-19	Congress: 8
			R/W Cap	\$75	18-19	
			<u>Const Cap</u>	<u>\$625</u>	18-19	1 Location(s)
			Total	\$1,040		
9 10-Mer-5 32.1 3430 1019000021 1K440	Near Gustine, 0.4 mile south of Route 140 at Garzas Creek Bridge No. 39-0181R/L. Repair bridge scour and grade channel.	18-19	PA&ED	\$25	18-19	201.130
			PS&E	\$25	18-19	Assembly: 21
			R/W Sup	\$10	18-19	Senate: 12
			Con Sup	\$340	18-19	Congress: 16
			R/W Cap	\$50	18-19	
			<u>Const Cap</u>	<u>\$1,150</u>	18-19	1 Location(s)
			Total	\$1,600		
10 10-Mpa-140 37.0/51.8 3432 1019000029 1K470	Near the community of Mariposa, from 13.7 miles east of Triangle Road to 1.0 mile east of Crane Creek Road. Repair fire damaged drainage systems and slopes, replace guardrail and sign, and remove trees and debris.	18-19	PA&ED	\$60	18-19	201.130
			PS&E	\$140	18-19	Assembly: 5
			R/W Sup	\$20	18-19	Senate: 8
			Con Sup	\$850	18-19	Congress: 4
			R/W Cap	\$0	18-19	
			<u>Const Cap</u>	<u>\$5,000</u>	18-19	15 Location(s)
			Total	\$6,070		
Collision Reduction						
11 04-Ala-61 19.0/21.0 1464A 0417000306 4K400	In and near the cities of Alameda, Emeryville, Berkeley, Albany, and San Leandro on Routes 61, 123, and 185 at various locations. Install vehicle speed feedback signs and upgrade signal to standard.	21-22	PA&ED	\$303	18-19	201.010
			PS&E	\$300	19-20	Assembly: 18
			R/W Sup	\$219	19-20	Senate: 9
			Con Sup	\$400	21-22	Congress: 13, 15
			R/W Cap	\$83	20-21	
			<u>Const Cap</u>	<u>\$1,472</u>	21-22	13 Collision(s) reduced
			Total	\$2,777		
PA&ED: 5/1/2020 R/W: 1/1/2022 RTL: 2/1/2022 BC: 8/1/2022						
(Concurrent COS allocation under Resolution FP-18-47; January 2019.)						

List of New 2018 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.
<i>Collision Reduction, continued</i>						
12 04-SM-35 2.1/10.5 1463A 0417000473 0P580	Near Woodside, from the Santa Clara County line to Route 84 (PM 2.121/10.518). Install curve warning signs, enhanced visibility striping, pavement markings with audible traffic stripe systems, and optical speed bars.	21-22	PA&ED	\$566	18-19	201.010
			PS&E	\$405	19-20	Assembly: 19
			R/W Sup	\$11	19-20	Senate: 8
			Con Sup	\$441	21-22	Congress: 14
			R/W Cap	\$0		
			<u>Const Cap</u>	<u>\$2,260</u>	21-22	13 Collision(s) reduced
			Total	\$3,683		
PA&ED:	4/1/2020					
R/W:	7/1/2021					
RTL:	7/30/2021					
BC:	2/1/2022					
(Concurrent COS allocation under Resolution FP-18-47; January 2019.)						
<hr/>						
13 06-Fre-41 M6.0/R20.1 6962 0618000194 0Y030	Near Easton, from Elkhorn Avenue to North Avenue. Construct rumble strips.	20-21	PA&ED	\$400	18-19	201.010
			PS&E	\$700	19-20	Assembly: 31
			R/W Sup	\$20	19-20	Senate: 12
			Con Sup	\$500	20-21	Congress: 21
			R/W Cap	\$10	19-20	
			<u>Const Cap</u>	<u>\$1,300</u>	20-21	11 Collision(s) reduced
			Total	\$2,930		
PA&ED:	9/1/2019					
R/W:	4/20/2020					
RTL:	7/8/2020					
BC:	1/19/2021					
(Concurrent COS allocation under Resolution FP-18-47; January 2019.)						

List of New 2018 SHOPP Capital Project Amendments for Senate Bill 1 Projects

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					
1 06-Fre-5 37.2/48.8 6970 0618000048 0X270	Near Mendota, from north of Three Rocks Road to south of Panoche Road. Pavement rehabilitation, repair culverts and upgrade Transportation Management Systems (TMS) field elements.	21-22	PA&ED \$2,000 PS&E \$1,300 R/W Sup \$10 Con Sup \$5,200 R/W Cap \$300 <u>Const Cap \$35,900</u> Total \$44,710	18-19 20-21 20-21 21-22 20-21 21-22	201.121 Assembly: 31 Senate: 12 Congress: 21
	PA&ED: 1/15/2021 R/W: 8/2/2021 RTL: 12/1/2021 BC: 7/1/2022				

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	38.2	8.1	0.0	46.3
Post Condition	Lane mile(s)	46.3	0.0	0.0	46.3

**List of 2018 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 01-DN-199 4.1/36.3 6.3/36.3 1055 0114000074 0119000016 48800 48801	In Del Norte County, at various locations from north of Elk Valley Cross Road south of Myrtle Creek Bridge to south of the Oregon State line. Culvert rehabilitation and fish passage.	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$1,100 \$1,135 \$82 \$1,224 \$466 \$4,998 \$8,702	Prior 18-19 18-19 19-20 19-20 19-20 19-20	\$1,100 \$655 \$52 \$814 \$78 \$2,393 \$5,092	Prior 18-19 18-19 19-20 19-20 19-20
	<u>Performance Measure</u> 18 Culvert(s) 12 Culvert(s)						

Note: Due to environmentally sensitive areas within the state park, split five culvert locations from this project into EA 48802/PPNO 01-1130 and deliver the remaining 12 culvert locations on schedule. One culvert failed and was replaced under an emergency project. Performance and cost adjusted accordingly.

Performance Measure: Culverts (12 each)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	406.0	475.0	589.0	1,470.0
Post Condition	Linear feet	1,470.0	0.0	0.0	1,470.0

2 01-Hum-96 0.6 2462 0117000052 0G710	Near Willow Creek, at the Willow Creek Maintenance Station. Transportation infrastructure improvement for zero-emission vehicle charging.	18-19 201.999	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$267 \$250 \$39 \$0 \$14 \$0 \$570	Prior Prior Prior 17-18	\$267 \$250 \$39 \$218 \$14 \$381 \$1,169	Prior Prior Prior 17-18 18-19
	<u>Performance Measure</u> 1 Location(s)						

(Time Extension CONST and CON ENG expires on
 March 31, 2019.)

Note: Fully program all phases of previously unfunded Zero-Emission Vehicle (ZEV) charging station project.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
3 02-Las-299 18.5/25.6 3467 0200020286 4E450	Near Adin, from west of Boyd Hill Lookout Road to Butte Creek Bridge; also in Modoc County from Ash Creek Bridge to east of County Road 87 (PM 0.0/0.5 and PM 1.0/1.8); also in Modoc County on Route 139 (PM 0.116/R0.231). Roadway rehabilitation.	19-20 201.120	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,540 \$1,330 \$280 \$2,150 \$284 <u>\$14,317</u> \$19,898	Prior 18-19 18-19 19-20 19-20 19-20 19-20	\$1,540 \$1,330 \$280 \$2,150 \$284 <u>\$19,050</u> \$25,161	Prior 18-19 18-19 19-20 19-20 19-20
	<u>Performance Measure</u> 46.8 Lane mile(s) 16.6 Lane mile(s)						

Note: Change description to correctly identify the original scope of work that includes modifications at the intersection of Route 299 and 139. Increase right of way capital due to higher mitigation costs and construction capital due to change in pavement rehabilitation strategy and higher bid results on similar projects in remote areas. Performance measure has been updated to align with the most recent pavement survey.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0.0	12.1	4.5	16.6
Post Condition	Lane mile(s)	16.6	0.0	0.0	16.6

4 02-Teh-36 26.6/27.6 3663 0216000156 2H630	Near Red Bluff, from west of Basler Road to east of Diamond Star Road. Curve improvement.	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$695 \$885 \$685 \$1,200 \$476 <u>\$3,200</u> \$7,141	Prior Prior Prior 19-20 19-20 19-20	\$695 \$885 \$685 \$1,200 \$476 <u>\$3,754</u> \$7,741	Prior Prior Prior 19-20 19-20
	<u>Performance Measure</u> 16 Collision(s) reduced						

Note: Increase construction capital to reflect recent trend of increasing bid prices based on current bid openings. Increase right of way capital due to the need to compensate property owners for relocation of approximately two miles of fencing that was not originally anticipated.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
5 03-But-70 8.8/11.8 8.8/12.1 2294 0318000053 3H710	Near Oroville, from 0.2 mile south of Palermo Road to 0.2 mile north of Ophir Road. Widen for two-way left-turn lane and standard shoulders, and provide a roadside clear recovery zone. <u>Performance Measure</u> 58 Collision(s) reduced	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$850 \$2,240 \$2,320 \$3,700 \$480 <u>\$23,130</u> \$32,720	Prior Prior Prior 19-20 19-20 19-20 19-20	\$850 \$2,240 \$2,320 \$3,700 \$480 <u>\$23,130</u> \$32,720	Prior Prior Prior 19-20 19-20 19-20 19-20

Note: Update the project limits to extend the construction zone. The extended project limits facilitate staging and traffic handling will allow the project to finish construction in one season.

6 03-Pla-49 2.2/2.4 4785 0316000077 1H240	In Auburn, from 0.3 0.2 mile south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue. Realign curves roadway and construct roundabout. <u>Performance Measure</u> 50 Collision(s) reduced 82 Collision(s) reduced	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$732 \$1,003 \$306 \$819 \$764 <u>\$1,697</u> \$5,324	Prior 18-19 18-19 19-20 19-20 19-20 19-20	\$732 \$1,003 \$306 \$1,300 \$1,578 <u>\$4,000</u> \$8,919	Prior 18-19 18-19 19-20 19-20 19-20 19-20
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Note: To improve safety, additional scope of constructing a roundabout added to the original scope of curve realignment. By replacing the signal with a roundabout, right of way capital increased due to increase in acquisition. Construction capital and construction support increased as more working days will be needed to construct roundabout in addition to the curve realignment.

7 05-Mon-101 86.0/95.8 0064Q 4020 0516000016 0N200	In and near Salinas, from 0.4 mile north of Airport Boulevard Overcrossing to 0.3 mile south of San Miguel Canyon Road Overcrossing. Install vehicle detection systems, Changeable Message Signs (CMS), cameras, and a vehicle pullout. <u>Performance Measure</u> 11 Field element(s)	18-19 201.315	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$260 \$1,000 \$45 \$420 \$9 <u>\$1,500</u> \$3,234	Prior Prior Prior 18-19 18-19 18-19 18-19	\$260 \$1,000 \$45 \$420 \$9 <u>\$1,500</u> \$3,234	Prior Prior Prior 18-19 18-19 18-19 18-19
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Note: Technical correction to PPNO to correct an error in previous documents.

Performance Measure: TMS Elements		Good	Poor	
Unit		(Operational)	(Not Operational)	Quantity
Existing Condition	Field element(s)	0.0%	100.0%	0.0
Post Condition	Field element(s)	100.0%	0.0%	11.0

**List of 2018 SHOPP Amendments
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
8 08-SBd-18 97.0/99.5 3006F 0813000140 1E060	In Victorville, from Amargosa Road to Cobalt Road. Construct raised curb median, widen roadway and install traffic signal. <u>Performance Measure</u> 25 Collision(s) reduced 29 Collision(s) reduced	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$920 \$1,150 \$480 \$1,050 \$884 <u>\$5,087</u> \$9,574	Prior Prior Prior 19-20 19-20 19-20	\$920 \$1,150 \$480 \$1,390 \$1,329 \$8,330 \$13,599	Prior Prior Prior 19-20 19-20 19-20

Note: Increase construction capital and construction support due to the addition of a traffic signal to improve pedestrian safety. Increase right of way capital for acquisition and utility relocation for construction of the traffic signal. Increase in roadway pavement quantities due to additional widening to accommodate the traffic signal. Increase performance measure from 25 to 29 collisions reduced.

9 08-SBd-173 18.7 3006J 0817000006 1H290	Near Cedar Glen, at 0.1 mile south of Hospital Road. Widen shoulder Realign roadway, construct soil nail wall, and replace guard rail with concrete barrier mounted on soldier pile wall. <u>Performance Measure</u> 1 Location(s)	19-20 201.131	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$713 \$1,080 \$93 \$1,376 \$40 <u>\$2,345</u> \$5,617	Prior Prior Prior 19-20 19-20 19-20	\$713 \$1,080 \$93 \$2,464 \$768 \$5,568 \$10,686	Prior Prior Prior 19-20 19-20 19-20
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Note: Increase in construction capital, construction support and right of way capital due to changes in the construction strategy for the soldier pile wall that provides the support for the concrete barrier. Due to safety and terrain concerns, the construction of the soldier pile needs to start from the roadway to the bottom of the slope instead of the bottom of the slope to the top of the wall. This change requires roadway reconstruction, additional traffic control, and utility relocation.

10 08-SBd-215 4.8/5.8 4.5/5.8 3010E 0817000132 1H770	In the city of San Bernardino, from 0.2 0.5 mile south of Orange Show Road/ Auto Center Drive to 0.2 mile north of Inland Center Drive. Lane reconfiguration and pavement widening. <u>Performance Measure</u> 123 Collision(s) reduced	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,065 \$1,615 \$31 \$1,950 \$10 <u>\$6,448</u> \$11,119	Prior Prior Prior 19-20 19-20 19-20	\$1,065 \$1,615 \$31 \$1,950 \$10 \$6,448 \$11,119	Prior Prior Prior 19-20 19-20 19-20
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Note: Update the project limits to extend the construction zone. The extended limits will accommodate temporary transition lane striping. There are no changes to cost, schedule, or scope.

**List of 2018 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 09-Iny-395 Var 2643 0917000054 37270	In Inyo County and Mono Counties at various locations; also in Kern County on Route 58. Transportation infrastructure improvement for zero-emission vehicle charging.	18-19 201.999	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$300 \$500 \$100 \$0 \$0 \$0 \$900	Prior Prior Prior 	\$300 \$500 \$100 \$460 \$45 \$1,767 \$3,172	Prior Prior Prior 18-19 18-19 18-19
	<u>Performance Measure</u> 6 Location(s) 5 Location(s)						

(Time Extension CONST and CON ENG expires on March 31, 2019.)

Note: Fully program all phases of previously unfunded Zero-Emission Vehicle (ZEV) charging station project. Remove one location from project as the location is closed in the winter months.

12 10-Mer-99 20.1/24.3 5431Y 1019000020 3A721	In and near Atwater, from 0.4 mile south of Buhach Road to south of Westside Boulevard. Landscape mitigation for roadway rehabilitation project EA 3A720.	21-22 201.122	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$400 \$690 \$10 \$1,100 \$5 <u>\$1,000</u> \$3,205		19-20 20-21 20-21 21-22 21-22 21-22
	<u>Performance Measure</u> 0 Lane mile(s)					

Note: Split off landscape mitigation work for EA 3A720/PPNO 10-5431.

List of 2018 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)				
13 10-SJ-5 R21.4/27.9 3250 1016000053 1F400	In and near Stockton, on Routes 4 (PM 14.6/21.2), 5 and 99 (PM 15.8/18.5) Route 5 at various locations; also on Route 4 (PM 14.6/26.0) and Route 99 (PM 15.8/18.5) at various locations. Install Intelligent Transportation System (ITS) Transportation Management System (TMS) elements.	21-22 201.315	PA&ED PS&E R/W Sup Con Sup R/W Cap R/W Cap <u>Const Cap</u> Total	\$820 \$2,550 \$380 \$1,805 \$80 \$8,960 \$14,595	Prior Prior Prior 21-22 21-22 21-22 21-22	\$820 \$2,550 \$380 \$1,805 \$335 \$10,373 \$16,263	Prior Prior Prior 21-22 21-22 21-22

Performance Measure

22 Field element(s)

Note: Increase in construction capital and right of way capital costs based on the latest cost estimates for utilities, railroad, structures, electrical, and environmental mitigation. Update the project description with the correct project limits due to a change in location for a changeable message sign.

Performance Measure: TMS Elements		Good	Poor	
	<u>Unit</u>	<u>(Operational)</u>	<u>(Not Operational)</u>	<u>Quantity</u>
Existing Condition	Field element(s)	0.0%	100.0%	12.0
Post Condition	Field element(s)	100.0%	0.0%	22.0

14 10-SJ-88 13.5/14.1 13.7/14.0 3141 1013000260 0S740	Near Lockeford, from 0.1 mile south north of East Jack Tone Road to north 0.1 mile south of north Tully Road intersection; also near Kirkwood, in Alpine County (PM 0.3/2.4 0.2/2.6). Replace culverts.	20-21 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap R/W Cap <u>Const Cap</u> Total	\$795 \$900 \$290 \$875 \$335 \$3,160 \$6,355	Prior 18-19 18-19 20-21 20-21 20-21 20-21	\$795 \$900 \$290 \$875 \$1,306 \$3,756 \$7,922	Prior 18-19 18-19 20-21 20-21 20-21
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Performance Measure

30 Culvert(s)

Note: Hydraulic analysis determined that a larger drainage retention basin is needed which requires additional construction capital and right of way capital costs. Also update project description with correct post mile limits.

Performance Measure: Culverts (30 each)		Good	Fair	Poor	
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	633.0	324.0	1,519.0	2,476.0
Post Condition	Linear feet	2,476.0	0.0	0.0	2,476.0

List of 2018 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)				
15 11-SD-5 R0.3/R5.0 1245 1117000039 42890 43067	In the city of San Diego, from Camino de la Plaza Overcrossing to Otay River Bridge; also on Route 805, from Route 805/5 Separation to San Ysidro Boulevard Undercrossing. Convert potable irrigation system to recycled water, replace deteriorated water supply lines, and plant landscaping for erosion control.	20-21 201.210	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$384 \$1,243 \$3 \$1,364 \$40 \$10,670 \$13,704	Prior 19-20 19-20 20-21 19-20 20-21	\$384 \$1,687 \$3 \$1,895 \$40 \$11,990 \$15,999	Prior 19-20 19-20 20-21 19-20 20-21
	<u>Performance Measure</u> 132 Acre(s) 136.6 Acre(s)						
Note: For construction efficiency and cost savings, combine projects EA 41880/PPNO 11-1205 and EA 42890/PPNO 11-1245 under EA 43067/PPNO 11-1245.							
16 11-SD-5 3-4/5-0 1205 1114000115 41880	In the city of San Diego, from Iris Street Overcrossing to Otay River Bridge. Replace deteriorated water supply lines and plant landscaping for erosion control.	20-21 201.210	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$304 \$564 \$0 \$534 \$0 \$1,320 \$2,722	Prior 19-20 20-21 20-21		
	<u>Performance Measure</u> 4.6 Acre(s)						
Note: For construction efficiency and cost savings, combine projects EA 41880/PPNO 11-1205 and EA 42890/PPNO 11-1245 under EA 43067/PPNO 11-1245.							
17 11-SD-8 6-0/12-0 6.0/11.5 1167 1115000133 41133	In the city cities of San Diego and La Mesa, from 0.3 mile west of Mission Gorge Road Fairmount Avenue to 0.3 mile west of Route 125 Jackson Drive. Roadside safety improvements.	19-20 201.235	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$565 \$1,500 \$3 \$925 \$3 \$4,959 \$7,955	Prior Prior Prior 19-20 19-20 19-20	\$565 \$1,500 \$3 \$900 \$0 \$3,855 \$6,823	Prior Prior Prior 19-20 19-20 19-20
	<u>Performance Measure</u> 64 Location(s) 42 Location(s)						
Note: Consultation with maintenance staff led to the removal of 41 locations that were not necessary or feasible, and the identification of 19 new features that would increase worker safety, resulting in a net reduction of 22 locations. The postmile limits and description reflect these changes. These changes led to a reduction in construction capital, construction support and right of way capital costs.							

**List of 2018 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)			
18 11-SD-78 N17.6/R21.4 1162 1115000042 41930	In and near Escondido, from west of North Broadway to Teepee Drive. Pavement rehabilitation. <u>Performance Measure</u> 43.9 Lane Mile(s) 13.3 Lane Mile(s)	19-20 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,180 \$2,790 \$2,168 \$2,643 \$3,136 \$17,731 \$29,648	Prior 18-19 18-19 19-20 19-20 19-20	\$1,180 \$2,790 \$2,168 \$3,001 \$1,257 \$19,252 \$29,648	Prior 18-19 18-19 19-20 19-20 19-20

Note: Construction capital and construction support is increased due to a change in rehabilitation strategy. An updated pavement survey has resulted in a strategy change in some areas, from cold plane and overlay, to a more costly full structural section replacement. Performance is updated, reflecting changes. Right of way capital is decreasing due to more accurate mapping, eliminating the need for some parcels.

Performance Measure: Pavement					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Lane mile(s)	12.2	1.1	0.0	13.3
Post Condition	Lane mile(s)	13.3	0.0	0.0	13.3

19 12-Ora-1 7.9/10.5 2300 1214000041 0M820	In Laguna Beach, from south of Ruby Street to Ledroit Street. Upgrade pedestrian facilities to Americans with Disabilities Act standards. <u>Performance Measure</u> 187 Curb ramp(s)	19-20 201.378	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,225 \$1,825 \$2,715 \$1,600 \$2,100 \$8,328 \$17,793	Prior Prior Prior 19-20 19-20 19-20	\$1,225 \$1,825 \$2,715 \$1,600 \$3,100 \$8,740 \$19,205	Prior Prior Prior 19-20 19-20 19-20
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Note: Preliminary engineering and updated cost estimates have identified an increased number of required temporary construction easements and increases in unit costs for key construction contract bid items which have resulted in increased estimated costs for construction capital and right of way capital respectively.

**List of 2018 SHOPP Amendments
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)
 for Senate Bill 1 Projects**

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 01-DN-199 1.1/2.6 1130 0119000028 48802	Near Crescent City, at various locations from north of Elk Valley Cross Road to south of Walker Road. Culvert rehabilitation and fish passage. <u>Performance Measure</u> 5 Culvert(s)	20-21 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$300 \$480 \$30 \$407 \$88 <u>\$2,605</u> <u>\$3,910</u>	19-20 19-20 20-21 20-21 20-21 <u>20-21</u>

Note: Due to environmentally sensitive areas within the state park, split five culvert locations from project EA 48801/PPNO 01-1055 into project EA 48802/PPNO 01-1130.

Performance Measure: Culverts (5 each)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	100.0	180.0	387.0	667.0
Post Condition	Linear feet	667.0	0.0	0.0	667.0

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 4.17
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Dennis T. Agar, Chief
Division of Maintenance

Subject: AMENDMENT TO THE MAJOR DAMAGE RESTORATION RESERVATION FOR FISCAL YEAR 2018-19
RESOLUTION G-19-03, AMENDING RESOLUTION G-18-46

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request to amend Resolution G-18-46 to increase the adopted 2018 State Highway Operation and Protection Program (SHOPP) Major Damage Restoration Reservation (Reservation) by an additional \$200,000,000, above the current \$340,000,000 reservation amount, to a new total of \$540,000,000 for Fiscal Year (FY) 2018-19.

RECOMMENDATION:

The Department recommends that the Commission approve Resolution G-19-03 which will increase the SHOPP Reservation by an additional \$200,000,000 from \$340,000,000 to \$540,000,000 effective immediately.

DISCUSSION:

In FY 2018-19, the Commission adopted \$140,000,000 for the Reservation fund in the 2018 SHOPP. At the October 17-18, 2018 Commission meeting, an additional \$200,000,000 was requested and made available increasing the Reservation fund to \$340,000,000.

The Department has approved a total of \$285,040,405 for Major Damage Restoration emergency contracts as of December 26, 2018. An additional funding capacity of \$200,000,000 is needed 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 2018-19.

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.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.1a.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: STIP AMENDMENT 18S-11
SAN MATEO/SANTA CLARA COUNTIES – PPNO 0658D

ISSUE:

Should the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 18S-11?

RECOMMENDATION:

The California Department of Transportation (Department) requests that the Commission approve the requested STIP Amendment 18S-11. This item was noticed at the Commission's December 2018 meeting.

The Department, San Mateo County Transportation Authority (SMCTA) and the City/County Association of Governments (C/CAG) propose to amend the San Mateo and Santa Clara US 101 Managed Lanes Project (PPNO 0658D) in San Mateo/Santa Clara Counties, to split-out a portion of the scope of work into a new segment for early delivery.

BACKGROUND:

At its May 2018 meeting, the Commission approved \$233.2 million in Senate Bill 1 (SB 1) Solutions for Congested Corridors Program (SCCP) funds for the San Mateo and Santa Clara US 101 Managed Lanes Corridor project. The project is comprised of two segments – the US 101 Managed Lanes project (PPNO 0658D), which includes \$200 million in SB 1 SCCP funding; and the Silicon Valley Express Lanes – Phase 3 project (PPNO 2015E), which includes \$33.2 million in SB 1 SCCP funding. The Silicon Valley Express Lanes – Phase 3 project received an allocation at the August 2018 Commission meeting. The contract was awarded on December 6, 2018, and construction is expected to start in January 2019.

The US 101 Managed Lanes project (PPNO 0658D) consists of constructing 44 lane-miles of managed lanes in San Mateo and Santa Clara Counties and is programmed for delivery in fiscal year 2019-20. The project is planned for delivery using the Construction Manager/General Contractor method of delivery.

The Department, SMCTA and C/CAG propose to accelerate the overall delivery commitment of the US 101 Managed Lanes project by delivering a portion of the project scope early. Of the 44 lane-miles of managed lanes to be constructed, 15.6 lane-miles involves mostly reconstruction of the median and restriping of the existing lanes, along with installing infrastructure needed for operation of the express lanes; no roadway widening or utility relocation efforts are needed in this section. Early delivery of this segment (15.6 lane-miles), combined with the delivery of the adjacent Silicon Valley Express Lanes project (19.3 lane-miles), will provide much needed relief to the travelling public by providing a combined total of 34.9 lane-miles of express lanes between these two contracts.

In accordance with the STIP Guidelines requiring a 30 day public notice, this STIP amendment proposes to split the overall US 101 Managed Lanes project into two segments:

- US 101 Managed Lanes project – Northern Segment (PPNO 0658D)
Construct 28.4 lane-miles of managed lanes on US 101, from Whipple Avenue Interchange to just north of I-380. Delivery is planned for FY 2019-20. SCCP funding: \$125,190,000.
- US 101 Managed Lanes project – Southern Segment (PPNO 0658H)
Construct 15.6 lane-miles of managed lanes (express lanes) on US 101, from approximately two miles south of the San Mateo/Santa Clara County line to Whipple Avenue Interchange. This segment is proposed for early delivery in 2018-19. SCCP funding: \$74,810,000.

The proposed funding plan for each project segment is as follows:

REVISE: US 101 Managed Lanes Project (PPNO 0658D)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Mateo County	04	0658D	1J560	CO	2019-20	0	21.8	101					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	US 101 Managed Lanes Project - Northern Segment												
Location:	In San Carlos, Millbrae, Burlingame, San Mateo, Belmont, Menlo Park, Redwood City, and East Palo Alto in San Mateo County, and City of Palo Alto in Santa Clara County from 2 miles south of the Santa Clara County Line to 0.3 mile south of Grand Avenue Interchange.												
Description:	Construct 28.4 lane-miles of managed lanes, 22 miles of continuous managed lane in the northbound and southbound directions of U.S. 101 from Whipple Avenue Interchange to Just north of I-380 , including signs, electrical and communication systems for the entire 44 lane-mile corridor.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	33,500	0	16,000	0	17,500	0	0	16,000	0	0	0	0	17,500
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	33,500	0	16,000	0	17,500	0	0	16,000	0	0	0	0	17,500
IIP													
Existing	18,000	0	18,000	0	0	0	0	0	0	0	18,000	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	18,000	0	18,000	0	0	0	0	0	0	0	18,000	0	0
State SB1 SCCP													
Existing	200,000	0	0	200,000	0	0	0	0	176,500	0	0	0	23,500
Change	(74,810)	0	0	(74,810)	0	0	0	0	(67,810)	0	0	0	(7,000)
Proposed	125,190	0	0	125,190	0	0	0	0	108,690	0	0	0	16,500
State SB1 LPP - Competitive													
Existing	20,000	0	0	20,000	0	0	0	0	20,000	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	20,000	0	0	20,000	0	0	0	0	20,000	0	0	0	0
State SB1 LPP - Formulaic													
Existing	2,027	0	2,027	0	0	0	0	0	0	0	2,027	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	2,027	0	2,027	0	0	0	0	0	0	0	2,027	0	0
Federal Disc.													
Existing	9,500	9,500	0	0	0	0	0	0	0	9,500	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	9,500	9,500	0	0	0	0	0	0	0	9,500	0	0	0
Local Funds - Locally Generated Funds													
Existing	53,000	0	0	53,000	0	0	0	0	53,000	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	53,000	0	0	53,000	0	0	0	0	53,000	0	0	0	0
Local Funds - Private Funds													
Existing	53,000	3,000	0	50,000	0	0	0	0	50,000	3,000	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	53,000	3,000	0	50,000	0	0	0	0	50,000	3,000	0	0	0
Local Funds - Measure A Funds													
Existing	30,755	28,950	0	1,805	0	0	0	0	1,805	8,500	19,450	1,000	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	30,755	28,950	0	1,805	0	0	0	0	1,805	8,500	19,450	1,000	0
Local Funds - Bridge Tolls - Regional Measure 1													
Existing	95,000	0	0	95,000	0	0	0	0	95,000	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	95,000	0	0	95,000	0	0	0	0	95,000	0	0	0	0
Total													
Existing	514,782	41,450	36,027	419,805	17,500	0	0	16,000	396,305	21,000	39,477	1,000	41,000
Change	(74,810)	0	0	(74,810)	0	0	0	0	(67,810)	0	0	0	(7,000)
Proposed	439,972	41,450	36,027	344,995	17,500	0	0	16,000	328,495	21,000	39,477	1,000	34,000

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”

NEW: US 101 Managed Lanes Project – Southern Segment – (PPNO 0658H)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Mateo County	04	0658H	1J561	CO	2019-20	0	6.6	101					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	US 101 Managed Lanes Project - Southern Segment												
Location:	In Palo Alto from 2 miles south of the Santa Clara Line to Whipple Avenue Interchange.												
Description:	Convert 15.6 line-miles of existing HOV lanes to express lanes.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
State SB1 SCCP													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	74,810	0	0	74,810	0	0	0	0	67,810	0	0	0	7,000
Proposed	74,810	0	0	74,810	0	0	0	0	67,810	0	0	0	7,000
Total													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	74,810	0	0	74,810	0	0	0	0	67,810	0	0	0	7,000
Proposed	74,810	0	0	74,810	0	0	0	0	67,810	0	0	0	7,000



Jake Mackenzie, Chair
Sonoma County and Cities

December 14, 2018

TIP ID
SM-150017

PPNO
0658D

Scott Haggerty, Vice Chair
Alameda County

Alicia C. Aguirre
Cities of San Mateo County

Tony Tavares, District Director
California Department of Transportation District 4
111 Grand Ave.
P.O. Box 23660
Oakland, CA 94623-0660

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Jeanne Bruins
Cities of Santa Clara County

Damon Connolly
Marin County and Cities

Re: MTC Concurrence for 2018 STIP Amendment Request in San Mateo and Santa Clara Counties: Changes Approved by Executive Director Authority

Dave Cortese
Santa Clara County

Dear Mr. Tavares:

Carol Duwa-Vernaci
Cities of Alameda County

Dorene M. Giacomini
U.S. Department of Transportation

The California Department of Transportation (Caltrans), San Mateo County Transportation Authority (SMCTA) and the City/County Association of Governments of San Mateo County (C/CAG) have requested MTC's concurrence for the following amendment to the 2018 State Transportation Improvement Program (STIP):

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

- Caltrans, SMCTA, and C/CAG request amending the 2018 STIP to revise the project description, title, and limits of the US 101 Managed Lanes Project. MTC's 2018 Regional Transportation Improvement Program (RTIP) includes \$33.5 million in Regional STIP funds for the project, and the sponsors propose to split the project into a northern and southern segment to accelerate overall delivery. The RTIP funds are to remain on the northern segment, while Senate Bill 1 Solutions for Congested Corridors Program funds are delivering the southern segment.

Nick Josefowitz
San Francisco Mayor's Appointee

Jane Kim
City and County of San Francisco

Sam Liccardo
San Jose Mayor's Appointee

Alfredo Pedraza
Napa County and Cities

The current and proposed 2018 STIP programming is shown below.

Julie Pierce
Association of Bay Area Governments

Libby SchAAF
Oakland Mayor's Appointee

Existing 2018 STIP Programming:

Warren Slocum
San Mateo County

PPNO	Sponsor	Phase	Amount	FY	Project Title
0658D	Caltrans	ROW	\$16,000,000	2018-19	US 101 Managed Lanes Project
0658D	Caltrans	CON-CE	\$17,500,000	2020-21	US 101 Managed Lanes Project

Proposed 2018 STIP Programming:

Tony Tavares
California State
Transportation Agency

PPNO	Sponsor	Phase	Amount	FY	Project Title
0658D	Caltrans	ROW	\$16,000,000	2018-19	US 101 Managed Lanes Project - Northern Segment
0658D	Caltrans	CON-CE	\$17,500,000	2020-21	US 101 Managed Lanes Project - Northern Segment

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Frenier
Deputy Executive Director, Operations

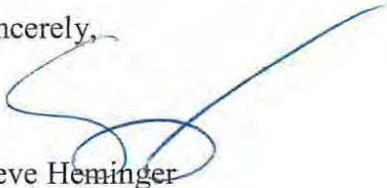
Brad Paul
Deputy Executive Director,
Local Government Services

MTC staff has determined this programming change to be minor, as the same scope will be delivered and the changes refine the project description, title, and limits. Therefore, this minor change does not require MTC's Programming and Allocations Committee concurrence. This action is in accordance with the 2018 RTIP Policies and Procedures (MTC Resolution No. 4308), available at <http://mtc.ca.gov/stip>.

Therefore, please accept this letter as MTC's concurrence on the amendment listed above to the 2018 STIP. The STIP amendment was noticed at the December 2018 CTC meeting. Staff expects CTC's action on the amendment in January 2019.

Please contact Karl Anderson of my staff at (415) 778-6645 if you need further information. Thank you for your assistance.

Sincerely,



Steve Heminger
Executive Director

Attachments

cc: Doanh Nguyen, Caltrans District 4 Project Management
Rambabu Bavirisetty, Caltrans HQ Office of Capital Improvement Programming
Surjit Dhillon, Caltrans HQ Office of Capital Improvement Programming
Greg Wong, Caltrans HQ Office of CTC Liaison
Teresa Favila, California Transportation Commission
Joseph Hurley, San Mateo County Transportation Authority
Sandy Wong, City/County Association of Governments of San Mateo County

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.1b.(2)
Information Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: STIP AMENDMENT 18S-15
RIVERSIDE COUNTY – PPNOS 3009X AND 3009Y

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment and authorize the project to proceed as an Assembly Bill (AB) 3090 replacement arrangement at the next scheduled Commission meeting following the notice period.

The Riverside County Transportation Commission (RCTC) and the City of Lake Elsinore propose to amend the 2018 STIP to program an AB 3090 replacement project (PPNO 3009Y) to advance the start of the Project Approval and Environmental Document (Environmental) phase of the Interstate 15 (I-15) Express Lanes – Southern Extension project (PPNO 3009X) by using local measure funds.

BACKGROUND:

The I-15 Express Lanes – Southern Extension project (PPNO 3009X) will construct approximately 14.5 miles of express lanes from Cajaico Road in the city of Corona to State Route 74 in the city of Elsinore. Currently \$50,000,000 in Regional Improvement Program (RIP) funding is programmed in fiscal year 2022-23 to the Environmental phase of the project. During the 2018 STIP cycle, RCTC had requested these RIP funds to be programmed in 2018-19. However, due to constraints on the available STIP capacity in the 2018 STIP cycle, the Commission delayed the programming of these funds to 2022-23.

This is a high priority project for the region. As such, RCTC is proposing to advance the start of the Environmental phase by using its Local Measure A local funds.

This request follows AB 3090 Guidelines, which allows a local agency to use its own funds to early deliver a project component programmed in the current STIP for a future year delivery.

The requested changes are described above are tabulated on the following pages.

REVISE: I-15 Express Lanes Project – Southern Extension (PPNO 3009X)

County	District	PPNO	EA	Element	Const. Year	PMBack	PM Ahead	Route/Corridor					
Riverside County	08	3009X	0J082	CO	2021-22	22.3	36.8	15					
Implementing Agency: (by component)	PA&ED	Riverside County Trans Commission			PS&E	Riverside County Trans Commission							
	R/W	Riverside County Trans Commission			CON	Riverside County Trans Commission							
RTPA/CTC:	Riverside County Transportation Commission												
Project Title:	I-15 Express Lanes Project - Southern Extension												
Location:	In Riverside County, from Cajaico Road (Corona) to State Route 74 (Lake Elsinore)												
Description:	Construct express lanes												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	50,000	0	0	0	0	0	50,000	0	0	50,000	0	0	0
Change	(50,000)	0	0	0	0	0	(50,000)	0	0	(50,000)	0	0	0
Proposed	0	0	0	0	0	0	0	0	0	0	0	0	0
Local funds - Measure A													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	50,000	0	50,000	0	0	0	0	0	0	50,000	0	0	0
Proposed	50,000	0	50,000	0	0	0	0	0	0	50,000	0	0	0
Future Need													
Existing	494,000	0	0	0	0	494,000	0	8,435	470,418	0	15,147	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	494,000	0	0	0	0	494,000	0	8,435	470,418	0	15,147	0	0
Total													
Existing	544,000	0	0	0	0	494,000	50,000	8,435	470,418	50,000	15,147	0	0
Change	0	0	50,000	0	0	0	(50,000)	0	0	0	0	0	0
Proposed	544,000	0	50,000	0	0	494,000	0	8,435	470,418	50,000	15,147	0	0

ADD: AB 3090 Replacment Project (PPNO 3009Y)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Riverside County	08	3009Y	-	CO	-	-	-	-					
Implementing Agency: (by component)	PA&ED	Riverside County Trans Commission				PS&E		-					
	R/W	-				CON		-					
RTPA/CTC:	Riverside County Transportation Commission												
Project Title:	AB 3090 Replacement Project												
Location:	AB 3090 Replacement Project												
Description:	AB 3090 Replacement Project												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	50,000	0	0	0	0	0	50,000	0	0	50,000	0	0	0
Proposed	50,000	0	0	0	0	0	50,000	0	0	50,000	0	0	0
Total													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	50,000	0	0	0	0	0	50,000	0	0	50,000	0	0	0
Proposed	50,000	0	0	0	0	0	50,000	0	0	50,000	0	0	0

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No: 2.5a.
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: FINANCIAL ALLOCATION FOR SHOPP DISTRICT MINOR PROJECTS
RESOLUTION FP-18-45

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$5,211,000 for four State Highway Operation and Protection Program (SHOPP) District Minor projects?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$5,211,000 for four SHOPP District Minor projects.

BACKGROUND:

The attached vote list describes four SHOPP projects totaling \$5,211,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$3,851,000 be allocated from the Budget Act of 2018, Budget Act Items 2660-302-0042, 2660-303-0042 and 2660-302-0890 for construction and \$1,360,000 for construction engineering for four SHOPP District Minor projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	County	Dist-Co-Rte	Postmile	Location Project Description	EA Project ID Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5a. Minor Projects					Resolution FP-18-45			
1	\$1,394,000	Mendocino	01-Men-101	24.7	Near Ukiah, at the Ukiah Maintenance Station. Outcome/Output: Pave maintenance facility.	0J330 0119000010 SHOPP	001-0042 SHA 20.10.201.352 2018-19 303-0042 SHA 20.20.201.352	\$180,000 \$1,214,000
2	\$1,469,000	Plumas	02-Plu-70	23.7	Near Rich Bar, at Rush Creek Bridge. Outcome/Output: Install fish passage. (This project will be funded from the projected savings in the District's Minor Program.)	4H960 0219000031 SHOPP	001-0042 SHA 20.10.201.240 2018-19 302-0042 SHA 20.20.201.240	\$470,000 \$999,000
3	\$1,370,000	Plumas	02-Plu-70	31.8	Near Keddie, at 1.2 miles west of Route 89. Outcome/Output: Install fish passage. (Programmed scope revised to reflect work to now be performed.)	0H800 0215000068 SHOPP	001-0042 SHA 20.10.201.240 2018-19 302-0042 SHA 20.20.201.240	\$470,000 \$900,000
4	\$978,000	Shasta	02-Sha-Var	Var	In Redding, on Route 44 at intersection of Market Street and Eureka Way (PM L0.001R); also on Route 273 at intersection of South Market Street and Trinity Street (PM 16.91). Outcome/Output: Signal upgrade. (This is a substitute project for EA 02-4H340.)	3H570 0217000142 SHOPP	001-0042 SHA 20.10.201.315 2018-19 302-0042 SHA 20.20.201.315	\$240,000 \$738,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No: 2.5b.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: FINANCIAL ALLOCATION FOR SHOPP PROJECTS
RESOLUTION FP-18-46

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$241,513,000 for 22 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 \$241,513,000 for 22 SHOPP projects.

BACKGROUND:

The attached vote list describes 22 SHOPP projects totaling \$241,513,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$215,402,000 be allocated from the Budget Act of 2018, Budget Act Items 2660-302-0042, 2660-302-0890, 2660-302-3290 and Non-Budget Act Item 2660-802-3290 for construction and \$26,111,000 for construction engineering for 22 SHOPP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project No. 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-18-46																																						
1 \$24,470,000 Plumas 02-Plu-70 90.3/96.0	In Plumas and Lassen Counties, near Chilcoot, from 1.8 miles west of Route 49 to Route 395 (Plumas PM 90.3/95.964, Lassen PM 0.0/3.889). <u>Outcome/Output:</u> Rehabilitate 18.0 lane miles of pavement to extend pavement service life and improve ride quality. Also improve drainage systems, shoulder width, and clear recovery zone. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	02-3599 SHOPP/18-19 CON ENG \$1,440,000 CONST \$20,547,000 0215000086 4 0H760	505-3290 RMRA 001-0890 FTF 20.10.201.122 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.122	\$194,000 <u>\$1,499,000</u> \$1,693,000 \$2,613,000 <u>\$20,164,000</u> \$22,777,000																																				
	<table border="1"> <thead> <tr> <th></th> <th><u>Budget</u></th> <th><u>Expended</u></th> </tr> </thead> <tbody> <tr> <td>PA&ED</td> <td>\$1,200,000</td> <td>\$989,492</td> </tr> <tr> <td>PS&E</td> <td>\$900,000</td> <td>\$608,551</td> </tr> <tr> <td>R/W Sup</td> <td>\$170,000</td> <td>\$99,722</td> </tr> </tbody> </table> <p>(CEQA - CE, 12/20/2017; Re-validation 12/3/2018) (NEPA - CE, 12/20/2017; Re-validation 12/3/2018)</p> <p>(SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-04B; October 2018.)</p> <table border="1"> <thead> <tr> <th colspan="6">Performance Measure: Pavement</th> </tr> <tr> <th></th> <th><u>Unit</u></th> <th><u>Good</u></th> <th><u>Fair</u></th> <th><u>Poor</u></th> <th><u>Quantity</u></th> </tr> </thead> <tbody> <tr> <td>Existing Condition</td> <td>Lane mile(s)</td> <td>0.0</td> <td>11.6</td> <td>6.4</td> <td>18.0</td> </tr> <tr> <td>Post Condition</td> <td>Lane mile(s)</td> <td>18.0</td> <td>0.0</td> <td>0.0</td> <td>18.0</td> </tr> </tbody> </table>		<u>Budget</u>	<u>Expended</u>	PA&ED	\$1,200,000	\$989,492	PS&E	\$900,000	\$608,551	R/W Sup	\$170,000	\$99,722	Performance Measure: Pavement							<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	Existing Condition	Lane mile(s)	0.0	11.6	6.4	18.0	Post Condition	Lane mile(s)	18.0	0.0	0.0	18.0			
	<u>Budget</u>	<u>Expended</u>																																						
PA&ED	\$1,200,000	\$989,492																																						
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Post Condition	Lane mile(s)	18.0	0.0	0.0	18.0																																			
2 \$4,245,000 El Dorado 03-ED-50 R11.2/68.7	In El Dorado County, from Red Hawk Parkway to 1.9 miles west of Route 89. <u>Outcome/Output:</u> Upgrade guardrail to current standards and install concrete anchor blocks at bridge rail connections. This project will reduce the number and severity of collisions. <u>Performance Measure:</u> Planned: 5, Actual: 25 Collision(s) reduced Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	03-3311 SHOPP/18-19 CON ENG \$475,000 CONST \$3,450,000 0315000200 4 0H500	001-0890 FTF 20.10.201.015 2018-19 302-0890 FTF 20.20.201.015	\$558,000 \$3,687,000																																				
	<table border="1"> <thead> <tr> <th></th> <th><u>Budget</u></th> <th><u>Expended</u></th> </tr> </thead> <tbody> <tr> <td>PA&ED</td> <td>\$330,000</td> <td>\$305,541</td> </tr> <tr> <td>PS&E</td> <td>\$740,000</td> <td>\$697,328</td> </tr> <tr> <td>R/W Sup</td> <td>\$60,000</td> <td>\$19,297</td> </tr> </tbody> </table> <p>(CEQA - CE, 3/29/2017; Re-validation 10/31/2018) (NEPA - CE, 3/29/2017; Re-validation 10/31/2018)</p>		<u>Budget</u>	<u>Expended</u>	PA&ED	\$330,000	\$305,541	PS&E	\$740,000	\$697,328	R/W Sup	\$60,000	\$19,297																											
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2.5 Highway Financial Matters

Project No. 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-18-46		
6 \$4,075,000 Sacramento 03-Sac-50 R2.6/R3.8	In the city of Sacramento, from 65th Street to east of Howe Avenue. <u>Outcome/Output:</u> Construct westbound auxiliary lane to reduce congestion and improve operations and mobility. Also realign and widen southbound Howe Avenue onramp to add a ramp metering lane. <u>Performance Measure:</u> Planned: 88.0, Actual: 108.0 Daily vehicle hour(s) of delay (DVHD) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	03-6200 SHOPP/18-19 CON ENG \$420,000 CONST \$3,080,000 0300001105 4 1F190	001-0042 SHA 001-0890 FTF 20.10.201.310 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.310	\$56,000 <u>\$434,000</u> \$490,000 \$411,000 <u>\$3,174,000</u> \$3,585,000
	<u>Budget</u> <u>Expended</u> \$305,000 \$264,545 \$525,000 \$498,258 \$107,000 \$62,967			
	(CEQA - CE, 5/8/2017; Re-validation 9/26/2018) (NEPA - CE, 5/8/2017; Re-validation 9/26/2018)			
7 \$28,417,000 Sacramento 03-Sac-160 20.9	In the city of Sacramento, at Sacramento River Bridge No. 24-0053 (PM 20.872) and North Sacramento Undercrossing No. 24-0111L (PM R45.02); also in San Joaquin County on Route 5, at Mokelumne River Bridge No. 29-0197R/L (PM 49.78). <u>Outcome/Output:</u> Seismic retrofit of four bridges at three locations. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	03-5832 SHOPP/17-18 CON ENG \$3,800,000 CONST \$27,000,000 0312000056 4 3F090	505-3290 RMRA 001-0890 FTF 20.10.201.113 2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.113	\$2,103,000 <u>\$2,104,000</u> \$4,207,000 \$12,105,000 <u>\$12,105,000</u> \$24,210,000
	<u>Budget</u> <u>Expended</u> \$4,381,000 \$4,088,706 \$3,200,000 \$3,035,003 \$200,000 \$141,263			
	(CEQA - MND, 12/29/2016; Re-validation 6/16/2017) (NEPA - CE, 12/29/2016; Re-validation 6/16/2017) (Concurrent consideration of funding under Resolution E-19-03; January 2019.) (Time Extension FY 17-18 CONST and CON ENG expires on May 31, 2019.)			
	Performance Measure: Bridges (4 bridge(s))			
	<u>Unit</u> <u>Good</u> <u>Fair</u> <u>Poor</u> <u>Quantity</u>			
	Existing Condition Square feet 0.0 0.0 124,528.0 124,528.0			
	Post Condition Square feet 124,528.0 0.0 0.0 124,528.0			

2.5 Highway Financial Matters

Project No.	Allocation Amount	County	Dist-Co-Rte	Postmile	Location	Project Description	Project Support Expenditures	PPNO Program/Year Phase	Prgm'd Amount	Project ID	Adv Phase	Budget Year	Item # Fund Type	Program Code	Amount by Fund Type												
2.5b.(1) SHOPP Projects																											
Resolution FP-18-46																											
8	\$2,580,000	Yolo	03-Yol-5	0.4/R28.9	In and near Woodland, from the Sacramento County line to the Colusa County line. <u>Outcome/Output:</u> Improve highway worker safety by paving areas beyond the gore, replace signs, and modify electrical equipment.			03-8572 SHOPP/18-19 CON ENG \$420,000 CONST		0314000300	4	2018-19	001-0042 SHA 001-0890 FTF 20.10.201.235		\$37,000 <u>\$403,000</u> \$440,000 \$180,000 <u>\$1,960,000</u> \$2,140,000												
<p><u>Performance Measure:</u> Planned: 32, Actual: 32 Location(s)</p> <p>Preliminary</p> <table border="1"> <thead> <tr> <th>Engineering</th> <th>Budget</th> <th>Expended</th> </tr> </thead> <tbody> <tr> <td>PA&ED</td> <td>\$350,000</td> <td>\$242,636</td> </tr> <tr> <td>PS&E</td> <td>\$500,000</td> <td>\$382,931</td> </tr> <tr> <td>R/W Sup</td> <td>\$20,000</td> <td>\$3,807</td> </tr> </tbody> </table> <p>(CEQA - CE, 10/3/2017; Re-validation 10/30/2018) (NEPA - CE, 10/3/2017; Re-validation 10/30/2018)</p>																Engineering	Budget	Expended	PA&ED	\$350,000	\$242,636	PS&E	\$500,000	\$382,931	R/W Sup	\$20,000	\$3,807
Engineering	Budget	Expended																									
PA&ED	\$350,000	\$242,636																									
PS&E	\$500,000	\$382,931																									
R/W Sup	\$20,000	\$3,807																									
9	\$6,390,000	Yuba	03-Yub-70	R11.0/13.6	Near Linda and Marysville, from 0.3 mile south of Feather River Boulevard to Yuba River Bridge. <u>Outcome/Output:</u> Replace existing barrier with concrete median barrier, pave median, and improve drainage along southbound Feather River Boulevard offramp. This project will reduce the number and severity of collisions.			03-9821 SHOPP/18-19 CON ENG \$590,000 CONST \$5,200,000 0315000201 4		0315000201	4	2018-19	001-0890 FTF 20.10.201.015 302-0890 FTF 20.20.201.015		\$590,000 \$5,800,000												
<p><u>Performance Measure:</u> Planned: 3, Actual: 3 Collision(s) reduced</p> <p>Preliminary</p> <table border="1"> <thead> <tr> <th>Engineering</th> <th>Budget</th> <th>Expended</th> </tr> </thead> <tbody> <tr> <td>PA&ED</td> <td>\$400,000</td> <td>\$330,571</td> </tr> <tr> <td>PS&E</td> <td>\$600,000</td> <td>\$586,638</td> </tr> <tr> <td>R/W Sup</td> <td>\$50,000</td> <td>\$25,189</td> </tr> </tbody> </table> <p>(CEQA - CE, 5/23/2017; Re-validation 12/10/2018) (NEPA - CE, 5/23/2017; Re-validation 12/10/2018)</p>																Engineering	Budget	Expended	PA&ED	\$400,000	\$330,571	PS&E	\$600,000	\$586,638	R/W Sup	\$50,000	\$25,189
Engineering	Budget	Expended																									
PA&ED	\$400,000	\$330,571																									
PS&E	\$600,000	\$586,638																									
R/W Sup	\$50,000	\$25,189																									

2.5 Highway Financial Matters

Project No. 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-18-46		

10 \$77,200,000	Near Marysville, from 0.1 mile north of Binney Junction Underpass to 0.3 mile north of Laurellen Road, at Simmerly Slough Bridge No. 16-0019.	03-9812 SHOPP/18-19 CON ENG \$5,200,000	505-3290 RMRA 001-0890 FTF 20.10.201.111	\$2,600,000 <u>\$2,600,000</u> \$5,200,000
Yuba 03-Yub-70 15.5/16.5	<u>Outcome/Output:</u> Replace existing bridge to address scour and seismic deficiencies, and upgrade bridge railing.	CONST \$68,500,000 0312000068	2018-19 302-3290 RMRA 302-0890 FTF	\$36,000,000 <u>\$36,000,000</u> \$72,000,000
	Preliminary Engineering	4 1E060	20.20.201.111	
	<u>Budget</u> <u>Expended</u>			
	PA&ED \$1,960,000 \$1,927,008			
	PS&E \$3,555,000 \$3,212,143			
	R/W Sup \$750,000 \$584,902			

(CEQA - MND, 6/9/2017; Re-validation 12/6/2018)
(NEPA - CE, 6/15/2017; Re-validation 12/6/2018)

(Future consideration of funding approved under Resolution E-17-70; December 2017.)

(As part of this allocation request, the Department is requesting to extend the completion of CONST and CON ENG an additional 24 months beyond the 36 month deadline.)

(SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-04B; October 2018.)

Performance Measure: Bridges (1 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	18,632.0	0.0	18,632.0
Post Condition	Square feet	92,020.0	0.0	0.0	92,020.0

11 \$1,666,000	Near Point Reyes Station, at Millerton Gulch Bridge No. 27-0114.	04-0480C SHOPP/17-18 CON ENG \$830,000	001-0042 SHA 20.10.201.119	\$830,000
Marin 04-Mrn-1 33.4	<u>Outcome/Output:</u> Environmental mitigation for emergency project EA 4K500.	CONST \$1,000,000	2018-19 302-0042 SHA 20.20.201.119	\$836,000
	Preliminary Engineering	4 0J570		
	<u>Budget</u> <u>Expended</u>			
	PA&ED \$1,620,000 \$1,133,788			
	PS&E \$1,080,000 \$156,117			
	R/W Sup \$180,000 \$15,072			

(CEQA - CE, 6/6/2017; Re-validation 9/28/2018)
(NEPA - CE, 6/6/2017; Re-validation 9/28/2018)

(As part of this allocation request, the Department is requesting to extend the completion of CONST and CON ENG an additional 84 months beyond the 36 month deadline.)

2.5 Highway Financial Matters

Project No.	Allocation Amount	County	Dist-Co-Rte	Postmile	Location	Project Description	Project Support Expenditures	PPNO Program/Year Phase	Prgm'd Amount	Project ID	Adv Phase	Budget Year	Item # Fund Type	Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects															
Resolution FP-18-46															
12	\$10,626,000	Santa Clara	04-SCI-680	M0.0/M9.9	In San Jose and Milpitas, from Route 101 to Scott Creek Road at various locations. <u>Outcome/Output:</u> Pave areas beyond the gore and unpaved area between mainline and collector-distributor road. This project will reduce maintenance and improve highway worker safety.			04-0481T SHOPP/18-19 CON ENG \$1,320,000 CONST 2018-19 \$8,814,000 0414000023 4 0J660					001-0042 SHA 001-0890 FTF 20.10.201.235 302-0042 SHA 302-0890 FTF 20.20.201.235		\$111,000 <u>\$1,209,000</u> \$1,320,000 \$784,000 <u>\$8,522,000</u> \$9,306,000
<u>Performance Measure:</u> Planned: 160, Actual: 160 Location(s)															
Preliminary															
<u>Engineering</u> <u>Budget</u> <u>Expended</u>															
PA&ED \$440,000 \$417,240															
PS&E \$1,420,000 \$1,275,466															
R/W Sup \$110,000 \$8,401															
(CEQA - CE, 8/16/2017; Re-validation 11/6/2018)															
(NEPA - CE, 8/16/2017; Re-validation 11/6/2018)															
13	\$28,976,000	Monterey	05-Mon-101	73.1/87.3	In and near Salinas, from 0.5 mile north of North Gonzales Overcrossing to East Market Street. <u>Outcome/Output:</u> Rehabilitate roadway by grinding and resurfacing existing asphalt pavement, replace failed concrete slabs and grind concrete pavement to provide a smooth ride. This project will improve ride quality and extend service life of the pavement.			05-2540 SHOPP/18-19 CON ENG \$2,300,000 CONST \$24,100,000 0514000055 4 1F700					505-3290 RMRA 001-0890 FTF 20.10.201.121 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.121	\$264,000 <u>\$2,036,000</u> \$2,300,000 \$3,060,000 <u>\$23,616,000</u> \$26,676,000	
<u>Performance Measure:</u> Planned: 160, Actual: 160 Location(s)															
Preliminary															
<u>Engineering</u> <u>Budget</u> <u>Expended</u>															
PA&ED \$0 \$0															
PS&E \$6,000,000 \$1,975,949															
R/W Sup \$1,200,000 \$14,186															
(CEQA - CE, 6/29/2016; Re-validation 3/22/2018)															
(NEPA - CE, 6/29/2016; Re-validation 3/22/2018)															
(SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-04B; October 2018.)															
Performance Measure: Pavement															
Existing Condition	Lane mile(s)														54.6
Post Condition	Lane mile(s)														54.6

2.5 Highway Financial Matters

Project No. 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-18-46		
21 \$9,555,000 Mono 09-Mno-395 88.4/91.6	Near Bridgeport, from north of Devils Gate Summit to Burcham Flat Road. <u>Outcome/Output:</u> Widen shoulders and construct rumble strip. This project will reduce the number and severity of collisions. <u>Performance Measure:</u> Planned: 50, Actual: 50 Collision(s) reduced Preliminary <u>Engineering</u> PA&ED \$2,170,000 \$2,033,963 PS&E \$1,280,000 \$617,296 R/W Sup \$350,000 \$101,974 (CEQA - EIR, 5/3/2017; Re-validation 12/7/2018) (NEPA - FONSI, 5/3/2017; Re-validation 12/7/2018) (Future consideration of funding approved under Resolution E-17-54; August 2017.) (EA 34940/PPNO 09-2600 combined with previously allocated EA 35780/PPNO 09-0615 for construction under EA 3494U/Project ID 0919000010.) (Related supplemental funds vote to re-advertise EA 35780/PPNO 09-0615 under Ref. 2.5e.(2), Resolution FA-18-36)	09-2600 SHOPP/18-19 CON ENG \$1,729,000 CONST 2018-19 \$7,352,000 0912000033 4 34940	001-0042 SHA 001-0890 FTF 20.10.201.015 302-0042 SHA 302-0890 FTF 20.20.201.015	\$198,000 <u>\$1,531,000</u> \$1,729,000 \$898,000 <u>\$6,928,000</u> \$7,826,000
22 \$4,958,000 San Joaquin 10-SJ-205 2.3/R9.7	In and near Tracy, from Hansen Road to Paradise Road. <u>Outcome/Output:</u> Improve highway worker safety by paving areas beyond the gore, slope paving and constructing Maintenance Vehicle Pullouts (MVPs). <u>Performance Measure:</u> Planned: 41, Actual: 41 Location(s) Preliminary <u>Engineering</u> PA&ED \$509,000 \$415,833 PS&E \$877,000 \$653,494 R/W Sup \$10,000 \$1,484 (CEQA - CE, 6/5/2017; Re-validation 10/25/2018) (NEPA - CE, 6/5/2017; Re-validation 10/25/2018)	10-3111 SHOPP/18-19 CON ENG \$861,000 CONST 2018-19 \$3,727,000 1013000248 4 0X700	001-0042 SHA 001-0890 FTF 20.10.201.235 302-0042 SHA 302-0890 FTF 20.20.201.235	\$80,000 <u>\$875,000</u> \$955,000 \$337,000 <u>\$3,666,000</u> \$4,003,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No: 2.5b.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**
PA&ED, PS&E AND R/W SUPPORT
RESOLUTION FP-18-47

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$54.8 million for Project Approval and Environmental Document (PA&ED), Plans, Specifications and Estimate (PS&E) and Right-of-Way (R/W) support for 70 phases programmed in the 2018 State Highway Operation and Protection Program (SHOPP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$54.8 million for 70 support phases in the SHOPP, as follows:

- \$23.7 million for 34 SHOPP support phases and
- \$31.1 million for 36 SHOPP (SB 1) support phases.

The attached lists describe 70 SHOPP phases totaling \$54.8 million for PA&ED, PS&E and R/W support costs that are ready now.

BACKGROUND:

The 2018 SHOPP details both support and construction capital for rehabilitation projects on the State Highway System. The passage of the Road Repair and Accountability Act (SB 1) necessitates that the Department and the Commission establish baseline budgets for each phase of each project in the 2018 SHOPP, and requires an allocation of each support phase on or after July 1, 2017.

FINANCIAL RESOLUTION:

Resolved, that \$54.8 million be allocated for PA&ED, PS&E and R/W support for SHOPP projects described on the attached lists.

Attachments

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-47	
1 01-Men-20 24.7/24.9	4650 0116000188	Near Willits, from 1.0 mile to 0.8 mile west of Three Chop Road. Widen eastbound shoulders, construct guard railing, place High Friction Surface Treatment (HFST), and extend an existing culvert. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 8 Collision(s) reduced	0G430	19-20	PS&E R/W Sup	\$843,000 \$175,000	\$843,000 \$175,000
2 02-Plu-70 0.0/29.9	3723 0218000119	Near Pulga, from the Butte County line to 3.1 miles west of Route 89 at various locations. Repair Rock Slope Protection (RSP) and stabilize roadway embankment. (Concurrent amendment under SHOPP Amendment 18H-007; January 2019.) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 10 Location(s)	4H440	20-21	PA&ED	\$1,030,000	\$1,030,000
3 02-Sha-44 51.6/52.2	3673 0217000045	Near Viola, from 0.4 mile east to 1.1 miles east of Bridge Creek Road. Curve improvement. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 14 Collision(s) reduced	2H990	19-20	PS&E	\$810,000	\$810,000
4 02-Teh-32 20.2/20.3	3726 0218000162	Near Forest Ranch, west of Slate Creek Bridge. Replace damaged concrete sack retaining wall with Cased Secant Piling (CSP) retaining wall. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	4H460	19-20	R/W Sup	\$50,000	\$50,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-47	
5 03-ED-193 26.7	3636 0318000116	Near Placerville, at 0.3 mile west of Route 49 junction. Stabilize slope by installing drainage system and Rock Slope Protection (RSP) over the landslide area. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	3H980	19-20	PS&E R/W Sup	\$580,000 \$180,000	\$580,000 \$180,000
6 03-Pla-80 1.6/R66.5	5026 0316000008	In and near various cities, at various locations, from 0.3 mile west of Douglas Boulevard to 0.2 mile east of Hampshire Rocks Undercrossing. Upgrade guardrail to current standards. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 21 Collision(s) reduced	0H720	20-21	PS&E R/W Sup	\$440,000 \$120,000	\$523,000 \$120,000
7 03-Pla-80 R62.9/69.7	4309 0318000177	Near Soda Springs, from east of South Yuba River Bridge to the Nevada County line; also in Nevada County from the Placer County line to east of Soda Springs Overcrossing (PM 0.0/R3.0). Install concrete gutter to repair shoulder damage at various locations. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 7 Location(s)	4H110	19-20	PS&E R/W Sup	\$1,510,000 \$120,000	\$1,510,000 \$120,000
8 03-Sie-49 44.1/44.4	7807 0317000341	Near Sierraville, from 2.9 miles to 3.2 miles north of Yuba Pass Campground. Improve roadway cross slope and widen shoulders. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 12 Collision(s) reduced	3H400	19-20	PS&E R/W Sup	\$470,000 \$180,000	\$520,000 \$180,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-47	
9 04-Ala-61 19.0/21.0	1464A 0417000306	In and near the cities of Alameda, Emeryville, Berkeley, Albany, and San Leandro on Routes 61, 123, and 185 at various locations. Install vehicle speed feedback signs, and upgrade signal to standard. (Concurrent amendment under SHOPP Amendment 18H-007; January 2019.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 13 Collision(s) reduced	4K400	21-22	PA&ED	\$303,000	\$303,000
10 04-Ala-580	1496A 0416000137	In Alameda and Contra Costa Counties, on various routes, at various locations. Upgrade advance warning signs to make standard. <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 31 Collision(s) reduced	0K770	21-22	PA&ED	\$700,000	\$700,000
11 04-SCI-152 21.8/R35.2	0480K 0414000067	Near Gilroy, from east of Dunne Street/San Felipe Road to the Merced County line. Place median barrier. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 79 Collision(s) reduced	0J800	19-20	PS&E	\$1,227,000	\$1,277,000
12 04-SM-35 2.1/10.5	1463A 0417000473	Near Woodside, from the Santa Clara County line to Route 84 (PM 2.121/10.518). Install curve warning signs, enhanced visibility striping, pavement markings with audible traffic stripe systems and optical speed bars. (Concurrent amendment under SHOPP Amendment 18H-007; January 2019.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 13 Collision(s) reduced	0P580	21-22	PA&ED	\$566,000	\$566,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-47	
13 04-SM-280 7.0/7.7	1487G 0414000030	Near Redwood City, north of Edgewood Road; also on Route 84, from Hildebrand Road to north of La Honda Creek Bridge (PM 9.4/10.0). Stabilize soil and erosion control to mitigate for storm water quality. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.335 - Storm Water Mitigation <u>Performance Measure</u> 7.8 Acre(s) treated/pollutant	0J720	19-20	PS&E R/W Sup	\$763,000 \$77,000	\$763,000 \$77,000
14 04-Son-101 R55.8	1462P 0416000409	Near Cloverdale, at 0.4 mile south of the Mendocino County line. Restore slope, rebuild damaged gutter, and install erosion control measures. (Concurrent amendment under SHOPP Amendment 18H-007; January 2019.) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	2K350	21-22	PA&ED	\$840,000	\$840,000
15 05-SCr-17 8.2	2852 0518000117	Near Scotts Valley, south of Sugarleaf Road. Stabilize eroded side cut slope by grading and dewatering. (Concurrent amendment under SHOPP Amendment 18H-007; January 2019.) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	1K070	21-22	PA&ED	\$721,000	\$721,000
16 06-Fre-41 M6.0/R20.1	6962 0618000194	Near Easton, from Elkhorn Avenue to North Avenue. Construct rumble strips. (Concurrent amendment under SHOPP Amendment 18H-007; January 2019.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 11 Collision(s) reduced	0Y030	20-21	PA&ED	\$400,000	\$400,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-47	
17 07-LA-60 0.0/R30.5	4906 0715000237	In various cities, from Route 5 to the San Bernardino County line; also on Route 710, from Ocean Boulevard to Valley Boulevard (PM 5.6/T27.4). Replace existing signs with retro-reflective sheeting. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.170 - Signs and Lighting Rehabilitation <u>Performance Measure</u> 96 Lighting fixture(s)	31730	19-20	PS&E	\$1,081,000	\$1,081,000
18 07-LA-138 49.5	5155 0716000297	In Palmdale, at the intersection of Avenue R-8. Upgrade traffic signal system, curb ramps and install drainage inlets. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 17 Collision(s) reduced	33290	19-20	PS&E	\$988,000	\$988,000
19 09-Mno-395	2621 0916000009	In Mono County, at various locations. Advance mitigation banking credits. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.240 - Roadside Enhancement <u>Performance Measure</u> 11 Location(s)	36670	19-20	PS&E R/W Sup	\$200,000 \$100,000	\$200,000 \$100,000
20 10-Mer-5 0.4/0.8	3215 1016000046	Near Los Banos and Firebaugh, at the John "Chuck" Erreca Safety Roadside Rest Area (SRRA). Upgrade northbound and southbound SRRA facilities. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.250 - Safety Roadside Rest Area Restoration <u>Performance Measure</u> 2 Location(s)	1C790	21-22	PS&E	\$2,970,000	\$2,970,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-47	
21 10-Mer-152 21.0	3417 1018000101	In Los Banos, at South 11th Street. Improve safety by installing new traffic signal. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 10 Collision(s) reduced	1J300	20-21	PS&E R/W Sup	\$1,045,000 \$93,000	\$1,045,000 \$93,000
22 10-SJ-4 4.1/4.9	3177 1016000139	Near Holt, from 0.3 mile west to 0.5 mile east of Middle River Bridge. Realign curve, widen shoulders, upgrade guard rail, and install flashing beacons. (Concurrent consideration of funding under Resolution E-19-07; January 2019.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 50 Collision(s) reduced	1F460	19-20	PS&E R/W Sup	\$1,453,000 \$274,000	\$1,453,000 \$274,000
23 10-SJ-5	3190 1016000021	In San Joaquin and Stanislaus Counties, on Route 5 at various locations; also in Merced County, on Route 152 at various locations. Install new or upgrade existing safety devices to shield objects from errant vehicles. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 13 Collision(s) reduced	1C970	19-20	PS&E	\$1,104,000	\$1,104,000
24 10-Sta-99 R13.8/R17.6	3189 1016000027	In and near Modesto, at various locations from 0.1 mile south of Modesto Undercrossing to Woodland Avenue. Pave areas behind the gore and at slopes, upgrade guardrail and place vegetative control and construct Maintenance Vehicle Pullouts (MVPs) to reduce maintenance and improve highway worker safety. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.235 - Roadside Safety Improvements/ Freeway Maintenance Access <u>Performance Measure</u> 31 Location(s)	0X670	19-20	PS&E	\$1,232,000	\$1,232,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-47	
25 12-Ora-405 5.7/5.9	4984 1215000093	In Irvine, at northbound onramp from southbound Culver Drive and at southbound offramp to Culver Drive. Improve safety by replacing traffic signals and lighting systems, and reconfigure the onramp entrance. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 43 Collision(s) reduced	0P400	19-20	PS&E	\$834,000	\$834,000

Component	No. of Phases	Total Amount
PA&ED	7	\$4,560,000
PS&E	17	\$17,733,000
R/W Sup	10	\$1,369,000
Total	34	\$23,662,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-47	
1 01-Hum-96	2302 0113000109	In Humboldt County, on Routes 96 and 101 at various locations. Seismic retrofit three bridges. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.113 - Bridge Seismic Restoration <u>Performance Measure</u> 3 Bridge(s)	0A120	19-20	R/W Sup	\$171,000	\$171,000
2 01-Lak-20 5.8	3107 0116000013	Near Upper Lake, at Bachelor Creek Bridge No. 14-0001. Replace multi-plate steel culvert bridge with precast concrete box culverts and wingwalls. (Concurrent consideration of funding under Resolution E-19-01; January 2019.) <u>Program Code</u> 201.110 - Bridge Major Rehabilitation <u>Performance Measure</u> 1 Bridge(s)	0F490	20-21	PS&E R/W Sup	\$708,000 \$14,000	\$708,000 \$14,000
3 02-Sis-96 23.0/103.4	3601 0215000105	Near Happy Camp, from 0.3 miles west of Swillup Creek Bridge to Route 263. Drainage system restoration. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 20 Culvert(s)	1H090	19-20	R/W Sup	\$530,000	\$350,000
4 02-Teh-Var	3549 0214000023	In Tehama County, on Routes 5, 32, and 36 at various locations; also in Shasta County on Routes 5 and 44; also in Lassen County on Route 299 at various locations. Bridge scour prevention at nine bridges. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.119 - Bridge Preventative Maintenance <u>Performance Measure</u> 9 Bridge(s)	4G530	19-20	PS&E R/W Sup	\$720,000 \$50,000	\$720,000 \$59,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-47	
5 02-Tri-3 58.7/61.9	3485 0212000073	Near Trinity Center, from north of Preacher Meadows Road to north of El Dorado Way. Replace Swift Creek Bridge No. 05-0059. (Concurrent consideration of funding under Resolution E-19-02; January 2019.) <u>Program Code</u> 201.110 - Bridge Major Rehabilitation <u>Performance Measure</u> 1 Bridge(s)	4F220	19-20	PS&E R/W Sup	\$1,680,000 \$100,000	\$1,680,000 \$119,000
6 04-SM-1 0.0/10.6	0622B 0414000094	Near Pescadero, from the Santa Cruz County line to south of Bean Hollow Road. Pavement rehabilitation. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 21.2 Lane mile(s)	0C930	19-20	PS&E R/W Sup	\$1,081,000 \$46,000	\$1,081,000 \$46,000
7 05-Mon-1 20.4	2230 0500020288	Near Lucia, at 0.6 mile south of Limekiln Creek Bridge. Replace culvert. (Concurrent consideration of funding under Resolution E-19-04; January 2019.) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 1 Culvert(s)	0Q500	19-20	PS&E R/W Sup	\$1,124,000 \$113,000	\$1,300,000 \$115,000
8 05-Mon-68 1.1/L4.3	2631 0516000011	In and near Pacific Grove, from Forest Avenue to Route 1. Upgrade Americans with Disabilities Act (ADA) curb ramps, cold plane pavement and place Rubberized Hot Mix Asphalt (RHMA) pavement. (The Department has determined this project is Categorically Exempt.) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 4 months beyond the 36 month deadline.) <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 6.5 Lane mile(s)	1H000	20-21	PS&E R/W Sup	\$1,638,000 \$312,000	\$1,638,000 \$312,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-47	
9 05-SLO-1 10.0/16.8	2630 0516000009	In and near Pismo Beach, from Gracia Way to North Pismo (Route 101/Route 1) Separation. Upgrade Americans with Disabilities Act (ADA) curb ramps, cold plane pavement and place Rubberized Hot Mix Asphalt (RHMA) pavement. (The Department has determined this project is Categorically Exempt.) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 18 months beyond the 36 month deadline.) <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 13.5 Lane mile(s)	1G980	21-22	PS&E R/W Sup	\$1,751,000 \$1,670,000	\$1,751,000 \$1,670,000
10 05-SLO-101 31.5/59.1	4022 0516000007	In San Luis Obispo County, from 0.3 mile north of Reservoir Canyon Road to 0.3 mile north of North Paso Robles Overhead at various locations. Install vehicle detection systems, Changeable Message Signs (CMS), cameras, and loop detectors. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 107 Field element(s)	0N220	20-21	PS&E R/W Sup	\$1,095,000 \$78,000	\$1,095,000 \$78,000
11 06-Fre-5 37.2/48.8	6970 0618000048	Near Mendota, from north of Three Rocks Road to south of Panoche Road. Pavement rehabilitation, repair culverts, and upgrade Transportation Management Systems (TMS) field elements. (Concurrent amendment under SHOPP Amendment 18H-007; January 2019.) <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 46.3 Lane Mile(s)	0X270	21-22	PA&ED	\$2,000,000	\$2,000,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-47	
12 06-Fre-41 R20.0/33.4	6881 0616000234	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	20-21	PS&E R/W Sup	\$1,809,000 \$165,000	\$1,809,000 \$165,000
<p>(The Department has determined this project is Categorically Exempt.)</p> <p>(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-10B; January 2019.)</p> <p><u>Program Code</u> 201.315 - Transportation Management Systems</p> <p><u>Performance Measure</u> 89 Field element(s)</p>							
13 06-Fre-99	6883 0617000067	In Fresno County, on Routes 99, 41, 168, and 180 at various locations; also in Madera County, on Route 99 at various locations. Repair vehicle detection systems.	0V930	19-20	PS&E R/W Sup	\$1,017,000 \$450,000	\$1,017,000 \$250,000
<p>(The Department has determined this project is Categorically Exempt.)</p> <p><u>Program Code</u> 201.315 - Transportation Management Systems</p> <p><u>Performance Measure</u> 20 Field element(s)</p>							
14 06-Fre-99 R5.7/11.1	6800 0616000004	In and near Selma and Fowler, from 0.1 south of Rose Avenue Undercrossing to Merced Street Undercrossing. Replace pavement with Continuous Reinforced Concrete Pavement (CRCP). Update curb ramps to meet current Americans with Disabilities Act (ADA) Standards. (G13 Contingency)	0U420	19-20	PS&E R/W Sup	\$2,000,000 \$24,000	\$2,360,000 \$24,000
<p>(Concurrent consideration of funding under Resolution E-19-05; January 2019.)</p> <p>(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-10B; January 2019.)</p> <p><u>Program Code</u> 201.120 - Roadway Rehabilitation (3R)</p> <p><u>Performance Measure</u> 32.4 Lane mile(s)</p>							

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-47	
15 07-LA-405 8.8	4721 0714000084	In Carson, at Dolores Yard Overhead No. 53 -1168. Upgrade bridge drainage system. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.119 - Bridge Preventative Maintenance <u>Performance Measure</u> 1 Bridge(s)	30480	19-20	PS&E	\$525,000	\$624,000
16 07-Ven-33 16.1	5008 0716000060	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. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.119 - Bridge Preventative Maintenance <u>Performance Measure</u> 1 Bridge(s)	32300	21-22	PS&E	\$850,000	\$850,000
17 08-SBd-215 4.0/17.8	3007S 0816000186	In and near the city of San Bernardino, from Route 215/10 Connector to Route 215/15 Junction; also on Route 259, from Route 259/215 Separation to Route 259/210 Junction. Install wireless Vehicle Detection Stations (VDS), Changeable Message Signs (CMS), Closed Circuit Television (CCTV) and Fiber Optic elements. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 32 Field element(s)	47642	19-20	PS&E R/W Sup	\$842,000 \$37,000	\$968,000 \$42,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-47	
18 10-Mpa-49 0.3/18.5	3233 1017000034	Near the community of Mariposa, from the Madera County line to the south junction with Route 140. Pavement rehabilitation. (The Department has determined this project is Categorically Exempt.) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-10B; January 2019.) <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 34.6 Lane mile(s)	1C040	19-20	PS&E R/W Sup	\$1,032,000 \$9,000	\$1,032,000 \$9,000
19 10-SJ-88 13.5/14.1	3141 1013000260	Near Lockeford, from 0.1 mile south of East Jack Tone Road to north of North Tully Road intersection; also near Kirkwood, in Alpine County (PM 0.3/2.4). Replace culverts. (Concurrent consideration of funding under Resolution E-19-08; January 2019.) (Concurrent amendment under SHOPP Amendment 18H-007; January 2019.) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 30 Culvert(s)	0S740	20-21	PS&E R/W Sup	\$900,000 \$290,000	\$900,000 \$290,000
20 11-SD-8 L0.7/R23.0	1246 1117000028	In San Diego County, at various locations, from 0.5 mile west of Midway Drive Undercrossing to 0.6 mile west of Flinn Springs Road Undercrossing. Repair, rehabilitate and replace culvert systems. (The Department has determined this project is Categorically Exempt.) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 100 Culvert(s)	42810	19-20	PS&E	\$1,590,000	\$1,590,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-47	
21 11-SD-78 N17.6/R21.4	1162 1115000042	In and near Escondido, from west of North Broadway to Teepee Drive. Pavement rehabilitation.	41930	19-20	PS&E R/W Sup	\$2,790,000 \$2,168,000	\$3,153,000 \$1,117,000
<p>(The Department has determined this project is Categorically Exempt.)</p> <p>(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-10B; January 2019.)</p> <p>(Concurrent amendment under SHOPP Amendment 18H-007; January 2019.)</p> <p><u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM)</p> <p><u>Performance Measure</u> 13.9 Lane mile(s)</p>							

Component	No. of Phases	Total Amount
PA&ED	1	\$2,000,000
PS&E	18	\$24,276,000
R/W Sup	17	\$4,831,000
Total	36	\$31,107,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No: 2.5g.(15)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR SEISMIC RETROFIT PROGRAM - PHASE II –
PROPOSITION 192 PROJECTS
RESOLUTION FP-18-50**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$1,163,000 for three State-Administered Seismic Retrofit Program - Phase II - Proposition 192 projects, on the State Highway System for mitigation?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$1,163,000 for three State-Administered Seismic Retrofit Program - Phase II - Proposition 192 projects, on the State Highway System for mitigation.

BACKGROUND:

The attached vote list describes three State-Administered Seismic Retrofit Program - Phase II - Proposition 192 projects totaling \$1,163,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$491,000 be allocated from Non-Budget Act Item 2660-801-0653 and \$672,000 for construction engineering for three State-Administered Seismic Retrofit Program - Phase II - Proposition 192 projects described on the attached vote list.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No: 2.5c.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: FINANCIAL ALLOCATION FOR LOCALLY-ADMINISTERED STIP PROJECTS ON THE STATE HIGHWAY SYSTEM
RESOLUTION FP-18-48

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$4,051,000 for two locally-administered State Transportation Improvement Program (STIP) projects, on the State Highway System?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$4,051,000 for two locally-administered STIP projects, on the State Highway System.

BACKGROUND:

The attached vote list describes two locally-administered STIP projects totaling \$4,051,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$4,051,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-301-0042 and 2660-301-0890 for two locally-administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	Project Location	Project Description	Project Support Expenditures	PPNO Program/Year Phase	Prgm'd Amount	Budget Year	Item # Fund Type	Amount by Fund Type
<u>RTPA/CTC</u>	County	Dist-Co-Rte	Postmile	Location	Project Description	Project Support Expenditures	Project ID	Adv Phase	EA	Program Code	Fund Type
2.5c.(2) Locally-Administered STIP Projects On the State Highway System											
Resolution FP-18-48											
1	\$731,000	Santa Clara Valley Transportation Authority	I-680 Sound Walls - Capitol Expressway to Mueller. In the city of San Jose. Construct soundwalls at various locations between Capitol Expressway and Mueller Avenue.				04-0521C RIP/17-18 PS&E	\$731,000	2017-18	301-0042 SHA 301-0890 FTF	\$62,000 <u>\$669,000</u>
			<u>Outputs/Outcomes</u>	<u>Unit</u>	<u>Total</u>						
			Sound wall mile(s) constructed	Miles	0.67		0416000016 4PSEL 0K030			20.20.075.600	\$731,000
			(CEQA - CE, 12/06/2018.)								
			(Contribution from other sources: \$98,000.)								
			Time extension for FY 17-18 PS&E funds expires on June 30, 2019.								
2	\$3,320,000	Santa Cruz County Regional Transportation Commission	41st Avenue to Soquel Avenue Auxiliary Lanes. Near the city of Santa Cruz and Capitola, from 41st Avenue to Soquel Avenue. Construct auxiliary lanes and construct bicycle/pedestrian overcrossing near Chanticleer Avenue.				05-0073A RIP/18-19 PS&E	\$2,570,000	2017-18	301-0042 SHA 301-0890 FTF	\$295,000 <u>\$2,275,000</u>
			<u>Outputs/Outcomes</u>	<u>Unit</u>	<u>Total</u>						
			Auxiliary lane mile(s) constructed	Miles	1		R/W \$1,569,000 \$750,000			301-0042 SHA 301-0890 FTF	\$87,000 <u>\$663,000</u>
			Pedestrian/Bicycle facilities mile(s) constructed	Miles	0.02		0512000228 4PSEL 4RWCL 0C732			20.20.075.600	\$750,000
			(R/W savings of \$759,000 to be returned to Santa Cruz County regional shares.)								
			(CEQA - EIR, 12/14/2018.)								
			(NEPA - FONSI, 12/17/2018)								
			Concurrent Consideration of Funding under Resolution E-19-14; January 2019.)								

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No: 2.5c.(3)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: FINANCIAL ALLOCATION FOR LOCALLY-ADMINISTERED STIP PROJECTS
OFF THE STATE HIGHWAY SYSTEM
RESOLUTION FP-18-49

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$3,502,000 for four State Transportation Improvement Program (STIP) projects, off the State Highway System?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$3,502,000 for four STIP projects, as follows:

- \$3,378,000 for two STIP projects and
- \$124,000 for two STIP Planning, Programming, and Monitoring project.

BACKGROUND:

The attached vote list describes four STIP projects totaling \$3,502,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$3,502,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-101-0042 and 2660-101-0890 for four locally-administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by
<u>RTPA/CTC</u>		<u>District-County</u>	<u>Location</u>	Phase	Item #	Fund Type
			<u>Project Description</u>	Prgm'd Amount	Fund Type	Amount by
				Project ID	Program Code	Fund Type
				Adv. Phase		
2.5c.(3a) Locally-Administered STIP Projects Off the State Highway System						
Resolution FP-18-49						
1	\$50,000	Humboldt County <u>HCAOG</u> 01-Humboldt	Vehicle, Bicycle, and Pedestrian Improvements in Garberville on Redwood Drive. On Redwood Drive between the southern terminus with Route 101 and the northern terminus with Route 101. Improvements for vehicles, bicycles, and pedestrians.	01-2513 RIP/18-19 PA&ED \$50,000 0119000034 S	2017-18 101-0042 SHA 20.30.600.620	\$50,000
			<u>Outputs/Outcomes</u>	<u>Unit</u>	<u>Total</u>	
			Pedestrian/Bicycle facilities mile(s) constructed	Miles	0.5	
2	\$3,328,000	Sacramento County <u>SACOG</u> 03-Sacramento	Old Florin Town Streetscape, Phase 2. On Florin Road - This Phase 2 project will "bookend" the Phase 1 project and continue from Pritchard Road to Power Inn Road to the west and from McComber Street to Florin Perkins Road/French Road to the east. Construct sidewalks, curb and gutter, bike lanes transit facilities, median channelization with landscaping, lighting and traffic signals.	03-1673 RIP/18-19 CONST \$3,328,000 0314000299 S	2017-18 101-0890 FTF 20.30.600.620	\$3,328,000
			<u>Outputs/Outcomes</u>	<u>Unit</u>	<u>Total</u>	
			Turn pocket(s) constructed	Each	2	
			Sidewalk mile(s)	Miles	1.03	
			Intersection(s) modified	Each	6	
			Bicycle lane mile(s)	Miles	1.15	
			(CEQA - ND, 12/14/2015.)			
			(NEPA - CE, 04/11/2016)			
			(Future Consideration of Funding approved under Resolution E-13-23; December 2015.)			
			(Contribution from other sources: \$2,240,000.)			
			Right of Way Certification: 10/24/2018			

2.5 Highway Financial Matters

Project #	Allocation Amount	Project Title	PPNO Program/Year	Budget Year	
Recipient		Location	Phase	Item #	
<u>RTPA/CTC</u>		Project Description	Prgm'd Amount	Fund Type	Amount by
District-County			Project ID	Program Code	Fund Type
			Adv. Phase		
2.5c.(3b) Local STIP Planning, Programming and Monitoring Projects					Resolution FP-18-49
1	\$95,000	Planning, Programming and Monitoring	02-2368	2017-18	
			RIP/18-19	101-0042	\$95,000
			CONST	SHA	
Shasta Regional			\$95,000	20.30.600.670	
Transportation Agency	(SB184 in effect December 6, 2018.		0219000042		
<u>SRTA</u>			S		
02-Shasta					
2	\$29,000	Planning, Programming and Monitoring	10-B1950	2017-18	
			RIP/18-19	101-0042	\$29,000
			CONST	SHA	
Amador County			\$29,000	20.30.600.670	
Transportation			1019000038		
Commission			S		
<u>ACTC</u>					
10-Amador					

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.5s.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE STATE-ADMINISTERED SENATE BILL 1
LOCAL PARTNERSHIP PROGRAM PROJECT (FORMULAIC) ON THE STATE
HIGHWAY SYSTEM
RESOLUTION LPP-A-1819-15**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$2,027,000 for the State-Administered US 101 Managed Lanes Project – Northern Segment Senate Bill 1 (SB 1) Local Partnership Program (LPP) – Formulaic project (PPNO 0658D), on the State Highway System, in San Mateo and Santa Clara Counties?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$2,027,000 for the State-Administered US 101 Managed Lanes Project – Northern Segment SB 1 LPP – Formulaic project (PPNO 0658D), on the State Highway System, in San Mateo and Santa Clara Counties.

BACKGROUND:

The attached vote list describes one State-Administered SB 1 LPP – Formulaic project totaling \$2,027,000. The Department is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$2,027,000 be allocated from Non-Budget Act Item 2660-505-3290 for the State-Administered SB 1 LPP – Formulaic project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO	Program/Year	Budget Year	Amount by
<u>RTPA/CTC</u>	County	Dist-Co-Rte	Location	Phase	Prgm'd Amount	Item # Fund Type	Fund Type
Postmile	Project Description	Project Support Expenditures	Project ID	Adv Phase	EA	Program Code	
2.5s.(1a) State-Administered Senate Bill 1 - LPP Projects On the State Highway System							
						Resolution LPP-A-1819-15	
1	\$2,027,000	Department of Transportation	US 101 Managed Lanes Project - Northern Segment. In the cities of San Carlos, Millbrae, Burlingame, San Mateo and Belmont in San Mateo County, and Menlo Park and East Palo Alto in Santa Clara County, from Matadero Creek to just North of I-380. Construct Express Lanes, from Whipple Avenue to just North of I-380 and install necessary Express Lanes infrastructure for both northern and southern segments.	04-0658D	LPP-F/18-19	505-3290 RMRA	\$0
		<u>MTC</u>		PA&ED		20.10.724.000	
				\$1,550,000			
				\$0		505-3290 RMRA	\$2,027,000
				PS&E		20.10.724.000	
				\$477,000			
04-SCL, SM-101			<u>Outputs/Outcomes</u>	\$2,027,000			
50.6/52.5, 0.0/21.8			HOV/HOT lane-mile(s) constructed	0413000206			
				0,1			
				1J560			
			(CEQA - EIR, 10/31/2018.)				
			(NEPA - CE, 10/31/2018.)				
			(Future Consideration of Funding approved under Resolution E-18-166; December 2018.)				
			(Contribution from other sources: \$37,450,000.)				

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.5s.(2)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE LOCALLY-ADMINISTERED SENATE BILL 1
LOCAL PARTNERSHIP PROGRAM PROJECT (FORMULAIC AND COMPETITIVE) ON
THE STATE HIGHWAY SYSTEM
RESOLUTION LPP-A-1819-16**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$5,510,000 for the locally-administered State Route 99/Fulkerth Road Interchange Improvements Senate Bill 1 (SB 1) Local Partnership Program (LPP) – Formulaic and Competitive project (PPNO 3414), on the State Highway System, in Stanislaus County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$5,510,000 for the locally-administered State Route 99/Fulkerth Road Interchange Improvements SB 1 LPP – Formulaic and Competitive project (PPNO 3414), on the State Highway System, in Stanislaus County.

BACKGROUND:

The attached vote list describes one locally-administered SB 1 LPP – Formulaic and Competitive project totaling \$5,510,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$5,510,000 be allocated from Non-Budget Act Item 2660-801-3290 for the locally-administered SB 1 LPP – Formulaic and Competitive project described on the attached vote list.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.5s.(3)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: FINANCIAL ALLOCATION FOR LOCALLY-ADMINISTERED SENATE BILL 1
LOCAL PARTNERSHIP PROGRAM PROJECTS (FORMULAIC) OFF THE STATE
HIGHWAY SYSTEM
RESOLUTION LPP-A-1819-17

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$4,142,000 for two locally-administered Senate Bill 1 (SB 1) Local Partnership Program (LPP) – Formulaic projects, off the State Highway System?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$4,142,000 for two locally-administered SB 1 LPP – Formulaic projects, off the State Highway System as follows:

- o \$4,142,000 for two LPP – Formulaic projects

BACKGROUND:

The attached vote list describes two locally-administered SB 1 LPP – Formulaic projects totaling \$4,142,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$4,142,000 be allocated from Non-Budget Act Item 2660-601-3290 for two locally-administered SB 1 LPP – Formulaic projects described on the attached vote list.

Attachment

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.5s.(4)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY-ADMINISTERED SENATE BILL 1
LOCAL PARTNERSHIP PROGRAM (FORMULAIC) PROJECTS OFF THE STATE
HIGHWAY SYSTEM (ADVANCEMENTS)
RESOLUTION LPP-A-1819-18**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$4,597,000 for two locally-administered Senate Bill 1 (SB 1) Local Partnership Program (LPP) - Formulaic projects, off the State Highway System, programmed Fiscal Year 2019-20?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission defer an allocation of \$4,597,000 for two locally-administered SB 1 LPP - Formulaic projects, off the State Highway System, programmed 2019-20 because these projects are advanced from a future program year.

BACKGROUND:

The attached vote list describes two locally-administered SB 1 LPP – Formulaic projects totaling \$4,597,000. 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	District-County	Project Title	Location	Project Description	PPNO Program/Year Phase	Budget Year Item #	Amount by
		<u>RTPA/CTC</u>					Prgm'd Amount Project ID Adv. Phase	Fund Type Program Code	Fund Type
2.5s.(4a)				Locally-Administered Senate Bill 1 - LPP Projects Off the State Highway System (Advancements - Formulaic)				Resolution LPP-A-1819-18	
1	\$100,000	City of Orinda	04-Contra Costa	Orinda 2019 Annual Pavement Rehabilitation Project.		Within the City of Orinda on the following streets/roads: El Toyonal from Camino Pablo to Loma Vista; Las Vegas from Via Los Cruces to St. Stephens Drive; Loma Vista Drive from El Dorado Lane to El Dorado Lane; Lombardy Lane from Miner Road to Tarry Lane; Via Los Cruces from Honey Hill Road to Las Vegas Road; and southwood Drive from Oraga Way to Tara Road.	04-2321G LPP-F/19-20 CONST \$100,000 0419000171 S	2017-18 601-3290 RMRA 20.30.210.200	\$100,000
		<u>MTC</u>							
				<u>Outputs/Outcomes</u>	<u>Unit</u>	<u>Total</u>			
				Local road lane-mile(s) rehabilitated	Miles	2.7			
				(CEQA - NOE, 11/14/2018.)					
				(Right of Way Certification: 11/13/2018)					
				(Contribution from other sources: \$244,000.)					
				<u>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</u>					
2	\$4,497,000	Santa Clara Valley Transportation Authority	04-Santa Clara	Montague Expressway Ped Bridge at Milpitas BART (AKA: Montague Ped Overcrossing or Montague POC).		In the City of Milpitas at Montague Expressway near Piper Drive approximately 1000 east of the intersection of Montague/Great Mall Parkway/East Capitol Avenue - The Project would provide a safe and convenient elevated and enclosed pedestrian, bicycle, and Americans with Disabilities Act (ADA) connection between Milpitas BART Station and destinations north of Montague Expressway. The POC would span the expressway and connect in the south with the Milpitas BART/VTA Transit Station via the stations parking structure. The northern landing would be located on property in the center of the Milpitas Transit Area Specific Plan (TASP), a plan for the redevelopment of an approximately 437-acre area in the southern portion of Milpitas.	04-9035P LPP-F/19-20 CONST \$4,497,000 0419000175 S	2017-18 601-3290 RMRA 20.30.210.200	\$4,497,000
		<u>MTC</u>							
				<u>Outputs/Outcomes</u>	<u>Unit</u>	<u>Total</u>			
				Sidewalk mile(s)	Miles	0.05			
				Bicycle lane mile(s)	Miles	0.05			
				At-Grade crossing(s) eliminated	Each	2			
				Station improvement(s)	Each	2			
				(CEQA - CE, 07/06/2017.)					
				(Right of Way Certification: 10/17/2017)					
				(Contribution from other sources: \$12,433,000.)					
				<u>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</u>					

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.6g.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECTS**
RESOLUTION TIRCP-1819-06

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$1,815,000 for three Transit and Intercity Rail Capital Program (TIRCP) projects?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$1,815,000 for three TIRCP projects as follows:

- \$1,815,000 for three TIRCP projects (SB1 Augmentation for PTA).

BACKGROUND:

The attached vote list describes three TIRCP projects totaling \$1,815,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that \$1,815,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-101-0046 and 2660-301-0046R for three TIRCP projects described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by
<u>RTPA/CTC</u>		<u>District-County</u>	<u>Location</u>	Phase	Item #	Fund Type
			<u>Project Description</u>	Prgm'd Amount	Fund Type	Amount by
				Project ID	Program Code	Fund Type
				Adv. Phase		
2.6g.(1b) Transit and Intercity Rail Capital Program Projects (SB 1 Augmentation for PTA) Resolution TIRCP-1819-06						
1	\$250,000	Solano Transportation Authority	(2018: 25) Solano Regional Transit Improvements (Network Integration). Network Integration implementation for development of improved connections to other transit services.	04-CP046N TIRCP/18-19 CONST \$250,000 0019000239 S	2017-18 101-0046 PTA 30.10.030.200	\$250,000
		<u>MTC</u> 04-Solano	<u>Outcome/Output:</u> Increased ridership, reduced greenhouse gas emissions, improved safety, improved regional connectivity, and enhanced integration.			
			Lead Agency has determined this project component to be Exempt from CEQA.			
			The current allocation includes \$250,000 from SB1 augmentation for PTA.			
			(SB 1 Augmentation for PTA)			
2	\$1,315,000	San Diego Metropolitan Transit System	(2018: 17) Blue Line Rail Corridor Enhancements. Design of Beech Street Double Crossover, American Plaza Pedestrian Enhancements, and Green Line Double Tracking.	11-CP032 TIRCP/18-19 PS&E \$586,000	2017-18 301-0046R GGRF 30.20.301.100	\$586,000
		<u>SANDAG</u> 11-San Diego	<u>Outcome/Output:</u> Increased ridership, reduced greenhouse gas emissions, enhanced network integration, and improved safety.	TIRCP/18-19 PS&E \$729,000 0019000237 S	2017-18 101-0046 PTA 30.10.030.200	\$729,000
			(CEQA - NOE , 9/12/2018.)			
			The current allocation includes the following funding split: \$586,000 GGRF and \$729,000 SB1 Augmentation for PTA.			
			(SB 1 Augmentation for PTA)			
3	\$250,000	San Diego Metropolitan Transit System	(2018: 17) Blue Line Rail Corridor Enhancements (Network Integration). Network integration implementation for development of improved connections to other rail and transit services.	11-CP032N TIRCP/18-19 CONST \$250,000 0019000238 S	2017-18 101-0046 PTA 30.10.030.200	\$250,000
		<u>SANDAG</u> 11-San Diego	<u>Outcome/Output:</u> Increased ridership, reduced greenhouse gas emissions, improved regional connectivity, and enhanced integration.			
			Lead Agency has determined that this project component to be Exempt from CEQA.			
			The current allocation includes \$250,000 from SB1 Augmentation for PTA.			
			(SB 1 Augmentation for PTA)			

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.5w.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS
RESOLUTION FATP-1819-07**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$13,720,000 for 21 Active Transportation Program (ATP) projects?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$13,720,000 for 21 ATP projects as follows:

- \$7,046,000 for eight ATP projects and
- \$6,674,000 for 13 ATP projects (SB1 Augmentation).

BACKGROUND:

The attached vote list describes 21 ATP projects totaling \$13,720,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time; however, the allocation is contingent on the approval of a budget revision by the Department of Finance.

FINANCIAL RESOLUTION:

Resolved that \$13,720,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-108-0042, 2660-108-0890, 2660-108-3290, and 2660-308-0890 for 21 ATP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO Program/Year	Budget Year	Amount by
Allocation Amount	Location	Phase	Item #	Fund Type
Recipient	Project Description	Prgm'd Amount	Fund Type	Amount by
<u>RTPA/CTC</u>		Project ID	Program Code	Fund Type
District-County		Adv. Phase		
2.5w.(1a) Active Transportation Program Projects		Resolution FATP-1819-07		
1	Hoopla Valley Safe Routes To School Project. Enhance walking and biking safety to schools, community and senior centers and social service destinations, with infrastructure improvements.	01-2440A	2017-18	\$24,000
\$24,000		ATP/16-17	308-0890	
Hoopla Valley Tribe		PA&ED	FTF	
<u>HCAOG</u>		\$24,000	20.20.720.100	
01-Humboldt	Statewide	0119000052		
		S		
	<u>Outcome/Output:</u> Provide a safe multi-modal transportation facility for safe routes to school for the Hoopla Valley Community along SR 96.			
	(Time extension for FY 16-17 PA&ED expires on February 28, 2019)			
	(PPNO 2440A is the Infrastructure component to PPNO 2440B)			
	<u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u>			
2	Upper Lake Pedestrian Improvements. Construction of approximately 915 lineal feet of curb, gutter and sidewalk along the west side of Government Street between Melody Lane and First Street, along the south side of First Street between Government Street and Clover Valley Road and along the south side of Second Street between Main Street and Middle Creek Road.	01-3111	2017-18	\$416,000
\$416,000		ATP/17-18	108-0042	
Lake County		CONST	SHA	
<u>Lake CCAPC</u>		\$416,000	20.30.720.100	
01-Lake		01160000071		
		S		
	Small Urban and Rural			
	<u>Outcome/Output:</u> Safe pedestrian facility for students..			
	(CEQA - NOE, 04/16/2018.)			
	(Right of Way Certification: 08/16/2018)			
	(Time extension for FY 17-18 CONST expires on January 31, 2019)			

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a) Active Transportation Program Projects		Resolution FATP-1819-07		
3 \$1,484,000 City of Ukiah <u>MCOG</u> 01-Mendocino	Northwestern Pacific Rail Trail Phase II. Construction of the second phase of a multi-use bicycle and pedestrian paved trail, including trail fencing, lighting, and safety enhanced crosswalks. Statewide	01-4633 ATP/17-18 CONST \$1,484,000 0116000070 S	2017-18 108-0042 SHA 20.30.720.100	\$1,484,000
<p><u>Outcome/Output:</u> Project will increase walking and biking trips and improve safety, while enhancing community connectivity between schools, retail facilities and residential neighborhoods.</p> <p>(CEQA - NOE, 06/29/2016.)</p> <p>(Contribution from other sources: \$16,000.)</p> <p>(Right of Way Certification: 11/29/2018)</p> <p>(Time extension for FY 17-18 CONST expires on June 30, 2019)</p>				
4 \$726,000 Yuba County <u>SACOG</u> 03-Yuba	Seventh Avenue Bicycle Path and Pedestrian Route Improvements. On Seventh Avenue from Olivehurst Avenue to 400 feet east of Arboga Road. Construction of curb, gutter, sidewalk, bicycle lanes, curb ramps, striping, traffic control devices, raised crosswalk, curb extensions, pedestrian refuge islands, rapid flash beacons, and improved pedestrian lighting. Statewide	03-2015 ATP/18-19 CONST \$726,000 0316000107 S	2017-18 108-0042 SHA 20.30.720.100	\$726,000
<p><u>Outcome/Output:</u> Bicycle lanes and sidewalk will provide safer areas for bicyclists and pedestrians to travel separated from vehicles. Pedestrian islands, raised crosswalk, flashing beacons, and lighting will increase the safety of school children.</p> <p>(CEQA - CE, 12/15/2016.)</p> <p>(Contribution from other sources: \$470,000.)</p> <p>Right of Way Certification: 11/13/2018</p>				

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by
		<u>RTPA/CTC</u>	Location	Phase	Item #	
District-County			Project Description	Prgm'd Amount	Fund Type	Amount by
				Project ID	Program Code	Fund Type
				Adv. Phase		
2.5w.(1a)			Active Transportation Program Projects			Resolution FATP-1819-07
5	\$713,000	City of South San Francisco <u>MTC</u> 04-San Mateo	Linden/Spruce Avenues Traffic Calming Improvements. Install bulb-outs, crosswalks, advanced stop bars, high visibility ladder crosswalks, median pedestrian refuge islands, advanced yiled lines; install traffic circles, mark edgelines, and ADA curb ramps. Statewide	04-2140Y ATP/18-19 CONST \$713,000 0417000117 S	2017-18 108-0890 FTF 20.30.720.100	\$713,000
<u>Outcome/Output:</u> Enhanced pedestrian accesses.						
(CEQA - NOE, 01/12/2015.)						
(NEPA - CE, 12/09/2016)						
(Right of Way Certification: 11/19/2018)						
(Contribution from other sources: \$1,483,062.)						
6	\$493,000	Fresno County <u>FCOG</u> 06-Fresno	Biola Sidewalk Project. "G" Street - 5th Street to 7th Street Construct concrete sidewalk, curb & gutter, ADA curb ramps, and widen road shoulder. MPO	06-6833 ATP/18-19 CONST \$493,000 0616000233 S	2017-18 108-0890 FTF 20.30.720.100	\$493,000
<u>Outcome/Output:</u> Increased safety and ADA compliance of sidewalks and pedestrian pathways.						
(CEQA - CE, 01/12/2017.)						
(NEPA - CE, 12/19/2016)						
(Right of Way Certification: 11/30/2018.)						
7	\$2,000,000	Port of Long Beach City of Long Beach <u>LACMTA</u> 07-Los Angeles	South Water Front/Pier J Bike and Pedestrian Path. The project is located along the waterfront of Pier H and Pier J areas of the Port of Long Beach. The Pier J Bike Path construction. MPO	07-5131 ATP/16-17 CONST \$2,000,000 0718000185 S	2017-18 108-0890 FTF 20.30.720.100	\$2,000,000
<u>Outcome/Output:</u> 3,250 foot Class I bike path; 1,100 foot Class II bike lane; 1,800 foot Class III sharrow bike route; 10 curb ramps; 34,100 SF of new sidewalks; street lighting upgrades at 30 locations.						
(CEQA - NOE, 10/04/2016.)						
(NEPA - CE, 11/07/2018)						
(Right of Way Certification: 08/27/2018)						
(Time Extension for FY 16-17 Construction allocation expires on 02/28/2019)						

2.5 Highway Financial Matters

Project #	Project Title	PPNO Program/Year	Budget Year	Amount by
Allocation Amount	Location	Phase	Item #	Fund Type
Recipient	Project Description	Prgm'd Amount	Fund Type	Amount by
<u>RTPA/CTC</u>		Project ID	Program Code	Fund Type
District-County		Adv. Phase		
2.5w.(1a)	Active Transportation Program Projects			Resolution FATP-1819-07
8	Active Transportation Resource Center (ATRC). Statewide	50-0774	2017-18	
\$1,190,000	Technical Assistance Resource Center fo Active Transportation Program. (Non-infrastructure)	ATP/18-19	108-0042	\$1,190,000
California	Statewide	CONST	SHA	(partial)
Department of Transportation		\$3,570,000	20.30.720.100	
<u>Department of Transportation</u>	<u>Outcome/Output:</u> The project will provide active transportation support, training resource materials and continue safe route to school and active transportation health issue education throughout the State.	5017000034		
50-Varioucs		S		
	(CEQA - CE, 10/21/2014.)			
	As part of this allocation, the local agency is requesting to extend the completion of construction an additional 12 months beyond the 36 month deadline.			

2.5 Highway Financial Matters

Project #	Project Title	PPNO Program/Year	Budget Year	Amount by
Allocation Amount	Location	Phase	Item #	Fund Type
Recipient	Project Description	Prgm'd Amount	Fund Type	Amount by
RTPA/CTC		Project ID	Program Code	Fund Type
District-County		Adv. Phase		
2.5w.(1b)	Active Transportation Program Projects (SB1 Augmentation)			Resolution FATP-1819-07
3	El Dorado Trail - Missouri Flat Road to El Dorado. The multi-use trail segment is proposed for construction on the Sacramento Placerville Transportation Corridor, which was purchased by the County under the Rails-to-Trails Act. The proposed segment connects the community of Diamond Springs with the community of El Dorado in the vicinity of the City of Placerville. Infrastructure improvements include an existing Class I multi-use El Dorado Trail from Missouri Flat Road to the Town of El Dorado (2.2 miles) along the SPTC railroad corridor. Included in the project are workshops at local schools, a community presentation, distribution of maps/materials and bicycle/pedestrian audits/counts. (Non-infrastructure).	03-1224B	2017-18	\$45,000
\$45,000		ATP/17-18	108-3290	
El Dorado County		CONST	RMRA	
EDLTC		\$45,000	20.30.720.100	
03-El Dorado		0314000311		
		S		
	Statewide			
	<u>Outcome/Output:</u> Construction of a 2.2 mile Class I Trail and non-infrastructure education and public outreach program.			
	(CEQA - MND, 10/04/2017.)			
	(NEPA - CE, 12/07/2018)			
	(Concurrent Consideration of Funding under Resolution E-19-11 January 2019.)			
	Right of Way Certification: 12/12/2018			
	Time extension for FY 17-18 Construction expires on 06/30/2019,			
	(PPNO 1224B is the non-infrastructure component to PPNO 1224A.)			
	(SB 1 Augmentation)			

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by
<u>RTPA/CTC</u>		<u>Location</u>		Phase	Item #	Fund Type
District-County		Project Description		Prgm'd Amount	Fund Type	Fund Type
				Project ID	Program Code	
				Adv. Phase		
2.5w.(1b)		Active Transportation Program Projects (SB1 Augmentation)			Resolution FATP-1819-07	
4	\$340,000	City of Citrus Heights <u>SACOG</u> 03-Sacramento	Mariposa Safe Routes to School (Phase IV). The project is on Mariposa Avenue in the City of Citrus Heights. The project connects Northeast Circle to Madison Avenue including Skycrest Elementary and San Juan Park. The project is the final phase of a 1.2 mile Safe Route to School Project. The Project will complete the bicycle and pedestrian network south of Skycrest Elementary including sidewalks, bikelanes, and associated improvements.	03-1694A ATP/18-19 PS&E \$242,000 R/W \$98,000 0318000191 S	2017-18 108-3290 RMRA 108-3290 RMRA 20.30.720.100	\$242,000 \$98,000
			MPO			
			<u>Outcome/Output:</u> Provide missing pedestrian sidewalk and bicycle lanes, increase personal and traffic safety. Reduce vehicle trips and greenhouse gas emissions. Increase the number of non-motorized users accessing schools, park and retail.			
			(CEQA - CE, 11/29/2018.)			
			(Contribution from other sources: \$82,000.)			
			(PPNO 1694A is the infrastructure component to PPNO 1694B)			
			(SB 1 Augmentation)			
5	\$708,000	Sacramento County <u>SACOG</u> 03-Sacramento	Folsom Boulevard Complete Street Improvements, Phase 1. On the southerly side of Folsom Boulevard between Mayhew Road and Bradshaw Road. Construct safe and unobstructed sidewalks, pedestrian safety lighting, functional landscaping, accessible curb ramps and pedestrian signal improvements. Existing utility poles will be relocated at the expense of the utility providers to provide space for these much needed safety improvements to encourage active modes of travel along this important corridor.	03-1695 ATP/17-18 PS&E \$532,000 ATP/18-19 R/W \$176,000 0318000296 S	2017-18 108-3290 RMRA 108-3290 RMRA 20.30.720.100	\$532,000 \$176,000
			Statewide			
			<u>Outcome/Output:</u> Safety improvements to encourage active modes of travel along this busy travel corridor.			
			(CEQA - MND, 12/04/2018.) (NEPA - CE, 12/10/2018)			
			(Concurrent Consideration of Funding under Resolution E-19-12; January 2019.)			
			(Contribution from other sources: \$97,000.)			
			(Time extension for FY 17-18 PS&E expires on 12/31/2018.)			
			(SB 1 Augmentation)			

2.5 Highway Financial Matters

Project #	Project Title	PPNO Program/Year	Budget Year	Amount by
Allocation Amount	Location	Phase	Item #	Fund Type
Recipient	Project Description	Prgm'd Amount	Fund Type	Amount by
RTPA/CTC		Project ID	Program Code	Fund Type
District-County		Adv. Phase		
2.5w.(1b) Active Transportation Program Projects (SB1 Augmentation)		Resolution FATP-1819-07		
6	Emeryville Bicycle and Pedestrian Greenway Safety and Mobility Improvement Project. In Emeryville: Along Existing Emeryville Greenway from Doyle Drive to Folger Avenue. Improve existing Greenway Trail crossings at 65th Street, 66th Street, and 67th Street with raised crosswalks, RRFBs, parking adjustments and signage, add bike share station.	04-2306 ATP/18-19 CONST \$265,000 0419000159 S	2017-18 108-3290 RMRA 20.30.720.100	\$265,000
\$265,000				
City of Emeryville				
<u>MTC</u>				
04-Alameda				
	MPO			
	<u>Outcome/Output:</u> Project will provide additional connectivity to existing bike lanes and encourage active transportation.			
	(CEQA - NOE, 06/13/2016.)			
	(Right of Way Certification: 10/30/2018)			
	(Contribution from other sources: \$15,000.)			
	(SB 1 Augmentation)			
7	Oakland Safe Routes to School - Crossing to Safety. The project includes the intersections of Park Boulevard/Excelsior Avenue-Grosvenor Place, Park Boulevard/13th Avenue-East 38th Street, 98th Avenue/Sunnyside Street, and the segment of Fruitvale Avenue from Foothill Boulevard to International Boulevard, in the City of Oakland. This project will provide sidewalks, shorter crossings, and a HAWK beacon at the Park Boulevard intersections; a HAWK beacon on 98th Avenue; and a road diet to create bike lanes and enhanced pedestrian crossings on Fruitvale Avenue including an RRFB. All of these locations are high-volume, high-speed corridors.	04-2324 ATP/18-19 PS&E \$331,000 0419000130 S	2017-18 108-3290 RMRA 20.30.720.100	\$331,000
\$331,000				
City of Oakland				
<u>MTC</u>				
04-Alameda				
	MPO			
	<u>Outcome/Output:</u> Provide shorter and safer pedestrian crossings; improve mobility and connectivity; increased walking and bicycling to and from school.			
	(CEQA - NOE, 09/07/2018.)			
	(SB 1 Augmentation)			

2.5 Highway Financial Matters

Project #	Allocation Amount	Project Title	PPNO Program/Year	Budget Year	Amount by	
Recipient	RTPA/CTC	Location	Phase	Item #	Fund Type	
District-County	Project Description	Project ID	Adv. Phase	Fund Type	Program Code	
				Program Code	Fund Type	
2.5w.(1b)		Active Transportation Program Projects (SB1 Augmentation)			Resolution FATP-1819-07	
8	\$56,000	Sunnyvale Safe Routes to School Improvements. Along Sunnyvale Avenue and the intersections of Maude Avenue at Mathilda Avenue, Borregas Avenue, and Sunnyvale Avenue. Install bike lanes, high visibility crosswalks, infrared bike detection system, ADA pedestrian countdown signals, raised crosswalk, and curb extensions.	04-2147A ATP/18-19 PA&ED \$56,000 0419000173 S	2017-18 108-3290 RMRA 20.30.720.100	\$56,000	
City of Sunnyvale MTC 04-Santa Clara		Statewide				
		<u>Outcome/Output:</u> New bike lanes will expand the City's bicycle network. The removal of slip lanes and adding high visibility crosswalks will eliminate collisions and provide a pedestrian friendly facility.				
		(PPNO 2147A is the Infrastructure component to PPNO 2147B)				
		(SB 1 Augmentation)				
9	\$528,000	Woodside Elementary School Student Pathway Project Phase III. In Woodside along the south side of State Route 84 between the east limits of Woodside Elementary School and Robert's Market (3015 Woodside Road) at Mountain Home Road/Canada Road. The project creates a separated, 6-foot-wide pathway, paves the road shoulder for cyclists and extends an improvement project currently underway.	04-2314 ATP/18-19 CONST \$528,000 0418000269 S	2017-18 108-3290 RMRA 20.30.720.100	\$528,000	
Town of Woodside MTC 04-San Mateo		MPO				
		<u>Outcome/Output:</u> Project will connect residents with the school, library, church and commercial center.				
		(CEQA - NOE, 02/13/2018.) (NEPA - CE, 04/11/2018)				
		(Contribution from other sources: \$136,000 CMAQ Funds.)				
		(Right of Way Certification: 10/23/2018)				
		(SB 1 Augmentation)				

2.5 Highway Financial Matters

Project #	Allocation Amount	Project Title	PPNO Program/Year	Budget Year	
Recipient	RTPA/CTC	Location	Phase	Item #	
District-County	Project Description	Adv. Phase	Project ID	Fund Type	Amount by
			Program Code	Program Code	Fund Type
2.5w.(1b)		Active Transportation Program Projects (SB1 Augmentation)		Resolution FATP-1819-07	
10	\$250,000	Fresno Pedestrian and Bike Safety Education Program (Non Infrastructure). The 30 targeted school sites, and City of Fresno neighborhood and community centers are located in low and very low-income neighborhoods. The CenCalVia Open Streets project will be conducted on Ventura and Kings Canyon Avenues, a major arterial corridor located in a disadvantaged community in South Fresno. Fresno PARCS will conduct a non-infrastructure program at schools, City neighborhood and community centers to promote and encourage pedestrian and bicycle safety. PARCS will also expand a CenCalVia Open Streets project in Fresno to attract residents from throughout Fresno County and encourage the use of alternative modes of transportation.	06-6916 ATP/18-19 CONST \$250,000 0619000062 S	2017-18 108-3290 RMRA 20.30.720.100	\$250,000
Fresno PARCS	<u>FCOG</u>				
06-Fresno					
		MPO			
		<u>Outcome/Output:</u> Pedestrian and bicycle education program conducted at 30 school sites and city centers will benefit over 1,500 children and youth.			
		(CEQA - NOE, 11/25/2014.)			
		(SB 1 Augmentation)			
11	\$165,000	Route 49 Sidewalk Infill and Bike Lanes, Angels Camp. Widening of Route 49 for new bicycle lanes and sidewalks. The widening includes the construction of a narrow section of new pavement; construction of new curb, gutter, and sidewalk; and the roadway will be signed and striped for a new bike lane.	10-3280 ATP/17-18 R/W \$165,000 1016000045 S	2017-18 108-3290 RMRA 20.30.720.100	\$165,000
City of Angels Camp	<u>CCOG</u>				
10-Calaveras					
		Statewide			
		<u>Outcome/Output:</u> The project will improve bicycle and pedestrian mobility by filling in the gaps in the active transportation network in the Route 49 Angels Camp corridor.			
		(CEQA - CE, 12/10/2018.)			
		(NEPA - CE, 12/19/2018.)			
		Time extension for FY 17-18 R/W expires 12/31/2018.			
		(SB 1 Augmentation)			

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b) Active Transportation Program Projects (SB1 Augmentation)		Resolution FATP-1819-07		
12 \$359,000 City of Stockton <u>SJCOG</u> 10-San Joaquin	<p>Active Safe Routes to Schools. Based in four key school districts, comprised of an initial 12 elementary schools throughout the Stockton area. Through sustainability the project will expand to other schools. The program looks to bring an innovative sustainable approach by teaching school representatives to engage with students and certify other representatives in schools while providing an encouraging and safe training on walking, biking, or skating to school for students and parents. (Non-Infrastructure)</p> <p>MPO</p> <p><u>Outcome/Output:</u> Increased walking, biking and skating to school, decreased traffic congestion, fuel use, road maintenance and greenhouse gas emissions and air pollution.</p> <p>(CEQA - CE, 1/10/2019)</p> <p>(SB 1 Augmentation)</p>	10-3289 ATP/18-19 CONST \$359,000 1019000030 S	2017-18 108-3290 RMRA 20.30.720.100	\$359,000
13 \$180,000 San Diego County <u>SANDAG</u> 11-San Diego	<p>Rock Springs Road Safe Routes to School Sidewalks and Bike Lanes. Construct continuous sidewalks and bike lanes along a 0.65 mile segment of Rock Springs Road on one side of the road to establish a pedestrian and bicyclist friendly corridor between residents and the Rock Springs Elementary school.</p> <p>MPO</p> <p><u>Outcome/Output:</u> Increased pedestrian safety, mobility and accessibility.</p> <p>(CEQA - NOE, 11/7/2018.)</p> <p>(Time extension for FY 17-18 PS&E expires on June, 30, 2019)</p> <p>(SB 1 Augmentation)</p>	11-1324 ATP/17-18 PS&E \$180,000 1118000209 S	2017-18 108-3290 RMRA 20.30.720.100	\$180,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.8b.(1)
Action Item

From: STEVEN KECK
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 INTERIM SHOPP
GUIDELINES
WAIVER 19-01**

ISSUE:

Should the California Transportation Commission (Commission) approve a time extension for the nine 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 nine SHOPP projects described in the attachment.

BACKGROUND:

On June 27, 2018, the Commission allocated \$72,701,000 for Construction Capital for nine SHOPP projects.

In accordance with the Guidelines, the deadline to award contracts for projects allocated in June 27, 2018 is December 31, 2018. 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.

Current Interim SHOPP Guidelines (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.

Attachment

**2.8b.(1) Time Extension / Waiver - Contract Award
Waiver 19-01**

Reference No.: 2.8b.(1)

January 30-31, 2019

Attachment

Project #	Project Dist-EA	PPNO	County-Route	Description	Fund Source	Allocated Amount (x \$1,000)	Allocation Date	Reason For Delay	Department's Request	
									Months	until end of (month-yr)
1	04-0G221	0142F	ALA-13	In Alameda and Contra Costa Counties on Routes 13, 160, 580, and 680 at various locations. Construct curb ramps and sidewalks.	SHOPP	\$ 2,390	Jun-2018	Additional time is needed to determine non-responsive bid, and evaluate and award to the next qualified bidder. Bidder 1 did not meet DVBE goals and they were non-responsive. The Department is proceeding to award to Bidder 2. Bidder 2 is still below the Engineer's Estimate. Target award date is 01/31/19. Therefore, the Department requests a three-month time extension. The Department is also requesting a concurrent three-month time for Phase 3 Construction Support.	3	Mar-2019
2	04-2A32A	0380N	NAP-121	Near Napa, at Sarco Creek Bridge No. 21-0008. Plant establishment for bridge replacement project.	SHOPP	\$ 450	Jun-2018	Delay to award is due to receipt of only one bid and it was above the programmed amount. This project has been repackaged and re-advertised on 12/06/18. Additional contractor outreach will be performed. Target award date is 01/18/19. Therefore, the Department requests a six-month time extension. The Department is also requesting a concurrent six-month time for Phase 3 Construction Support.	6	Jun-2019
3	04-2J100	1488P	NAP-29	In Napa, at northbound ramps and 1st Street. Construct roundabout. This project is combined with PPNO 2130F.	SHOPP	\$ 6,950	Jun-2018	This is a cooperative project with the City of Napa where Caltrans is the implementing agency for construction of the roundabouts in partnership with the city of Napa. Due to the proximity of the three roundabouts, efficiencies can be realized and traffic impacts minimized during construction by combining the work under one construction contract administered by Caltrans. After RTL, the City and County of Napa considered alternative funding sources for their roundabouts. This caused a delay in approval of the Authority to Advertise. Target award date is 01/18/19 and in case of unexpected bid protests or other award-related delays, an extension is requested. Therefore, the Department requests a six-month time extension. The Department is also requesting a concurrent six-month time for Phase 3 Construction Support.	6	Jun-2019
4	04-2J100	2130F	NAP-29	In the city of Napa. Construct roundabouts on California Boulevard at First and Second Streets and on First Street/State Route 29 northbound on- and off-ramps intersection. This project is combined with PPNO 1488P.	STIP	\$ 2,571	Jun-2018	This is a cooperative project with the City of Napa where Caltrans is the implementing agency for construction of the roundabouts in partnership with the city of Napa. Due to the proximity of the three roundabouts, efficiencies can be realized and traffic impacts minimized during construction by combining the work under one construction contract administered by Caltrans. After RTL, the City and County of Napa considered alternative funding sources for their roundabouts. This caused a delay in approval of the Authority to Advertise. Target award date is 01/18/19 and in case of unexpected bid protests or other award-related delays, an extension is requested. Therefore, the Department requests a six-month time extension. The Department is also requesting a concurrent six-month time for Phase 3 Construction Support.	6	Jun-2019
5	04-2J440	1482K	ALA-92	In Hayward, from 0.4 mile west of Clawiter Road to 0.3 mile west of Hesperian Boulevard. Install safety lighting and upgrade lighting.	SHOPP	\$ 5,527	Jun-2018	The low bidder was \$3,329,788 and the Engineer's Estimate was \$3,764,236. A recommendation to award was submitted on 10/11/18. However, on 10/25/18, the low bidder was disqualified because they were non-responsive. The current funding is not adequate to award to the 2nd low bidder. Supplemental funds of \$1,081,000 are needed to award the contract to the 2nd low bidder. After evaluation of bids and discussing factors resulting in the high bids with bidders, the Department has decided to reject all bids. Re-advertisement will require repackaging to include a modified electrical trench detail, updating the project to 2018 standards, additional project reviews, listing, advertisement, and award. There may also be delays due to bid protests. Therefore, the Department requests a nine-month time extension. The Department is also requesting a concurrent nine-month time for Phase 3 Construction Support.	9	Sep-2019
6	04-3K320	1488V	CC-var	In Contra Costa County, on Routes 4, 24, 80, 242, 580, and 680 at various locations. Repair and replace existing Transportation Management System elements.	SHOPP	\$ 4,740	Jun-2018	The Department's Procurement division is reviewing this service contract to award by 11/30/18. However, bid protests could result in delaying the award which may include a reconsideration hearing. If the contract cannot be awarded, the Department would need more time to repackaging the service contract, review, advertise, and award. Therefore, the Department requests a six-month time extension. The Department is also requesting a concurrent six-month time for Phase 3 Construction Support.	6	Jun-2019

Project #	Project Dist-EA	PPNO	County-Route	Description	Fund Source	Allocated Amount (x \$1,000)	Allocation Date	Reason For Delay	Department's Request	
									Months	until end of (month-yr)
7	08-0N670	0056H	RIV-74	In and near Hemet, from 0.6 mile east of Route 215 to 0.3 mile west of Acacia Avenue. Construct raised curb median.	SHOPP	\$ 35,495	Jul-2018	In mid July 2018, after RTL, Southern California Gas Company (SCGC) contacted the Department and stated a need to re-investigate the site and possibly relocate 2 lines. The Department had already agreed to protect utilities in place as per signed Utility Agreement before RTL. On 10/08/18, SCGC conducted potholing and confirmed the validity of the Utility Agreement for construction. That delay also necessitated the need to update the project specifications to 2018 specifications. The project bid opening is February 2019 and the Department expects to award by April 2019. Therefore, the Department requests a three-month time extension. The Department is also requesting a concurrent three-month time for Phase 3 Construction Support.	3	Apr-2019
8	08-0Q120	0191J	SBD-18	In Victorville, from Cobalt Road to Route 395. Construct raised curb median.	SHOPP	\$ 11,306	Jul-2018	The permits in question resulted in detailed elaborate species specifications (both standard and non-standard) whose approvals took a lot longer to obtain from the Regulatory Agencies, which delayed the advertisement. Target Bid opening is 01/23/19, and target award is 03/01/19. Therefore, the Department requests a two-month time extension. The Department is also requesting a concurrent two-month time for Phase 3 Construction Support.	2	Feb-2019
9	02-4C150	3314	Sis-96	In and near Happy Camp, from 0.1 mile east of Swillup Creek Bridge to 2.1 miles east of Thompson Creek Bridge at various locations in Siskiyou County. Drainage System Restoration.	SHOPP	\$ 3,272	Jun-2018	The Commission approved supplemental funds to award at the December 2018 meeting bringing the total CTC allocation to \$3,272,000. On October 12, 2018, the Department submitted a Bid Extension request to the Contractor which was subsequently signed. But within a few days of receiving and signing the Bid Extension Request, the Contractor received a second Bid Extension Request in error. The second bid extension was not signed or returned to the Department. After the Supplemental allocation approval by the Commission, the Department submitted award documents to the Contractor. The Contractor explained since they did not sign the 2nd Bid Extension request, they did not accept the project. The Department is looking at legal options to deal with this issue. It is possible that the Department will not only need to proceed through the legal process, but also repackage, re-advertise and then re-award the project. The Department is also requesting a concurrent twelve-month time for Phase 3 Construction Support.	8	Jun-2019

9 projects

\$ 72,701 (amount x1000)

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.8b.(2)
Action Item

From: STEVEN KECK
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 19-02**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for eight projects listed on the attached document, for the time periods shown, in the Active Transportation Program (ATP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of contract award for eight projects listed on the attached document, for the time periods shown, in the ATP.

BACKGROUND:

The Commission allocated \$4,643,000 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 <i>Construction Only</i>	Allocation Date Resolution Number Initial Request Extended Deadline Department Recommendation
1	City of Downey Los Angeles County PPNO: 07-5141 City of Downey Pedestrian Plan	\$300,000	06/28/2018 FATP-1718-19 3 Months 03/31/2019 Support
<p>The City of Downey (City) requests a three-month time extension to the period of contract award for the construction (CON) phase of the City of Downey Pedestrian Plan. The City experienced an unexpected delay during bidding of the project.</p> <p>The City received their CON allocation in June 2018 and proceeded with readying the project for advertisement. The City's efforts in preparing the Request for Proposal (RFP) took three months longer than anticipated due to their extensive research of sample RFP's from other agencies. The City has since completed the RFP with the project now in advertisement. The City is requesting additional time to hold bid opening and award the project by March 2019.</p> <p>Therefore, the City requests a three-month extension to the CON phase by March 31, 2019.</p>			
2	City of Oxnard Ventura County PPNO: 07-5143 New Traffic Signal project	\$495,000	06/28/2018 FATP-1718-19 6 Months 06/30/2019 Support
<p>The City of Oxnard (City) requests a six-month time extension to the period of contract award for the construction (CON) phase of the New Traffic Signal project. The City experienced an unexpected delay during bidding of the project.</p> <p>The City received their CON allocation in June 2018 and proceeded with readying the project for advertisement. The Design of the project was substantially complete when the request for construction allocation was received. However, shortly after the allocation was received, the City hired a new traffic consultant and new engineering staff. Changes to the plans and specs were identified by the new staff. As a result, the package required additional reviews and revisions before the package could be finalized. This delayed the advertisement and award of the project by 4 months. The advertisement is scheduled to begin the first week of January 2019. Recent City bids have resulted in single bidders. Consequently, to allow time to re-advertise and award the project, should the project receive low bidder response, the City is requesting an additional 2 months.</p> <p>Therefore, the City requests a six-month extension to the CON phase by June 30, 2019.</p>			
3	Los Angeles County Metropolitan Transportation Authority Los Angeles County PPNO: 07-5383A Metro Bike Share University of Southern California/South Los Angeles /Exposition Line Communities Expansion project	\$2,287,000	06/28/2018 FATP-1718-19 6 Months 06/30/2019 Support
<p>The Los Angeles County Metropolitan Transportation Authority (Metro) requests a six-month time extension to the period of contract award for the construction (CON) phase of the Metro Bike Share University of Southern California/South Los Angeles /Exposition Line Communities Expansion project. Metro experienced an unexpected delay in awarding the project.</p> <p>Metro received their CON allocation in June 2018. However, the Pasadena Metro Bike Share area ceased operation in August 2018 resulting in the immediate availability of station equipment. To re-deploy bike share equipment quickly and provide the greatest public benefit, Metro has partnered with the City of Los Angeles (City) to relocate the Pasadena stations to the communities adjacent to the Downtown Los Angeles service area, including areas within Metro's project limits. The City has expressed strong interest in expanding Metro Bike Share in these neighborhoods adjacent to the Downtown Los Angeles service area because of their high bike share suitability and the desire for contiguous expansion. Concurrently, Metro is seeking to expand the project limits slightly north to include the additional disadvantaged communities of Echo Park, Silverlake, and portions of East Hollywood. These communities currently lack convenient access to transit and would benefit from the first-last mile connectivity provided by Metro Bike Share. Metro is requesting additional time to allow for refined station siting and, leveraging the immediate redeployment of Pasadena equipment within the project limits. Once the redeployment is completed, Metro can finalize the package and move towards advertisement and award of the project.</p> <p>Therefore, Metro requests a six-month extension to the CON phase by June 30, 2019.</p>			

Time Extension/Waiver – Project Contract Award Deadline
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Allocation Date Resolution Number Initial Request Extended Deadline Department Recommendation
4	Riverside County Riverside County PPNO: 08-1199B Camino Aventura Sidewalk Safety Improvement program	\$13,000	06/28/2018 FATP-1718-19 3 Months 03/31/2019 Support
<p>Riverside County (County) requests a three-month time extension to the period of contract award for the construction (CON) phase of the Camino Aventura Sidewalk Safety Improvement program. The County experienced an unexpected delay in awarding the project.</p> <p>The County received their CON allocation in June 2018. The ATP program is for proposed California Highway Patrol (CHP) activities after construction of the ATP project PPNO 1199A. The CHP has recently indicated that they have changed their procedures for small projects and programs, specifically whether local field offices or CHP headquarters have contract signing authority. The local CHP office is willing to perform the work but cannot receive the contract until the issue is resolved. The County is requesting additional time to allow the CHP to finish coordinating their procedures and award the contract. The County is confident this will occur in the next three months.</p> <p>Therefore, the County requests a three-month extension to the CON phase by March 31, 2019.</p>			
5	Riverside County Riverside County PPNO: 08-1200B Thousand Palms Sidewalk Safety Improvements program	\$12,000	06/28/2018 FATP-1718-19 3 Months 03/31/2019 Support
<p>Riverside County (County) requests a three-month time extension to the period of contract award for the construction (CON) phase of the Thousand Palms Sidewalk Safety Improvements program. The County experienced an unexpected delay in awarding the project.</p> <p>The County received their CON allocation in June 2018. The ATP program is for proposed California Highway Patrol (CHP) activities after construction of the ATP project PPNO 1200A. The CHP has recently indicated that they have changed their procedures for small projects and programs, specifically whether local field offices or CHP headquarters have contract signing authority. The local CHP office is willing to perform the work but cannot receive the contract until the issue is resolved. The County is requesting additional time to allow the CHP to finish coordinating their procedures and award the contract. The County is confident this will occur in the next three months.</p> <p>Therefore, the County requests a three-month extension to the CON phase by March 31, 2019.</p>			
6	City of San Jacinto Riverside County PPNO: 08-1203 San Jacinto Valley Connect project	\$546,000	06/28/2018 FATP-1718-19 6 Months 06/30/2019 Support
<p>The City of San Jacinto (City) requests a six-month time extension to the period of contract award for the construction (CON) phase of the San Jacinto Valley Connect project. The City experienced an unexpected delay in awarding the project.</p> <p>The City received their CON allocation in June 2018 and proceeded to advertise the project. The City Council authorized the bid advertisement of the ATP project and five bids were received. One bid was slightly below the Engineer's Estimate and the others significantly above. The lowest bidder withdrew their bid after reconsideration of the bid proposal. The next lowest bidder is also above the Engineer's Estimate and the City does not have the funding capacity to make up the shortfall. The City's Engineering Department is currently analyzing the plans and estimates to determine if there are any issues with the quantities and unit costs. The City is repackaging the project and anticipates re-advertising in January 2019 and awarding within six months.</p> <p>Therefore, the City requests a of six-month extension to the CON phase by June 30, 2019.</p>			

Time Extension/Waiver – Project Contract Award Deadline
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Allocation Date Resolution Number Initial Request Extended Deadline Department Recommendation
7	City of Plymouth Amador County PPNO: 10-3178 Plymouth Main Street/Shenandoah Road Safe Routes to School Project	\$770,000	06/28/2018 FATP-1718-19 6 Months 06/30/2019 Support
<p>The City of Plymouth (City) requests a six-month time extension to the period of contract award for the construction (CON) phase of the Plymouth Main Street/Shenandoah Road Safe Routes to School Project. The City experienced an unexpected delay in awarding the project.</p> <p>The City received their construction allocation in June 2018 and proceeded with readying the package for advertisement. The Engineer's Estimate was approximately \$50,000 more than the City expected. The City secured additional local funding to make up the difference and proceeded with the advertisement. The City received two bids, with the lowest bid \$200,000 above the Engineer's Estimate. The City cannot fund the additional increase required to award the project. The City is currently exploring alternative funding options but requires additional time. The City is also analyzing the project to reduce the overall cost without impacting the scope of the project. The City anticipates re-advertising the project by March 2019 and awarding by June 30, 2019. This additional time will allow the City sufficient time to respond to bidding inquiries, review bids, and award the project.</p> <p>Therefore, the City requests a six-month extension to the CON phase by June 30, 2019.</p>			
8	City of Turlock Stanislaus County PPNO: 10-3184A Christoffersen Parkway Pedestrian and Bike Improvements with Connectors project	\$220,000	06/28/2018 FATP-1718-19 6 Months 06/30/2019 Support
<p>The City of Turlock (City) requests a six-month time extension to the period of contract award for the construction (CON) phase of the Christoffersen Parkway Pedestrian and Bike Improvements with Connectors project. The City experienced an unexpected delay in awarding the project.</p> <p>The City received their construction allocation in June 2018 and proceeded with advertising the project. Near the conclusion of the advertisement period, the City realized the project was receiving very little interest. The advertisement yielded zero bids and as a result, the City consulted with the Department on reviewing the package and the current bidding environment. The City re-advertised the project in December 2018. The City anticipates increased interest from contractors at the start of the year and expects awarding the project within six months.</p> <p>Therefore, the City requests a six-month extension to the CON phase by June 30, 2019.</p>			

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.8b.(4)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Ron Sheppard, Chief (Acting)
Division of Rail and Mass
Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR PROPOSITION 1A
HIGH-SPEED PASSENGER TRAIN BOND (HSPTB) PROGRAM PROJECTS, PER
HSPTBP GUIDELINES
WAIVER 19-04**

ISSUE:

Should the California Transportation Commission (Commission) approve a six-month extension for the period of contract award to June 28, 2019, for the locally-administered Proposition 1A High-Speed Passenger Train Bond Program – Urban/Commuter (HSPTBP) Metrolink High Speed Readiness Program (PPNO CP002) project, in Los Angeles County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve a six-month extension for the period of contract award, to June 28, 2019, for the locally-administered Proposition 1A HSPTBP Metrolink High Speed Readiness Program (PPNO CP002) project, in Los Angeles County.

BACKGROUND:

In June 2018, the Commission approved Resolution HST1A-A-1718-02, allocating a total of \$20,207,000 in Proposition 1A High-Speed Passenger Train Bond (HSPTB) funds for the Metrolink High Speed Readiness Program project. The award of a construction contract was expected by December 2018; however, due to delays experienced during the negotiation process as additional grant funding was identified, the recipient agency, the Southern California Regional Rail Authority (SCRRA), is requesting additional time as proposals will need to be revised and resubmitted accordingly.

Therefore, in accordance with Proposition 1A HSPTB Guidelines, the SCRRA respectfully requests a six-month extension for the period of contract award to June 30, 2019.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2019

Reference No.: 2.8c.
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR LOCALLY-ADMINISTERED ATP PROJECTS, PER ATP GUIDELINES WAIVER 19-05**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project completion for three projects listed on the attached document, for the time periods shown, in the Active Transportation Program (ATP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of project completion for three projects listed on the attached document, for the time periods shown, in the ATP.

BACKGROUND:

The Commission allocated \$2,440,000 for the construction of three ATP projects identified on the attachment. The responsible agencies will be unable to complete the projects as programmed. The attachment describes the details of the projects and the explanations for the delays. The respective agencies request extensions in accordance with program guidelines.

Current STIP Guidelines stipulate that a local agency has up to 36 months from the time of contract award to accept the contract. The local agency has 180 days after the contract acceptance to prepare and submit the final invoices and reports to the Department. The Guidelines further stipulate that the Commission may approve a waiver to the project completion deadline, one time only, for up to 12 months, in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Completion Deadline
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Award Date Allocation Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	City of Monterey Monterey County PPNO: 05-2676 City of Monterey Active Transportation/Demand Management Program	\$495,000	06/30/2016 FATP-1516-12 12 Months 06/30/2020 Support
<p>The City of Monterey (City) requests a 12-month time extension to complete construction (CON) of the City of Monterey Active Transportation/Demand Management Program (Program). The City has experienced an unexpected delay in completing the Program.</p> <p>The City received the construction allocation in June 2016 and began work on implementing the Program immediately. As part of the Program, the City performed extensive outreach and is creating a mobility toolkit web-based application that can help incentivize and qualify active transportation efforts with the different organizations within the City. However, the outreach and development of the toolkit required more time than originally anticipated, and the City is asking for additional time to implement the Program and introduce the toolkit to different groups and organizations to promote active transportation.</p> <p>Therefore, the City is requesting a 12-month completion time extension to June 30, 2020.</p>			
2	Los Angeles County Los Angeles County PPNO: 07-4909 Unincorporated Los Angeles County Pedestrian Plans and Programs	\$1,445,000	02/01/2016 FATP-1516-01 4 Months 06/30/2019 Support
<p>Los Angeles (County) requests a four-month time extension to complete construction (CON) of the Unincorporated Los Angeles County Pedestrian Plans and Programs. The County has experienced an unexpected delay in completing the project.</p> <p>The project includes non-infrastructure pedestrian plans and programs in the unincorporated communities in Los Angeles County. The scope of the project includes data collection and analysis, community-driven pedestrian planning, public awareness campaigns and education and encouragement programs to specific communities. As part of the outreach efforts, Tribal Consultation, as required under Senate Bill 18 and Assembly Bill 52, took longer than anticipated. The project and CEQA document could not have been introduced or adopted by the Regional Planning Commission and the Board of Supervisors until the Tribal Consultation process was completed. The Tribal Consultation is now complete and is pending public notice and hearing to adopt the project and CEQA documents. The County is asking for additional time to allow the project and CEQA document be heard and approved.</p> <p>Therefore, the County is requesting a four-month completion time extension to June 30, 2019.</p>			
3	City of Irvine Orange County PPNO: 12-2170G Citywide Bicycle, Pedestrian Motorist Safety Program	\$500,000	03/01/2016 FATP-1516-03 12 Months 03/31/2020 Support
<p>The City of Irvine (City) requests a 12-month time extension to complete construction (CON) of the Citywide Bicycle, Pedestrian Motorist Safety Program. The City has experienced an unexpected delay during the completion of the program.</p> <p>The City's program was delayed due to the development of a new Transportation Commission (TC) and new Transportation Department (TD) in the City of Irvine. The creation of the TC and TD were unforeseen at the time of the ATP application. The City began working on the program in February 2016, before the creation of the TC and TD, however, the program was stalled 13 months until the completion of the new TC and TD in July 2017. The City required input from the new TC and TD staffing before permitting the re-start of the program. The development of the new TC and TD resulted in a 13-month delay, however, the City anticipates completing the program within the maximum allowable extension of 12-months.</p> <p>Therefore, the City is requesting a 12-month completion time extension March 31, 2020.</p>			

Tabs 88-91

California Transportation Commission

January 30-31, 2019 Meeting - Extension Requests / Staff Recommendation

Agenda Item #	Ref #	Extension Type	Proj #	PPNO	County	Agency	Agency Request	Caltrans Extension Request	CTC Staff Recommendation	Notes
88	2.8b.(1)	SHOPP - Contract Award and Construction Support	1	04-0142F	Alameda	Caltrans	-	3	3	Caltrans requests additional time to advertise and award the project by March 2019.
88	2.8b.(1)	SHOPP - Contract Award and Construction Support	2	04-0380N	Napa	Caltrans	-	6	6	Caltrans requests additional time to advertise and award the project by June 2019.
88	2.8b.(1)	SHOPP - Contract Award and Construction Support	3	04-1488P	Napa	Caltrans	-	6	6	Caltrans requests additional time to advertise and award the project by June 2019.
88	2.8b.(1)	SHOPP - Contract Award and Construction Support	4	04-2130F	Napa	Caltrans	-	6	6	Caltrans requests additional time to advertise and award the project by June 2019.
88	2.8b.(1)	SHOPP - Contract Award and Construction Support	5	04-1482K	Alameda	Caltrans	-	9	9	Caltrans requests additional time to advertise and award the project by September 2019.
88	2.8b.(1)	SHOPP - Contract Award and Construction Support	6	04-1488V	Contra Costa	Caltrans	-	-	-	Project was awarded prior to the CTC meeting.
88	2.8b.(1)	SHOPP - Contract Award and Construction Support	7	08-0056H	Riverside	Caltrans	-	3	3	Caltrans requests additional time to advertise and award the project by April 2019.
88	2.8b.(1)	SHOPP - Contract Award and Construction Support	8	08-0191J	San Bernardino	Caltrans	-	2	2	Caltrans requests additional time to advertise and award the project by March 2019.
88	2.8b.(1)	SHOPP - Contract Award and Construction Support	9	02-3314	Siskiyou	Caltrans	-	8	8	Caltrans requests additional time to advertise and award the project by June 2019.
89	2.8b(2)	Active Transportation Program - Contract Award	1	07-5141	Los Angeles	City of Downey	3 months	3 months	3 months	The City experienced an unexpected delay during the bidding of the project due to extensive research of sample RFP's. The City requests additional time to hold bid opening and award the project by March 2019.
89	2.8b(2)	Active Transportation Program - Contract Award	2	07-5143	Ventura	City of Oxnard	6 months	6 months	6 months	The City experienced an unexpected delay during the bidding of the project due to additional reviews and revisions to the package by new staff. The City requests additional time to advertise and award the project by June 30, 2019.
89	2.8b(2)	Active Transportation Program - Contract Award	3	07-5383A	Los Angeles	Los Angeles County Metropolitan Transportation Authority	6 months	6 months	6 months	The Los Angeles County Metropolitan Transportation Authority (Metro) experienced an unexpected delay in awarding the project due to acquisition of additional equipment which will expand the project limits. Metro expects to finalize the package, advertise and award by June 30, 2019.
89	2.8b(2)	Active Transportation Program - Contract Award	4	08-1199B	Riverside	Riverside County	3 months	3 months	3 months	The County experienced an unexpected delay in awarding this non-infrastructure project due to changes in the California Highway Patrol's (CHP) contract procedures. The local CHP office is willing to perform the work, so the County requests an extension to award the contract by March 31, 2019.
89	2.8b(2)	Active Transportation Program - Contract Award	5	08-1200B	Riverside	Riverside County	3 months	3 months	3 months	The County experienced an unexpected delay in awarding this non-infrastructure project due to changes in the California Highway Patrol's (CHP) contract procedures. The local CHP office is willing to perform the work, so the County requests an extension to award the contract by March 31, 2019.
89	2.8b(2)	Active Transportation Program - Contract Award	6	08-1203	Riverside	City of San Jacinto	6 months	6 months	6 months	The City experienced an unexpected delay in awarding the project because the bids received were above the engineer's estimate and the City cannot make up the shortfall. The City will repack and re-advertise and award the project by June 30, 2019.
89	2.8b(2)	Active Transportation Program - Contract Award	7	10-3178	Amador	City of Plymouth	6 months	6 months	6 months	The City experienced an unexpected delay in awarding the project because the bids received were above the engineer's estimate and the City cannot make up the shortfall. The City will repack and re-advertise and award the project by June 30, 2019.
89	2.8b(2)	Active Transportation Program - Contract Award	8	10-3184A	Stanislaus	City of Turlock	6 months	6 months	6 months	The City experienced an unexpected delay in awarding the project because the City received zero bids. The City has re-advertised and expects to award the project by June 30, 2019.

California Transportation Commission

January 30-31, 2019 Meeting - Extension Requests / Staff Recommendation

Agenda Item #	Ref #	Extension Type	Proj #	PPNO	County	Agency	Agency Request	Caltrans Extension Request	CTC Staff Recommendation	Notes
90	2.8b(4)	Proposition 1A High-Speed Passenger Train Bond Program-Contract Award	1	CP002	Los Angeles	Southern California Regional Rail Authority	6 months	6 months	6 months	Negotiations with other agencies that are also funding the project took longer than anticipated.
91	2.8c.	Active Transportation Program - Project Completion	1	05-2676	Monterey	City of Monterey	12 months	12 months	12 months	The City has experienced an unexpected delay in completing the program because the outreach and development of the toolkit required more time than originally anticipated. The City expects to complete the project by June 30, 2020.
91	2.8c.	Active Transportation Program - Project Completion	2	07-4909	Los Angeles	Los Angeles County	4 months	4 months	4 months	The County has experienced an unexpected delay in completing the project because the Regional Planning Commission and Board of Supervisors could not adopt the project and the CEQA documents until the Tribal Consultation process was completed. The County anticipates completion by June 30, 2019.
91	2.8c.	Active Transportation Program - Project Completion	3	12-2170G	Orange	City of Irvine	12 months	12 months	12 months	The City experienced an unexpected delay during the completion of the program because of the development of a new Transportation Commission and Transportation Department in the City. The City anticipates completing the program by March 31, 2020.