ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

http://www.catc.ca.gov

January 31- February 1, 2018

Sacramento, California

Wednesday, January 31, 2018

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

5:30 PM **WTS Sacramento 2017 Annual Awards and Scholarship Dinner**
Hyatt Regency Downtown Sacramento
Ballroom
1209 L Street
Sacramento, CA 95814

Thursday, February 1, 2018

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

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 should be made as soon as possible but no later than at least five working days prior to the scheduled meeting.

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

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

***** "A" denotes an "Action" item; "I" denotes an "Information" item; "C" denotes a "Commission" item; "D" denotes a "Department" item; "F" denotes a "U.S. Department of Transportation" item; "R" denotes a Regional or other Agency item; and "T" denotes a California Transportation Agency (CalSTA) item.

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):
CTC Meeting – March 21-22, 2018 in Orange, CA

Tab #	Item Description	Ref. #	Presenter	Status*	

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

Tab #	Item Description	Ref. #	Presenter	Status*	
	GENERAL BUSINESS				
1	Roll Call	1.1	Bob Alvarado	I	C
2	Election of Commission Chair and Vice Chair	1.13	Bob Alvarado	A	C
3	Welcome to the Region	1.12	James Corless Derek Minnema	I	R
	RESOLUTION OF NECESSITY – APPEARANCE				
4 8 Ayes	Appearance - Via Correspondence (Letter) --08-SBd-395-PM 37.67 Southern California Public Power Authority Resolution C-21585	2.4a.	Stephen Maller Mike Whiteside	A	D
5	Approval of Minutes for December 6-7, 2017	1.2	Bob Alvarado	A	C
6	Commissioners' Meetings for Compensation	1.5	Bob Alvarado	A	C
	REPORTS				
7	Commission Executive Director	1.3	Susan Bransen	A	C
8	Commissioner Reports	1.4	Bob Alvarado	A	C
9	CalSTA Secretary and/or Undersecretary	1.6	Brian Kelly	I	T
10	Caltrans Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D
11	FHWA California Division Administrator	1.11	Vincent Mammano	I	F
12	Regional Agencies Moderator	1.8	Kenneth Kao	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	Innovations in Transportation • Promising Technologies in Traffic Operations – UC Berkeley Institute of Transportation Studies	4.3	Garth Hopkins Alex Bayen	I	C
16	State and Federal Legislative Matters	4.1	Jofil Borja	A	C
17	Budget and Allocation Capacity	4.2	Jacqueline Campion Steven Keck	I	D
18	Update to the Federal Aid Project Funding Guidelines	4.9	Mitch Weiss Steven Keck	I	D
	Road Repair and Accountability Act of 2017, Senate Bill 1				
19	Road Repair and Accountability Act of 2017, Senate Bill (SB 1) Implementation Update	4.5	Mitch Weiss	A	C
20	Adoption of the 2018 Local Partnership Program – Formulaic Program of Projects Resolution G-18-04 *(Related Item under Ref. 2.5s.(1).)*	4.22	Matthew Yosgott	A	C
21	Adoption of the Fiscal Year 2017-18 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Subsequent Report of Eligible Cities and Counties Resolution G-18-03	4.21	Garth Hopkins	A	C
22	Presentation of the Draft SB 1 Accountability and Transparency Guidelines	4.15	Dawn Cheser	I	C

Tab #	Item Description	Ref. #	Presenter	Status*	
23	Adoption of the 2017 ATP Augmentation Metropolitan Planning Organization Component – 3 of 10 Large MPOs Resolution G-18-02 *(Related Item under Ref. 2.5w.(1).)*	4.13	Laurie Waters	A	C
24	North Coast Railroad Authority (NCRA) Update • NCRA's 2018 Strategic Plan	4.20	Jofil Borja Matthew Brady John McCowen	I	D/C/R
25	Caltrans Interim Efficiencies Report	4.4	Rick Guevel Karla Sutliff	I	D
	SHOPP Program				
26	Approve the Transportation Assets Management Plan for the State Highway System - Performance Targets for all Asset Classes and Annual Benchmarks for the Four Primary Asset Classes	4.6	Stephen Maller Mike Johnson	A	D
27	Overview of the Proposed 2018 State Highway Operation and Protection Program	4.7	Rick Guevel Bruce De Terra	I	D
	INFORMATION CALENDAR		Stephen Maller		
28	**Informational Reports on Allocations Under Delegated Authority:** -- Emergency G-11 Allocations *(2.5f. (1))*: $57,390,000 for 22 projects. -- SHOPP Safety Sub-Allocations *(2.5f. (3))*: $13,297,000 for four projects. -- Minor G-05-16 Allocations *(2.5f. (4))*: $3,783,000 for five projects.	2.5f.		I	D
	Monthly Reports on the Status of Contract Award for:				
29	State Highway Projects, per Resolution G-06-08	3.2a.		I	D
30	Local Assistance STIP Projects, per Resolution G-13-07	3.2b.		I	D
31	Local Assistance ATP Projects, per Resolution G-15-04	3.2c.		I	D
32	SHOPP Projects, Pre-Construction SHOPP Support Allocations, per Interim SHOPP Guidelines	3.3		I	D
	Quarterly Reports – First Quarter – FY 2017-18				
33	Quarterly Report – Local Assistance Lump Sum Allocation for the Period Ending September 30, 2017	3.5		I	D
	Other Reports				
34	Fourth Quarter - Balance Report on AB 1012 "Use It or Lose It" Provision for Federal Fiscal Year 2015 Unobligated RSTP and CMAQ Funds.	3.6		I	D
35	Traffic Congestion Relief Program (TCRP) Annual Report	4.8		I	D
	BEGIN CONSENT CALENDAR		Stephen Maller		
36	Amendment for Approval (Border Infrastructure Program): The city of Calexico proposes to re-program $4,500,000 of Federal SAFETEA-LU Border Infrastructure Program funds for the Construction phase on the Cesar Chavez Boulevard Widening and Improvement - 2nd Street to Route 98 project in Imperial County. (PPNO 0606) STIP Amendment 16S-018 *(Related Item under Ref. 2.2c.(6).)*	2.1a.(2)		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
37	Amendment for Approval (Border Infrastructure Program): The Department proposes to amend the Route 11 Highway and Commercial Vehicle Enforcement Facility project – Segment 2 (PPNO 0999B) in San Diego County to replace a portion of the local funds with a federal grant (FAST Act) and segment the project into Segment 2 (PPNO 0999B) and Segment 2A (PPNO 0999D); with Segment 2A being delivered in FY 2018-19. The Department also proposes to program $3,350,000 of SAFETEA-LU Border Infrastructure Program funds to the new Segment 2A. STIP Amendment 16S-20	2.1a.(3)		A	D
38	Approval of Projects for Future Consideration of Funding: 02-But-70, PM 42.06/42.21/46.44 02-Plu-70, PM 23.67/31.82 Feather River Aquatic Organism Passage Project Construct fish passages at five locations along the Feather River in Butte and Plumas Counties. (MND) (EA 02-0H800/0H900) (SHOPP/US Forest Service Funds) Resolution E-18-01 03-Yub-20, PM 13.30/R17.80 Browns Valley Rehabilitation Project Construct roadway improvements and replace an existing bridge on SR 20 in Yuba County. (MND) (PPNO 9579) (SHOPP) Resolution E-18-02 03-Yub-20, PM R18.07/20.25 State Route 20 Timbuctoo Safety Improvement Project Construct roadway improvements on a portion of SR 20 in Yuba County. (MND) (PPNO 9590) (SHOPP) Resolution E-18-03 05-SB-192, PM 15.4/15.6 Arroyo Parida Creek Bridge Replacement Project Replace existing bridge on SR 192 in Santa Barbara County. (MND) (PPNO 0335) (SHOPP) Resolution E-18-04 08-Riv-10, PM R62.3/R63.7 Interstate 10/Avenue 50 New Interchange Project Construct a new interchange on I-10 at Avenue 50 in Riverside County. (MND) (EA 08-45210) (Local) Resolution E-18-05 10-Mer-99, PM 20.1/24.3 Merced 99 Pavement Rehabilitation Project Resurface and restore pavement on a portion of SR 99 in Merced County. (MND) (PPNO 5431) (SHOPP) Resolution E-18-06	2.2c.(1)		A	D
39	Approval of Project for Future Consideration of Funding: 01 – Mendocino County Covelo State Route 162 Corridor Multi-Purpose Trail Project Construct a multi-purpose trail along State Route 162. (MND) (PPNOs 01-4610B, 01-4632, 01-4634) (ATP) Resolution E-18-08 *(Related Item under Ref. 2.5w.(1).)*	2.2c.(3)		A	C

Tab #	Item Description	Ref. #	Presenter	Status*	
40	Approval of Project for Future Consideration of Funding: 05 – Santa Barbara County Old Town Sidewalk Improvement Project Construct sidewalks, access ramps, parking and other improvements. (MND) (PPNO 05-2695) (ATP) Resolution E-18-09 *(Related Item under Ref. 2.5w.(1).)*	2.2c.(4)		A	C
41	Approval of Project for Future Consideration of Funding: 11 – Imperial County Cesar Chavez Boulevard Improvement Project Construct lane and signalization improvements. (MND) (PPNO 0606) (BIP) (RMRA) Resolution E-18-11 *(Related Item under Ref. 2.1a.(1).)*	2.2c.(6)		A	C
42	Approval of Project for Future Consideration of Funding: 03 – Sacramento County Power Inn Road Sidewalk Improvements Project Construct sidewalks, bike lanes and other improvements. (ND) (PPNO 1684) (ATP) Resolution E-18-13 *(Related Item under Ref. 2.5w.(1).)*	2.2c.(8)		A	C
43	Approval of Project for Future Consideration of Funding: 05 – Monterey County Monterey Bay Sanctuary Scenic Trail (MBSST) – Moss Landing Segment Bicycle/Pedestrian Path and Bridge Project Construct a bicycle and pedestrian path. (MND) (PPNO 2817) (ATP) Resolution E-18-14	2.2c.(9)		A	C
44	Route Adoption: --09-Iny-395-PM 29.9/41.9 Adopt US-395 as a controlled access highway on new alignment from 1.4 miles south of LA Aqueduct Bridge No. 48-0010 to 0.1 mile south of Ash Creek Bridge No. 48-0068R, in Inyo County. Resolution HRA 18-01 *(Related Items under 2.3a.(2).)*	2.3a.(1)		A	D
45	Route Re-designation: --09-Iny-190-PM 6.0/9.9 Re-designate superseded US-395 from 0.5 miles south of LA Aqueduct Bridge No. 40-0010 to the existing State Route 190 interchange at PM 9.9 as State Route 190. Resolution HRR 18-01 *(Related Item under 2.3a.(1).)*	2.3a.(2)		A	D
46 8 Ayes	15 Resolutions of Necessity Resolutions C-21586 through C-21600	2.4b.		A	D
47	Resolution of Necessity - Rescission: 08-SBd-18-PM 109.43 First Class Properties, LLC, a California Limited Liability Company, etc., et al. Rescinding Resolution C-21553 because of a change in ownership. Resolution CR-160	2.4e.		A	D
48	Director's Deeds Items 1 through 14 Excess Lands - Return to State: $2,846,500 Return to Others: $0	2.4d.(1)		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
49	Five Relinquishment Resolutions: --04-Son-101-PM 15.1 Right of way along Route 101 on Redwood Drive, in the city of Rohnert Park. Resolution R-3999 --07-Ven-101-PM-14.7/15.1 Right of way along Route 101 on Ventura Boulevard and Carmen Drive, in the city of Camarillo. Resolution R-4000 --08-SBd-10-PM-26.33/26.46 Right of way along Route 10 on Tippecanoe Avenue and Laurelwood Drive, in the city of San Bernardino. Resolution R-4001 --08-SBd-10-PM-26.22/26.36 Right of way adjacent to Route 10 on Anderson Street and Redlands Boulevard, in the city of Loma Linda. Resolution R-4002 --12-Ora-5-PM-32.5/33.3 Right of way along Route 5 between Seventeenth Street and Main Street, in the city of Santa Ana. Resolution R-4003	2.3c.		A	D
50	Allocation Amendment – Proposition 1B STIP: Request to de-allocate $1,334,901 in Proposition 1B STIP construction from the Routes 210 and 215 Project in San Bernardino County, due to savings at project closeout. (PPNO 0194Q) Resolution CMIA-AA-1718-10, Amending Resolution CMIA-A-0910-001 Resolution STIP1B-AA-1718-01, Amending Resolution STIP1B-A-0910-005	2.5g.(1a)		A	D
51	Allocation Amendment – Proposition 1B STIP: Request to de-allocate $112,232 in Proposition 1B STIP construction from the Route 101 Marin-Sonoma Narrows HOV Lanes Project in Marin County, due to savings at project closeout. (PPNO 0360F) Resolution CMIA-AA-1718-11, Amending Resolution CMIA-AA-1617-07 Resolution STIP1B-AA-1718-02, Amending Resolution STIP1B-AA-1617-03	2.5g.(1b)		A	D
52	Allocation Amendment – Proposition 1B STIP: Request to de-allocate $71,763 in Proposition 1B STIP construction from the Route 580 Eastbound HOV Lane Segment 2 – Portola Avenue to Hacienda Drive Project in Alameda County, due to savings at project closeout. (PPNO 0112D) Resolution CMIA-AA-1718-12, Amending Resolution CMIA-AA-1617-04 Resolution STIP1B-AA-1718-03, Amending Resolution STIP1B-AA-1617-02	2.5g.(1c)		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
53	Allocation Amendment – Proposition 1B STIP to CMIA: Reduce the original STIP allocation for construction by $3,548,000, (from $3,548,000 to $0), and increase the original CMIA allocation for construction by $3,548,000, (from $0 to $3,548,000), for the Route 15/215 Interchange to Scott Road project in Riverside County. (PPNO 9991A) Resolution STIP1B-AA-1718-04, Amending Resolution STIP1B-A-0809-009 Resolution CMIA-A-1718-01	2.5g.(1d)		A	D
54	Allocation Amendment – Proposition 1B STIP to CMIA: Reduce the original STIP allocation for construction by $11,047,000, (from $11,047,000 to $0) and increase the original CMIA allocation for construction by $11,047,000, (from $11,155,000 to $22,202,000) for the East Sonora Bypass Stage II project in Tuolumne County. (PPNO 0021B) Resolution CMIA-AA-1718-13, Amending Resolution CMIA-A-1011-002 Resolution STIP1B-AA-1718-05, Amending Resolution STIP1B-A-1011-001	2.5g.(1e)		A	D
55	Allocation Amendment – Proposition 1B ICR Project: Request to de-allocate an additional $470,000 in construction savings from the San Onofre to Pulgas Double Track Phase 1 project, in San Diego County, due to project savings at closeout. (PPNO 2094) Resolution ICR1B-AA-1718-02, Amending Resolution ICR1B-AA-1415-02 Resolution MPF-17-04, Amending Resolution MFP-14-09	2.5g.(8a)		A	D
56	Allocation Amendment – Proposition 1B ICR Project: Request to de-allocate $128,000 in design savings from the San Onofre to Pulgas Double Track Phase 2 project, in San Diego County, due to project savings at closeout. (PPNO 2094) Resolution ICR1B-AA-1718-03 Amending Resolution ICR1B- A-1415-03	2.5g.(8b)		A	D
57	Allocation Amendment – TCRP Project 115 & 116: Request to amend Resolution TFP-16-23, originally approved in June 2017, to correct the "Outcome/Outputs" descriptions for TCRP Project 115 – South LRT Extension – Meadowview - Calvine (PPNO 3L05) and TCRP Project 116 – Northeast Corridor Enhancement (PPNO 3148), which were omitted at the time of construction allocation. Resolution TFP-17-01, Amending Resolution TFP-16-23	2.5t.(1)		A	D
58	Allocation Amendment - TCRP Project 116: Request to amend Resolution TFP-16-26, originally approved in June 2017, to correct the "Outcome/Outputs" description for TCRP Project 116 – Northeast Corridor Enhancement (PPNO 3148), which was omitted at the time of the redistribution of the Right of Way savings to construction for this project. Resolution TFP-17-02, Amending Resolution TFP-16-29	2.5t.(2)		A	D
59	Technical correction – STIP Project: Request to correct the EA and Project ID for the Pelandale Avenue Interchange STIP project, in Stanislaus County, approved under Resolution FP-17-14, in October 2017. (PPNO 9460A);	2.9.		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
60	ATP Amendment for Approval: Request to amend the 2017 ATP Augmentation Statewide Component to reprogram $250,000 of funds programmed in the environmental phase and $250,000 of funds programmed in the design phase to the construction phase in FY 2018-19 for the Bay Regional Park District's Doolittle Drive Bay Trail Project. Resolution ATP-A-17-02	4.11		A	C
	END OF CONSENT CALENDAR				
	ENVIRONMENTAL MATTERS				
61	Approval of Project for Future Consideration of Funding: 04-Ala-84, PM 13.01/13.60 Alameda Creek Bridge Replacement Project Replace existing bridge on SR 84 in Alameda County. (FEIR) (PPNO 0084B) (SHOPP) Resolution E-18-07	2.2c.(2)	Jose Oseguera Phil Stolarski	A	D
62	Approval of Project for Future Consideration of Funding: 04 – San Francisco County City/County of San Francisco Transit Effectiveness Project Construct pedestrian, bicycle and transit improvements. (FEIR) (PPNO 2319) (ATP) Resolution E-18-12 *(Related Item under Ref. 2.5w.(1).)*	2.2c.(7)	Jose Oseguera	A	C
	RIGHT OF WAY MATTERS				
	Airspace Lease				
63	Request to Directly Negotiate with Chelsea Investments-Father Joe's Village (San Diego County)	2.4c.	Stephen Maller Jennifer S. Lowden	A	D
	PROGRAM UPDATES				
	Quarterly Reports – First Quarter – FY 2017-18				
64	Proposition 1B *--Corridor Mobility Improvement Account (3.9a.)* *--Route 99 Corridor Program (3.9b.)* *--Local Bridge Seismic Retrofit Program (3.9c.)* *--State-Local Partnership Program (3.9d.)* *--Traffic Light Synchronization Program (3.9e.)* *--Highway-Railroad Crossing Safety Account (3.9f.)* *--Intercity Rail Improvement Program (3.9g.)* *--Trade Corridors Improvement Fund (3.9h.)*	3.9	Stephen Maller Bruce De Terra	I	D
65	Project Delivery	3.7	Stephen Maller Jim Davis	I	D
	Supplemental Fund Allocations				
66	Request for an additional $3,737,000 in Construction Capital for the SHOPP Installation of Ramp Metering project on Route 99 in Sacramento County, to award a contract. This is an increase of 22.9 percent over the original allocated amount. (PPNO 6913) Resolution FA-17-08	2.5e.(2)	Stephen Maller Amarjeet Benipal	A	D
67	Request for an additional $1,174,000 in Construction Capital for the SHOPP Inspection Facilities Replacement project on Route 80 in Nevada County, to award a contract. This is an increase of 45.1 percent over the original allocated amount. (PPNO 4296) Resolution FA-17-09	2.5e.(3)	Stephen Maller Amarjeet Benipal	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
68	Request for an additional $781,000 in Construction Capital for the SHOPP Collision Reduction project from Piedmont Avenue to Scenic Drive on Route 68 in Monterey County, to award a contract. This is an increase of 27.4 percent over the original allocated amount. (PPNO 2604) Resolution FA-17-10	2.5e.(4)	Stephen Maller Tim Gubbins	A	D
69	Request for an additional $640,000 in Construction Capital for the SHOPP Installation of Traffic Management Systems project from Route 1 to Route 68 in Monterey County, to award a contract. This is an increase of 54.3 percent over the original allocated amount. (PPNO 4019) Resolution FA-17-11	2.5e.(5)	Stephen Maller Tim Gubbins	A	D
70	Request for an additional $9,061,000 in Construction Capital for the SHOPP I-880 North of Fremont Boulevard Overcrossing to High Street Separation/Overhead Pavement Rehabilitation project on Route 880 in Alameda County, to award a contract. This is an increase of 19.6 percent over the original allocated amount. (PPNO 0483W) Resolution FA-17-13	2.5e.(7)	Stephen Maller Bijan Sartipi	A	D
71	Request for an additional $1,650,000 in Construction Capital for the SHOPP Commercial Vehicle Enforcement Facility project on Route 15 in San Bernardino County, to close out a contract. This is an increase of 15 percent over the original allocated amount. (PPNO 0179B) Resolution FA-17-12	2.5e.(6)	Stephen Maller John Bulinski	A	D
	PROGRAM UPDATES				
	SHOPP PROGRAM				
	SHOPP Program Amendments for Approval:				
72	Request to: --Add 23 new projects into the 2016 SHOPP. --Revise 70 projects currently programmed in the 2016 SHOPP. SHOPP Amendment 16H-022	2.1a.(1)	Rick Guevel Bruce De Terra	A	D
	Minor Program Allocations				
73	Request of $2,158,000 for two SHOPP Minor projects. Resolution FP-17-33	2.5a.	Rick Guevel Bruce De Terra	A	D
	SHOPP Allocations				
74	Request of $149,112,000 for 16 SHOPP projects. Resolution FP-17-34	2.5b.(1)	Rick Guevel Bruce De Terra	A	D
75	Request of $46.8 million for 60 SHOPP preconstruction project phases for environmental, design and R/W support: • $ 3.6 million for PA&ED for 5 projects • $40.8 million for PS&E for 31 projects • $ 2.4 million for R/W support for 24 projects Resolution FP-17-35	2.5b.(2)	Rick Guevel Bruce De Terra	A	D
	STIP PROGRAM				
	STIP Allocations				
76	Request of $1,423,000 for four locally administered STIP projects, off the State Highway System: *2.5c. (3a)* -- $1,356,000 for two STIP projects. 2.5c. (3b) -- $ 67,000 for two STIP Planning, Programming, and Monitoring project. Resolution FP-17-36	2.5c.(3)	Teresa Favila Bruce De Terra	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	SENATE BILL 1 PROGRAM				
	Local Partnership Program (LPP)				
77	Request of $907,000 for the 7th Street Grade Separation (East) LPP project in Alameda County. (PPNO 2103D) Resolution LPP-A-1718-01 *(Related Item under Ref. 4.22.)*	2.5s.(1)	Matthew Yosgott Rihui Zhang	A	D
	PROPOSITION 1B PROGRAM				
	Trade Corridor Improvement Fund Program				
78	Trade Corridors Improvement Fund Baseline Amendment: The Department and the San Diego Association of Governments (SANDAG) propose to amend the baseline agreement for TCIF Project 68, Segment 2 - State Route (SR) 11 and Commercial Vehicle Enforcement Facility (PPNO 0999B) in San Diego County to program $7,825,000 in Proposition 1B TCIF regional savings to a segmented project Segment 2A: SR 11- Construct 4-lane highway project (PPNO 0999D). Resolution TCIF-P-1718-09, Amending Resolution TCIF-P-1112-40 *(Related item under Ref 2.1a. (2).)*	2.1c.(5)	Teri Anderson Bruce De Terra	A	D
79	Trade Corridors Improvement Fund Program Amendment: Add Project 127 - State Route 99 Auxiliary Lanes Project, from I-5 Connector to West Elkhorn Boulevard Overcrossing in Sacramento County into the Program. Resolution TCIF P-1718-07	4.16	Teri Anderson	A	C
80	Trade Corridors Improvement Fund Baseline Agreement : Approve the Baseline Agreement for Project 127-State Route 99 Auxiliary Lanes Project, from I-5 Connector to West Elkhorn Boulevard Overcrossing in Sacramento County. Resolution TCIF P-1718-08B	4.17	Teri Anderson	A	C
	State Route 99 Program				
81	State Route 99 Bond Program Amendment: Add the State Route 99 Auxiliary Lanes Project, from I-5 Connector to West Elkhorn Boulevard Overcrossing in Sacramento County into the Program. Resolution R99-P-1718-02	4.18	Teri Anderson	A	C
82	State Route 99 Bond Baseline Agreement: Approve the Baseline Agreement for the State Route 99 Auxiliary Lanes Project, from I-5 Connector to West Elkhorn Boulevard Overcrossing in Sacramento County. Resolution R99-P-1718-03	4.19	Teri Anderson	A	C
	State Route 99/TCIF Project Allocation				
83	Request of $4,500,000 from the State Route 99 and $900,000 from the TCIF Proposition 1B Bond Programs for State Route 99 Auxiliary Lanes Project, from I-5 Connector to West Elkhorn Boulevard Overcrossing Project, in Sacramento County. (PPNO 03-6928/TCIF Project 127) Resolution R99-A-1718-02 Resolution TCIF-A-1718-03	2.5g.(2)	Teri Anderson Bruce De Terra	A	D
	Active Transportation Program (ATP)				
	ATP Project Allocations				
84	Request of $12,715,000 for 32 locally administered ATP projects, off the State Highway System. *2.5w. (1a)* -- $4,931,000 for 16 ATP projects. *2.5w. (1b)* -- $7,784,000 for 16 ATP SB1 Augmentation projects. Resolution FATP-1718-11 *(Related Items under Ref. 2.2c.(2), 2.2c.(4), 2.2c.(7), 2.2c.(8) & 4.13.)*	2.5w.(1)	Laurie Waters Rihui Zhang	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	Advance – ATP Project Allocation				
85	Request of $746,000 for the Rexland Acres Community Sidewalk ATP project in Kern County, programmed in FY 18-19. (PPNO 6900) Resolution FATP-1718-12	2.5w.(2)	Laurie Waters Rihui Zhang	A	D
	Aeronautics Program				
86	Allocation Amendment – Aeronautics A&D Project: Request to deallocate $135,000 in CAAP A&D funding from the Jacqueline Cochran Airport project in Riverside County, due to project withdrawal by Riverside County. (Riv-2-15-1) Resolution FDOA-2018-03 Amending Resolution FDOA-2014-09	2.7c.	Rick Guevel Gary Cathey	A	D
	Transit & Intercity Rail Capital Program (TIRCP) Project Allocations				
87	Request of $12,173,000 for two TIRCP projects. Resolution TIRCP-1718-02	2.6g.	Teresa Favila Dara Wheeler	A	D
	TIME EXTENSION REQUESTS				
	Project Allocation Time Extension				
88	Request to extend the period of pre-construction support allocations for 15 SHOPP phases: • 9 requests for the PS&E phase • 6 requests for the R/W Support phase Waiver 18-01	2.8a.(1)	Rick Guevel Bruce De Terra	A	D
	Contract Award Time Extension				
89	Request to extend the contract award for 6 SHOPP projects, per Interim SHOPP Guidelines. Waiver 18-03	2.8b.(1)	Rick Guevel Bruce De Terra	A	D
90	Request to extend the period of contract award for 2 Active Transportation Projects, per ATP Guidelines. Waiver 18-02	2.8b.(2)	Laurie Waters Rihui Zhang	A	D
	Project Completion Time Extension				
91	Request to extend the period of project completion for the City of San Diego – Linda Vista Safe Routes to School (NI) ATP project, per ATP Guidelines. (PPNO 1140) Waiver 18-04	2.8c.	Laurie Waters Rihui Zhang	A	D
	OTHER MATTERS / PUBLIC COMMENT	6.			
	ADJOURN				

Highway Financial Matters

$ 198,070,000	Total SHOPP/Minor Requested for Allocation
$ 1,423,000	Total STIP Requested for Allocation
$ 907,000	Total SB-1 Local Partnership Program
$ 4,500,000	Total Proposition 1B
$ 13,461,000	Total Active Transportation Program
$ 74,470,000	Delegated Allocations
$ 292,831,000	Sub-Total, Highway Project Allocations
$ 16,917,000	Supplementals
$ 309,748,000	Total Value
5,575	Total Jobs Created: *(Includes Direct, Indirect, and Induced)*
0	Jobs Delayed
$ 2,116,896	De-allocations/Project savings
$ 2,116,896	Total De-Allocation

Tab #	Item Description	Ref. #	Presenter	Status*
	Mass Transportation Financial Matters $ 12,173,000 Total STIP Transit and Rail Requested for Allocation $ 12,173,000 Total State Allocations 219 Total Jobs Created: *(Includes Direct, Indirect, and Induced)* $ 135,000 Total Proposition 1B Bond De-Allocations Requested. 2 Jobs Delayed			

List of Projects Going Forward for CTC Allocation

January 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5a.							**Resolution FP-17-33**
1	02	Sha	5		3H420	In Shasta County, at various location on Routes 5 and 273 in Redding and Anderson. Install glare fence. Increase effectiveness of headlight screening to increase safety for the traveling public.	$760,000
2	09	Mno	395		36420	In Mono County, about 12.0 miles north of Lee Vining at Virginia Lakes Road. Improve the operations and safety, improve sight distance and reduce the potential for left-turn collosions.	$1,398,000
2 Projects						**Total**	**$2,158,000**
2.5b.(1)	**SHOPP Projects**						**Resolution FP-17-34**
1	02	MOD	299	3513	4F570	Near Alturas, from 0.3 mile west to 0.3 mile east of Caldwell Creek Bridge No. 03-0028. Construct a new bridge, realign creek channel to historic location, upgrade guardrail, and replace conform pavement.	$3,019,000
2	02	MOD	299	3522	4F770	Near Alturas, from 1.1 miles east of Caldwell Creek Bridge to 1.7 miles west of County Road 75. Rehabilitate pavement to improve the ride quality and service life of existing roadway.	$18,705,000
3	02	SHA	5	3548	4G520	Near the city of Shasta Lake, from 0.2 mile south to 0.9 mile north of Pitt River Bridge Overhead No. 06-0021. Overlay bridge deck, replace catwalk, repair cracks, and place Hot Mix Asphalt (HMA) and High Friction Surface Treatment (HFST).	$11,250,000
4	03	Sac	Var	3711	0H490	In Sacramento County on Routes 51, 80, 99, 160, and 244 at various locations. Remove existing sign lighting and upgrade sign panels with higher reflective design.	$1,510,000
5	04	MRN	1	0315D	4S780	Near Olema, 1.8 miles south of Sir Francis Drake Boulevard. Replace failing culvert with a bridge.	$3,833,000
6	05	MON	101	2470Y	1E051	In Greenfield, near Maple Avenue. This project is to provide landscape mitigation for safety project 05-1E050 which will remove fixed objects within the Clear Recovery Zone necessary to reduce the severity and number of collisions.	$344,000
7	05	MON	VAR	2458	1C990	In and near Carmel, Monterey, and Seaside, on Routes 1 and 68 at various locations. Construct and install maintenance vehicle pullouts, thrie beam barrier openings in median, gates, surface treatment at areas beyond gore, relocate electroliers, and pull boxes. The project will improve safety for highway workers.	$4,029,000
8	06	FRE	168	6326	0H11U	Near Shaver Lake, from west of Prather Pond Road to west of Rancheria Creek Bridge. Rehabilitate existing deteriorated drainage systems by replacing, repairing and lining.	$4,070,000
9	06	FRE	168	6754	0U090	In and near Shaver Lake, from east of Warbler Lane to Kaiser Pass Road. Rehabilitate pavement to strengthen structural section and address asphalt cracking. This project will extend pavement service life and improve ride quality.	$11,625,000
10	06	KER	58	6678	0G851	In Bakersfield from Route 99 to Cottonwood Road. Rehabilitate pavement using Continuous Reinforced Concrete Pavement (CRCP) and construct auxiliary lane. This project will improve safety, ride quality, and traffic operations.	$27,042,000

List of Projects Going Forward for CTC Allocation

January 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
11	07	LA	5	5247	34040	In Los Angeles County, on various routes and at various locations. Repair and rehabilitate Ramp Metering System (RMS) and Vehicle Detection System (VDS) elements to increase the efficiency of the existing Traffic Management System (TMS). Work to be completed by Service Contract.	$28,372,000
12	07	LA	10	5246	34050	In Los Angeles County, on various routes and at various locations. Repair and rehabilitate Ramp Metering System (RMS) elements, Vehicle Detection System (VDS) elements, and supporting communication system to increase the efficiency of the existing Traffic Management System (TMS). Work to be completed by Service Contract.	$19,158,000
13	09	MNO	395	0615	35780	Near Bridgeport, from 0.3 mile south of Route 108 to 2 miles north of Route 108. Widen shoulders, install rumble strips, replace guardrail, improve roadway cross-slope and stopping sight distance, and install rock-fall protection to reduce the severity and number of collisions.	$7,822,000
14	10	MPA	140	4736	0G340	Near Mariposa, from the north Junction of Route 140 and 49 to Whitlock Road. Rehabilitate pavement to strengthen structural section and address asphalt cracking.	$3,218,000
15	10	TUO	108	0126	40160	Near Long Barn, from Lyons Dam Road to 0.4 mile east of Long Barn Connection. Rehabilitate pavement to strengthen structural section and address asphalt cracking by overlaying with rubberized asphalt and repairing localized distressed areas of traveled lanes by grinding and asphalt replacement. This project will extend pavement service life and improve ride quality.	$2,175,000
16	11	SD	52	1088	29280	In the city of San Diego from Route 805 to Route 163. Repair median erosion and implement storm water quality measures/mitigation to stabilize eroding soil and reduce sediment runoff.	$2,940,000
16 Projects						**Total**	**$149,112,000**

2.5b.(2)	**Support Allocations for SHOPP Projects**						**Resolution FP-17-35**
1	03	But	70	2293	3H540	Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Restore and repair damaged roadway by raising the existing vertical alignment by approximately five feet and protecting the embankment against future flooding with Rock Slope Protection (RSP) or a retaining structure.	$1,700,000
2	03	Sac	5	5870	3H570	In Sacramento, Yolo, Placer, and Glenn Counties on Routes 5, 16, 45, 49, 50, 65, 80, 99, 113, and 174 at various locations. Install traffic operations elements such as queue warning systems, flashing beacons, and lighting, and modify existing signals to new standards.	$40,000
3	03	Sac	Var	3855	4H020	Near Paso Robles, at Route 46 West intersection with Vineyard Drive. Construct roundabout.	$330,000
4	03	Yol	16	8668	3H460	Near Esparto, west of Cache Creek Bridge No. 22 -0019. Install rock fall barrier to stabilize slope and minimize rock fall onto the traveled way.	$500,000
5	08	SBd	215	3010E	1H770	In the city of San Bernardino, from 0.2 mile south of Orange Show Road/ Auto Center Drive to 0.2 mile north of Inland Center Drive. Lane reconfiguration and pavement widening.	$1,065,000
6	01	Hum	299	2378	0E030	Near Blue Lake, from north of Simpson Road to north of Chezem Road at various locations. Install erosion control Storm Water Mitigation measures at 3 locations.	$880,000
7	02	Plu	70	3599	0H760	In Plumas and Lassen Counties, near Chilcoot, from west of Summit School Drive Road to Route 395 (Lassen PM 0.0/3.9). Roadway rehabilitation.	$900,000

List of Projects Going Forward for CTC Allocation

January 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
8	04	Ala	13	0488Q	0J470	In various cities, on Routes 13, 61, and 123 at various locations; also in Contra Costa County, on Route 123, at Eureka Avenue. Crosswalk safety enhancements.	$1,393,000
9	04	Ala	84	0448R	1J600	In Oakland, San Leandro, Hayward and Fremont on Routes 84, 92, 112, 185 and 238 at various locations. Crosswalk safety enhancements.	$777,000
10	04	Ala	580	0480J	0J520	Near Livermore, near Greenville Road at Greenville Overhead Bridge No. 33 -0121R. Rehabilitate westbound structure.	$900,000
11	04	SM	1	0482K	0J210	Near Pigeon Point, at 0.3 mile north of the Santa Cruz County line. Construct Rock Slope Protection (RSP) and install drainage system.	$191,000
12	04	SM	Var	1489C	3J900	On Routes 92, 101 and 280 in Daly City, San Bruno and San Mateo at four locations. Wet pavement conditions safety improvements.	$595,000
13	05	SLO	46	2701	1H930	Near Paso Robles, at Route 46 West intersection with Vineyard Drive. Construct roundabout.	$1,895,000
14	06	Fre	180	6766	0Q900	Near Squaw Valley, at Mill Creek Bridge No. 42-0080; also near Cedar Grove at South Fork Kings River Bridge No. 42-0024 (PM 130.1). Bridge rail upgrade.	$923,000
15	06	Ker	Var	6878	0U940	In Kern, Tulare and Fresno Counties, on various routes and at various locations. Remove dead trees.	$750,000
16	06	Tul	190	3032A	0S311	Near Porterville, from west of Route 65 to S. Plano Road. Landscape mitigation.	$330,000
17	07	LA	1	5239	33980	In Long Beach, at Atlantic Avenue. Install protected left-turn signal phases for northbound and southbound movements, and upgrade signal poles, mast arms, and hardware.	$1,040,000
18	07	LA	57	4718	30450	In and near Diamond Bar, from the Orange County line to Route 60. Pavement rehabilitation. (G13 Contingency Project)	$9,900,000
19	07	LA	101	4915	31790	Near Encino, at Encino Pedestrian Overcrossing. Replace pedestrian overcrossing.	$3,205,000
20	07	LA	405	4724	30510	In Van Nuys, near Saticoy Street. Replace and install Weight In Motion System.	$983,000
21	08	Riv	215	3005N	1G870	In Murrieta, from 0.2 mile north of Clinton Keith Road Overcrossing to 0.5 mile south of Scott Road Overcrossing. Install concrete barrier at edge of shoulder.	$732,000
22	08	Riv	Var	3006W	1H530	In Riverside and San Bernardino Counties, on various routes and at various locations. Repair and replace vehicle detection equipment impacting the operations of the District TMC.	$1,000,000
23	08	SBd	10	3003F	1C29U	In Loma Linda and Redlands, from Richardson Street Overcrossing to 0.1 mile west of Wabash Avenue Overcrossing. Roadside safety improvements.	$695,000
24	08	SBd	38	3008W	0R432	At various locations, from Eagle Mountain Drive to Route 38/18 Separation. Sediment control and stabilization.	$86,000
25	08	SBd	95	3006H	1F780	Near Needles, from Route 62 to 0.8 mile south of Route 40. Construct ground-in shoulder and centerline rumble strips.	$700,000
26	10	Mer	99	5431	3A720	In and near Atwater, from 0.4 mile south of Buhach Road to south of Westside Boulevard. Roadway rehabilitation.	$5,200,000

List of Projects Going Forward for CTC Allocation

January 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
27	10	Mpa	41	3158	1E770	Near Fish Camp, from south of Miami Mountain Road to south of Yosemite National Park boundary; also, in Madera County (PM D0.639/D1.841). Rehabilitate culverts.	$929,000
28	10	SJ	4	3198	1C860	In Stockton, at Crosstown Freeway Viaduct No. 29-0269. Reconstruct hinge 32 (left and right) and three ramp joint seals.	$848,000
29	10	SJ	5	3235B	1H342	In and near Lathrop, at Deuel Overhead No. 29-0262R/L. Improve to standard truck capacity.	$925,000
30	10	SJ	5	3235	1H341	Near Lathrop, at Mathews Road Undercrossing 29-0218L. Improve to standard truck capacity.	$300,000
31	10	SJ	120	3120	0X710	In and near Manteca, from east of McKinley Avenue to Route 99. Highway worker safety improvements.	$723,000
32	10	Sta	5	3209B	1G722	At Northbound (NB) and Southbound (SB) Westley Safety Roadside Rest Area (SRRA). Transportation infrastructure improvement for zero-emission vehicle charging.	$189,000
33	10	Tuo	120	0335	0E960	Near Buck Meadows, from Elder Lane to Yosemite National Park boundary. Pavement rehabilitation.	$1,158,000
34	11	SD	78	1125	41740	In Oceanside, from 0.8 mile to 0.6 mile west of College Boulevard. Stormwater mitigation and slope erosion repair.	$757,400
35	11	SD	94	1177	42000	In the city of San Diego, from Spring Street to Route 54. Pavement rehabilitation.	$1,252,000
36	11	SD	Var	1221	42690	In San Diego County, at various locations. Apply methacrylate to bridge decks, replace joint seals, repair unsound concrete and replace approach slabs.	$663,000
37	01	Hum	299	2378	0E030	Near Blue Lake, from north of Simpson Road to north of Chezem Road at various locations. Install erosion control Storm Water Mitigation measures at 3 locations.	$89,000
38	04	Ala	13	0488Q	0J470	In various cities, on Routes 13, 61, and 123 at various locations; also in Contra Costa County, on Route 123, at Eureka Avenue. Crosswalk safety enhancements.	$200,000
39	04	Ala	84	0448R	1J600	In Oakland, San Leandro, Hayward and Fremont on Routes 84, 92, 112, 185 and 238 at various locations. Crosswalk safety enhancements.	$23,000
40	04	SM	1	0482K	0J210	Near Pigeon Point, at 0.3 mile north of the Santa Cruz County line. Construct Rock Slope Protection (RSP) and install drainage system.	$188,000
41	04	SM	Var	1489C	3J900	On Routes 92, 101 and 280 in Daly City, San Bruno and San Mateo at four locations. Wet pavement conditions safety improvements.	$10,000
42	05	SLO	46	2701	1H930	Near Paso Robles, at Route 46 West intersection with Vineyard Drive. Construct roundabout.	$105,000
43	06	Fre	180	6766	0Q900	Near Squaw Valley, at Mill Creek Bridge No. 42-0080; also near Cedar Grove at South Fork Kings River Bridge No. 42-0024 (PM 130.1). Bridge rail upgrade.	$10,000
44	06	Ker	Var	6878	0U940	In Kern, Tulare and Fresno Counties, on various routes and at various locations. Remove dead trees.	$30,000

List of Projects Going Forward for CTC Allocation

January 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
45	07	LA	1	5239	33980	In Long Beach, at Atlantic Avenue. Install protected left-turn signal phases for northbound and southbound movements, and upgrade signal poles, mast arms, and hardware.	$16,000
46	07	LA	57	4718	30450	In and near Diamond Bar, from the Orange County line to Route 60. Pavement rehabilitation. (G13 Contingency Project)	$10,000
47	07	LA	101	4915	31790	Near Encino, at Encino Pedestrian Overcrossing. Replace pedestrian overcrossing.	$500,000
48	08	Riv	215	3005N	1G870	In Murrieta, from 0.2 mile north of Clinton Keith Road Overcrossing to 0.5 mile south of Scott Road Overcrossing. Install concrete barrier at edge of shoulder.	$10,000
49	08	Riv	Var	3006W	1H530	In Riverside and San Bernardino Counties, on various routes and at various locations. Repair and replace vehicle detection equipment impacting the operations of the District TMC.	$90,000
50	08	SBd	10	3003F	1C29U	In Loma Linda and Redlands, from Richardson Street Overcrossing to 0.1 mile west of Wabash Avenue Overcrossing. Roadside safety improvements.	$30,000
51	08	SBd	38	3008W	0R432	At various locations, from Eagle Mountain Drive to Route 38/18 Separation. Sediment control and stabilization.	$50,000
52	08	SBd	95	3006H	1F780	Near Needles, from Route 62 to 0.8 mile south of Route 40. Construct ground-in shoulder and centerline rumble strips.	$30,000
53	10	Mer	99	5431	3A720	In and near Atwater, from 0.4 mile south of Buhach Road to south of Westside Boulevard. Roadway rehabilitation. (G13 Contingency Project)	$677,000
54	10	Mpa	41	3158	1E770	Near Fish Camp, from south of Miami Mountain Road to south of Yosemite National Park boundary; also, in Madera County (PM D0.639/D1.841). Rehabilitate culverts.	$84,000
55	10	SJ	4	3198	1C860	In Stockton, at Crosstown Freeway Viaduct No. 29-0269. Reconstruct hinge 32 (left and right) and three ramp joint seals.	$37,000
56	10	SJ	5	3235B	1H342	In and near Lathrop, at Deuel Overhead No. 29-0262R/L. Improve to standard truck capacity.	$70,000
57	10	Sta	5	3209B	1G722	At Northbound (NB) and Southbound (SB) Westley Safety Roadside Rest Area (SRRA). Transportation infrastructure improvement for zero-emission vehicle charging.	$6,000
58	10	Tuo	120	0335	0E960	Near Buck Meadows, from Elder Lane to Yosemite National Park boundary. Pavement rehabilitation.	$55,000
59	11	SD	78	1125	41740	In Oceanside, from 0.8 mile to 0.6 mile west of College Boulevard. Stormwater mitigation and slope erosion repair.	$55,000
60	11	SD	94	1177	42000	In the city of San Diego, from Spring Street to Route 54. Pavement rehabilitation.	$10,000
60 Projects						**Total**	**$46,839,400**

List of Projects Going Forward for CTC Allocation

January 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5c.(3a)	**Locally Administered STIP Project Off the State Highway System**						**Resolution FP-17-36**
1	02	SIS		2518		In Yreka on Oregon Street from Miner Street to No. end. Rehabilitate approximately 3,750 linear feet of roadway.	$732,000
2	03	GLE		1322		Within the city limits of Willows from Lassen Street to Tehama Street. Resurface roadway, complete curb, gutter and sidewalk improvements in the area and reconstruct pedestrian ramp.	$624,000
2 Projects						**Total**	**$1,356,000**
2.5c.(3b)	**Local STIP Planning, Programming and Monitoring Projects**						**Resolution FP-17-36**
1	02	PLU		2057		Planning, Programming and Monitoring.	$57,000
2	02	TRI		2066		Planning, Programming and Monitoring.	$10,000
2 Projects						**Total**	**$67,000**
2.5e.(2)	**Supplemental Funds for Previously Voted Projects**						**Resolution FA-17-08**
1	03	SAC	99	6913	0F351	In and near the city of Sacramento, on Routes 51 and 99 from Cosumnes River Boulevard to 0.2 mile east of Arden Way Undercrossing at various locations. Install ramp meters.	$3,737,000
1 Projects						**Total**	**$3,737,000**
2.5e.(3)	**Supplemental Funds for Previously Voted Projects**						**Resolution FA-17-09**
1	03	NEV	80	4296	3F920	In Truckee, at the Donner Pass Inspection Facility (PM 19.1); also in Nevada County at Floriston, at the Floriston sand and salt houses (PM 27.4). Construct new sand/salt house and demolish existing.	$1,174,000
1 Projects						**Total**	**$1,174,000**
2.5e.(4)	**Supplemental Funds for Previously Voted Projects**						**Resolution FA-17-10**
1	05	MON	68	2604	1G450	In and near Monterey, from Piedmont Avenue to 0.1 mile east of Scenic Drive. Pavement overlay and install centerline rumble strips.	$781,000
1 Projects						**Total**	**$781,000**
2.5e.(5)	**Supplemental Funds for Previously Voted Projects**						**Resolution FA-17-11**
1	05	MON	68	4019	0N190	Near the cities of Monterey and Salinas, from Route 1 to Spreckels Boulevard. Install Traffic Management System (TMS) elements.	$640,000
1 Projects						**Total**	**$640,000**
2.5e.(6)	**Supplemental Funds for Previously Voted Projects**						**Resolution FA-17-12**
1	08	SBD	15	0179B	36850	Near Wheaton Springs, from 1.2 miles north of Nipton Road to 0.5 miles south of Yates Well Road. Construct commercial vehicle enforcement facility.	$1,650,000
1 Projects						**Total**	**$1,650,000**

List of Projects Going Forward for CTC Allocation

January 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5e.(7)	**Supplemental Funds for Previously Voted Projects**						**Resolution FA-17-13**
1	04	ALA	880	0483W	4H580	In and near Fremont, Union City, Hayward, San Leandro, and Oakland from 0.4 mile north of Fremont Boulevard Overcrossing to High Street Separation and Overhead. Rehabilitate pavement.	$8,935,000
1 Projects						**Total**	**$8,935,000**
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**						**Resolution**
1	01	DN	101	1127	0H700	Near Crescent City, from 1.0 mile to 1.3 miles norh of Rudsill Road. Ongoing slide activity since March 7, 2016 has continued to cause damage within the Last Chance Grade slide complex. This project will stabilize the roadway from continuous and increased landslides. Work includes a minor adjustment to the roadway alignment to allow for both lanes to be opened to traffic, construct two retaining walls, replace a failed cross-culvert and down drain, and install a	$9,200,000
2	01	DN	101	1128	0H690	Near Klamath, from Wilson Creek Road to 1.7 miles north of Rudisill Road. This project is needed to stabilize the roadway due to continuous and increased landslides within the limits of the Last Chance Grade slide complex. Due to continuous slope movement, the project will repair four damaged retaining walls, construct one new retaining wall, install removable barrier rail, replace a failed culvert, and construct mechanically stabilized fill.	$12,800,000
3	01	Men	101	4701	0H760	Near Ukiah from 0.2 mile north of West Road to 0.1 mile south of South Willits Overhead bridge. On October 8, 2017 the Redwood Fire Complex forced the closure of this route for multiple days. The fire damaged culverts, fencing, signs, and roadway pavement. This project will replace culverts, signs, and fencing. Extensive grading and tree removal is necessary to repair damaged slopes.	$6,250,000
4	02	TRI	299	3705	3H780	Near Helena, from 0.9 mile west of E Fork Road to Sky Ranch Road. On August 29, 2017, a wildfire damaged the roadway, timber lagging on a retaining wall, metal beam guardrail, and drainage basins, resulting in eastbound lane closure. The burned slope and vegetation loss could cause a rockfall and poses a threat to the traveling public. This project will include metal beam guardrail replacement, excavation and backfill, timber lagging	$1,300,000
5	03	BUT	70	2290	2H750	Near Pulga, at 0.5 mile east of North Fork Feather River Bridge. On January 10, 2017 staff were notified of a roadway embankment slipout at this location that caused longitudinal roadway cracking and up to 4" of settlement in the traffic lane. A three foot vertical scarpe is encroaching into the shoulder and mud and debris from the slipout has entered an adjacent downslope home. A secondary location of settlement and tension cracks is beginning 40 feet east	$350,000
6	03	ED	49	3153	3H990	Near Placerville, at 0.5 mile north of Diana Street. On October 3, 2017, the Department was notified that a slipout occurred which damaged the edge of pavement, leaving a 3 foot scarp and a roadway settlement of 4 inches. The project includes replacing a failed culvert, reconstructing embankment including rock slope protection (RSP), and repairing the roadway.	$650,000
7	03	Pla	65	4900	3H940	Near Wheatland from 0.2 mile south of Bear River Bridge to Bear River Bridge. On September 13, 2017 the Department was notified of an eroded embankment which has comprised the roadway and damaged the asphalt dike. The project will reconstruct embankment, replace asphalt dike, and repair asphalt shoulder.	$720,000
8	03	Pla	80	5136	4H010	Near Baxter, at 0.3 mile east of Ridge Road; also at 0.4 mile east of Baxter Overcrossing (PM 47.32); also in Nevada County, near Hinton at 0.4 mile west of Hirschdale Road (PM 21.98). Due to a series of 2017 winter storms, multiple slipouts were revealed once the snow melt had occurred. This project will reconstruct embankments, repair drainage systems, and repair roadway.	$1,250,000
9	04	Mrn	1	2021H	0Q260	Near Stinson Beach, at Lone Tree Creek. On November 27, 2017 a sinkhole was discovered and has been expanding. This project will reconstruct a failed 54-inch corrugated steel pipe (CSP), import soil, and repair roadway.	$1,460,000

List of Projects Going Forward for CTC Allocation

January 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
10	04	Nap	Var	0269S	0Q910	In Napa, Sonoma, and Lake Counties, at various locaitons. On October 8, 2017, several fires called the Napa Fire Complex broke out in Napa, Sonoma, and Lake counties. This project will remove trees and debris, reconstruct MBGR, fencing, and road signs; as well as, repair electrical facilities, drainage facilities, and damaged pavement.	$8,900,000
11	04	SM	280	1461R	0P280	In San Bruno, at 0.2 mile north of Jenevein Avenue. A series of heavy storms beginning in January 2017 through February 2017 caused a washout. Three culverts failed causing flooding and mud deposits to spill onto adjacent private properties. The project will repair drainage system, place rock slope protection (RSP), repair roadway, and install erosion control measures.Supplemental work is necessary to provide additional access, easements, and utility	$0
12	05	MON	1	2717	1J320	Near Big Sur, from 0.2 mile north of Pfeiffer Big Sur Road to 0.8 mile south of Coast Road. Heavy rains beginning February 16, 2017 and continuing through out February 2017, have caused several landslides and embankment failures and closed the highway in both directions. This project will remove slide debris, reconstruct embankment washouts, repair drainage systems, and reconstruct roadway. Supplemental work is necessary to complete slide debris	$500,000
13	05	SCR	1	2683	1H730	Near Watsonville, from 0.4 mile south of Buena Vista Avenue to 0.2 mile south of Buena Vista Drive. On December 2, 2016, Department forces identified a large sink hole and eroded embankment near the edge of pavement. The damage was found to be caused by corrosion of the culvert invert and settlement of the drainage system junction boxes. This project will buttress the failing embankment and install a new culvert by jack-and-bore methods	$500,000
14	06	KER	5	6863	0W290	Near Grapevine (PM 8.9R), at 1.3 miles south of Grapevine Road East. On March 1, 2017, repeated storms lead to a double box culvert failure and exposure due to storm debris. A 60 ft. section of the affected culvert was inundated with water, which caused the hillside to slide onto the culvert. The force of the slide also caused the concrete lined channel surrounding the culvert to collapse. This project will reconstruct embankment washout, remove	$120,000
15	07	LA	210	5278	1XF80	In the city of Los Angeles from Sundland Blvd to 0.6 mile east of La Tuna Canyon Road. On September 1, 2017 the La Tuna Fire burned 7,000 acres closing the route for multiple days. This project will repair damaged fencing and signs, clean fire debris from the drainage systems, and stabilize slopes.	$6,185,000
16	07	LA	Var	5263	1XE30	In Los Angeles County on Routes 5 and 210 at various locations. After a series of winter storms in January 2017 and February 2017, routine maintenance inspections during summer 2017 revealed erosion of multiple embankments, drainage channel damage, and eroded bridge abutment slope. This project will reconstruct embankments, repair concrete lined channel, and recompact bridge abutment slope.	$495,000
17	07	Ven	1	5279	1XF90	In Malibu, at Tonga Street. On October 19, 2017 a sinkhole developed due to a failed culvert. The leaking culvert has caused the support slope to washout. This project will remove and replace culvert, construct a drainage junction box, stabilize slope, backfill sinkhole, and repair fence.	$735,000
18	07	Ven	150	5299	1XG00	Near Ojai, about 0.2 mile east of Reeves Road. On September 28, 2017 District Maintenance Engineering and Hydraulics Design were notified of a damaged reinforced concrete box (RCB) culvert and in danger of collapsing. This project will remove the existing RCB culvert and replace it with a precast 7'x7' RCB culvert, along with removing and replacing wing walls. The portion of AC and slopes affected by damaged culvert will be addressed.	$625,000
19	08	Riv	91	3009W	1J520	In Corona, from Orange County line to Green River Drive. On September 25, 2017 the Canyon Fire affected this route. This project will repair damaged embankment by removing debris, place erosion control, replace burned Metal Beam Guardrail and repair culverts and headwalls.	$1,450,000
20	08	SBD	15	3006S	1H760	Near Cajon Junction, from 1.5 miles south of Cleghorn Road to Route 138; also on Route 138 from Pine Lodge East Overhead to Route 15 (PM R14.8/R15.2). A significant storm event from February 17, 2017 through February 18, 2017 caused embankment slipouts of southbound lanes which collapsed at two locations. As a result, the highway was reduced to only two lanes. The project will reconstruct embankment slipouts, clean drainage	$0

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
21	10	SJ	99	3287	1J320	In Lodi, at East Pine Street Overcrossing No. 29-0149. On October 8, 2017, the bridge sustained a high load hit. This project will erect temporary falsework, install a debris containment system, repair a reinforced concrete girder, and replace portions of bridge deck, pedestrian guardrailing, and sidewalk.	$1,800,000
22	12	ORA	241	5504B	0R110	Near the city of Orange, from 0.5 mile north of E Santiago Canyon Road to Route 91; also on Route 91, from Route 241 to Riverside County line. On October 9, 2017, a brush fire occurred in the cities of Anaheim, Orange and Tustin along Routes 91 and 241. The fire damaged guardrails, traffic control devices, roadway signs, fencing, debris-catchment wall at the Coal Canyon Basin, and electrical systems. This project will replace guardrails, signs,	$2,100,000
22 Projects						**Total**	**$57,390,000**

2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**						**Resolution**
1	01	LAK	29	3095	0C750	Near Middletown, from Putah Lane to 0.3 mile north of Spruce Road. Construct roundabout to reduce the number and severity of traffic collisions.	$6,866,000
2	03	YOL	5	9157	0H270	In Woodland, at various locations at the Routes 5 and 113 ramp intersections with Main Street. Reduce the number and severity of collisions by modifying and coordinating state and city signal controllers resulting in reduced queuing and congestion.	$710,000
3	06	KIN	198	6651	0Q320	Near Hanford, at the Hanford-Armona Road Undercrossing. Construct roundabout to reduce the number and severity of traffic collisions.	$4,688,000
4	07	LA	14	4958	31700	In Santa Clarita, at the Sierra Highway southbound on-ramp; also, in Palmdale, at the Palmdale Boulevard (Route 138) northbound off-ramp (PM R59.55). Improve wet roadway safety by applying High Friction Surface Treatment (HFST) to ramps. This project will reduce the severity and number of collisions.	$1,033,000
4 Projects						**Total**	**$13,297,000**

2.5f.(4)	**Informational Report - Minor Construction Program - Resolution G-05-05 Delegated Allocations**						**Resolution**
1	02	Plu	70		0H030	Upgrade and install culverts.	$1,025,000
2	05	SB	135		1G560	Pavement preservation.	$1,490,000
3	07	LA	210		3P680	Improve operations and enhance pedestrian and vehicular flow.	$768,000
4	08	Riv	15		1G721	Install new ramp metering.	$487,000
5	08	SBd	10		1G290	Add turn pockets.	$1,000,000
5 Projects						**Total**	**$4,770,000**

2.5g.(2)	**Multi-Funded Proposition 1B SR99/TCIF Project**						**Resolution R99-AA-1718-02**
1	03	Sac	99	6928	1H380	In the city of Sacramento from the I-5 Connector to the West Elkhorn Boulevard overcrossing. Construct auxiliary lanes. (TCIF Project 127)	$5,400,000
1 Projects						**Total**	**$5,400,000**

List of Projects Going Forward for CTC Allocation

January 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5s.(1)	**Local Partnership Program**						**Resolution LPP-A-1718-01**
1	04	Ala		2103D		Within the Port of Oakland along 7th Street, beginning on the east side of the intersection of 7th Street and Maritime Street and continuing toward, and concluding west of I-880. The reconstruction of the existing underpass, multi-use path, and tracks and other rail infrastructure at the Union Pacific Railroad (UPRR) mainline.	$907,000
1 Projects						**Total**	**$907,000**
2.5w.(1a)	**Active Transportation Program Projects**						**Resolution FATP-1718-11**
1	01	HUM		2443A		Install curb ramps, buffered bike lanes, striping, sidewalk and crosswalk improvements and modifications to calm traffic. Implement a program to educate students about active transportation and safety.	$140,000
2	01	MEN		4610B		Construct a multi-use Class I trail, 10 feet wide with 2 foot shoulders. Phase I will run parallel to SR 162 from Howard Street to Biggar Lane (1.05 miles), and east-west connecting to Henderson Lane (0.5 mile).	$184,000
3	01	MEN		4632		Construct a Class I multi-purpose paved trail (10 feet wide with 2 foot shoulders) along the State Route 162.	$40,000
4	03	Sac		1684		Power Inn Road from 450 feet south of Loucreta Drive to Florin Road. Construct continuous sidewalks and bike lanes; installation of street lights and traffic signal modification at the intersection of Power Inn Road and Florin Road.	$352,000
5	03	YOL		1923		Various streets on the west side of Woodland, including West Woodland Avenue, California Street, and West Court Street. Provide gap closures on bicycle and pedestrian networks to access schools, parks, and other facilities.	$639,000
6	04	ALA		2190S		Installing sidewalks, curbs, gutters, & crosswalks.	$250,000
7	04	ALA		2190U		Installing sidewalks, curbs, gutters, crosswalks & Class III bike routes.	$300,000
8	04	CC		2124A		Install 525 feet of sidewalk, curb, gutter, and bike lane on the north side of Pacifica Avenue. This will include pavement repair and widening of the road embankment.	$560,000
9	05	SB		2675		This Project is located in the City's Eastside neighborhood near Franklin Elementary School at the intersection of Carpinteria and Voluntario Streets and along Voluntario Street from Cacique to Mason Streets. Project is to design and construct curb extensions at the intersection of Carpinteria and Voluntario Streets to improve visibility and compliance to stop at the intersection. Install pedestrian-scale lighting along Voluntario Street from Cacique to Mason	$5,000
10	05	SB		2695		Design and construct sidewalk infill for the residential areas of Old Town Goleta.	$398,000
11	06	Fre		6832		Install a traffic signal at the intersection of Cedar and Woodward Avenues.	$52,000
12	10	Sta		3184A		Install Class II buffered bike lanes with thermoplastic striping, signs, traffic signal modifications, minor demolition and minor concrete (ramps), adjacent Class I and Class II facilities, along with four non-infrastructure components.	$29,000
13	11	SD		1211A		The project is located within the LOSSAN rail corridor adjacent to El Portal Street in the City of Encinitas in San Diego County. The project will construct a grade-separated pedestrian and bike underpass beneath the LOSSAN rail corridor between North Coast Higway 101 and Vulcan Avenue.	$602,000

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
14	11	SD		1229B		Completing more than 4.8 miles of bicycle and pedestrian enhancements, and an educational campaign.	$65,000
15	11	SD		7421Y		Construct approximately two miles of Class I Bicycle facility connecting downtown Cardiff-by-the-Sea with downtown Encinitas.	$1,025,000
16	12	ORA		1003		Extension of OC Bicycle Loop through Guadalupe Park.	$290,000
16 Projects						**Total**	**$4,931,000**
2.5w.(1b)	**Active Transportation Program Projects (SB1 Augmentation)**					**Resolution FATP-1718-11**	
1	01	HUM		2505A		This project will construct a paved walking and biking trail through the disadvantaged City of Blue Lake, connecting neighborhoods and destinations, serving as the first phase of the Annie & Mary Rail-Trail planned to connect Blue Lake to Arcata.	$120,000
2	03	SAC		1693A		In the City of Citrus Heights and Orangevale (an unincorporated community in Sacramento County). The project connects several suburban neighborhoods to seven parks, several schools and the City's regional shopping/employment destination. The project is a 3-mile Class I trail largely following an electric transmission tower corridor.	$350,000
3	03	SAC		1694A		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, bike lanes, and associated improvements.	$109,000
4	03	SAC		1769A		The project is located in Elk Grove California on Elk Grove Florin Road, between Valley Oak Lane and East Stockton Blvd. The education programs will be provided in three schools within half a mile of the proposed infrastructure; Florence Marofer Elementary, Joseph Kerr Middle School and Elk Grove High School. The Elk Grove Florin Sidewalk Infill SRTS Project will eliminate sidewalk gaps in the sidewalk network as well as improve ADA access, bicycle	$41,000
5	03	SAC		1770		On Coloma Road, Dolecetto Drive, Ellenbrook Drive and Malaga Way, in the Cordova Park neighborhood, in the City of Rancho Cordova. This project will construct curb, gutter, and sidewalk to close gaps in the existing pedestrian network, and install curb ramps and crosswalks to improve pedestrian access and safety. A bulbout, Rectangular Rapid Flashing Beacons (RRFB), crosswalks, signage, pedestrian lighting and shade trees will also be added	$210,000
6	03	SAC		1773		The project will gather appropriate stakeholders from the City, school districts, schools, students and parents to establish a priority list and develop a Safe Routes to School Plan to provide a safe and connected network that will promote walking and bicycling to school and enhance public health.	$245,000
7	04	SF		2319		As part of the San Francisco Vision Zero program, this project will implement pedestrian and bicycle safety improvements and enhance access to education, recreation, transit stations and shopping destinations along the Geneva corridor.	$2,350,000
8	04	SF		2328		Vision Zero education and outreach program targeting unsafe left turns at intersections, which are responsible for 28 percent of auto collisions and pedestrians and 16 percent for bicyclists in San Francisco. The SFMTA will use media and direct engagement with drivers to make left turns and intersections safer, encouraging active transit modes. (Non Infrastructure)	$2,002,000
9	05	SB		2601		The project includes planning, environmental and design for a dedicated and protected space (Class 1 multiuse path) for bicyclists, runners and pedestrian of all ages and abilities. The project begins where the regional Coast bike Route merges into the regional Cross town bike route at Modoc road. The project continues east for approximately 1 mile towards the intersection of Modoc and Las Positas road and veers south for approximately 1.6 miles along	$500,000

List of Projects Going Forward for CTC Allocation

January 2018 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
10	06	Ker		6900		Construction of storm drain lines, sidewalks, curbs, gutters and bike lanes throughout the major transportation corridors of the community. In addition, high visibility cross walks, solar-lighted safety signs, solar-powered street lights and a pedestrian refuge island	$375,000
11	07	LA		5423		The improvements would consist of implementing a "Complete Streets" element that includes crosswalk enhancements, bulb-out crossings, new Class II bike lanes, the upgrade of a Class II bike lane to a Class IV facility, mini-roundabouts, sidewalk gap closure.	$66,000
12	09	Ker		2650		Design of a paved multi-use path for 1.5 miles & 1 mile of sidewalks connecting Desert Lake to Boron & community destinations, including ADA compliant sidewalks, high visibility crosswalks & solar-powered street lights. Pedestrian crossings with safety features will be designed over two dangerous, heavily utilized railroads.	$461,000
13	10	Sta		3270		Various locations along routes to Public K-8 schools within the City of Turlock. Install curb, gutter, sidewalk, curb ramps, stripping and related improvements along routes to multiple public K-8 schools within the community, as well as education, encouragement and enforcement elements.	$125,000
14	11	SD		1296A		New Class II bikeway, sidewalk widening, new mid-block marked/beaconed crosswalks. NI will educate Parents to feel confident in their child's safety to walk and bike to school.	$303,000
15	11	SD		1298		This "NI" SRTS project entails educational, encouragement, evaluation activities (Phase 2) in the City of El Cajon.	$500,000
16	12	ORA		2180		Construct Class II bicycle lanes and associated improvements on Lampson Avenue from Seal Beach Boulevard to Basswood Street.	$27,000
16 Projects						**Total**	**$7,784,000**
2.5w.(2)	**Active Transportation Program Projects**						**Resolution FATP-1718-12**
1	06	Ker		6900		Construction of storm drain lines, sidewalks, curbs, gutters and bike lanes throughout the major transportation corridors of the community. In addition, high visibility cross walks, solar-lighted safety signs, solar-powered street lights and a pedestrian refuge island	$746,000
1 Projects						**Total**	**$746,000**
2.6g.	**Transit and Intercity Rail Capital Program Projects**						**Resolution TIRCP-1718-02**
1	10	SJ		CP014	R351GB	Installation of wayside power sources at Altamont Corridor Express's new Downtown Stockton Regional Maintenance Facility.	$185,000
2	11	SD		CP021	R362GB	Conversion of single track to double track, bridge replacement, and signal improvements along the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor.	$11,988,000
2 Projects						**Total**	**$12,173,000**

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Phase Prgm Amount Project ID EA	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(1a)	**Financial Allocation Amendment – Proposition 1B – State Administered Multi-Program CMIA/STIP Projects (STIP/CMIA Adjustment)**		**Resolution CMIA-AA-1718-10,** Amending Resolution CMIA-A-0910-001 **Resolution STIP1B-AA-1718-01,** Amending Resolution STIP1B-A-0910-005	
1 ~~$74,634,000~~ ~~$47,672,000~~ **$46,337,099** Department of Transportation SANBAG San Bernardino 08S-SBd-210/215 21.8-22.1/9.0-11.6	In the city of San Bernardino, on Routes 210 and 215 from northbound Route 215 to westbound Route 210 and from eastbound Route 210 to southbound Route 215. Construct direct connectors. Segment 11 of 210 Corridor. Final Project Development Adjustment: N/A Final Right of Way Right of Way Estimate: $10,437,000 Programmed Amount: $10,437,000 Adjustment: $ 0 Because of the size of the contract, the Department is requesting a 12 month extension to the period of project completion, from 36 months to 48 months (Amended allocation reflects a savings of $26,962,000 STIP CONST to be returned to San Bernardino County share balance.) (Future Consideration of Funding – Resolution E-97-07, September 1996.) (This construction contract will be combined with the construction contract for the Route 215 North Segment 5 project [PPNO 0247N] under a single EA 08-4440U1.) (Related CMIA program amendment [Resolution CMIA-PA-0809-12].) Outcome/Output: Once completed, this project will result in daily vehicle hours of delay saved of about 2886 hours. **Amend Resolutions CMIA-A-0910-001 and STIP1B-A-0910-005 to de-allocate $1,334,901 TFA CONST to reflect project close-out savings.**	08-0194Q RIP / 08-09 CONST ENG $12,333,000 CONST ~~$18,672,000~~ **$17,337,099** CMIA / 08-09 CONST $29,000,000 0800000704 444071	2008-09 304-6058 TFA 2008-09 304-6055 CMIA	~~$18,672,000~~ **$17,337,099** $29,000,000

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title 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.(1b)	**Financial Allocation Amendment - Proposition 1B –State Administered Multi-Program CMIA/STIP Projects (STIP/CMIA Adjustment)**		**Resolution CMIA-AA-1718-11** Amending Resolution CMIA-AA-1617-07 **Resolution STIP1B-AA-1718-02** Amending Resolution STIP1B-AA-1617-03	
1 ~~$32,823,000~~ ~~$31,652,773~~ **$30,957,541** Department of Transportation MTC Marin 04N-Mrn-101 18.6/22.3	**Route 101 Marin-Sonoma Narrows HOV Lanes.** In and near Novato on Route 101. Construct a northbound HOV lane from Route 37 to Atherton and southbound HOV lane from Route 34 to Rowland Boulevard. (Contract A1) Final Project Development (IIP): Support Estimate: $2,000,000 Programmed Amount: $2,000,000 Adjustment: $ 0 Final Project Development (RIP): Support Estimate: $ 507,000 Programmed Amount: $ 507,000 Adjustment: $ 0 Final Right of Way: (RIP) Right of Way Estimate: $ 342,000 Programmed Amount: $ 840,000 Adjustment: $ 498,000 (Credit) (Future Consideration of Funding – Resolution E-09-70, September 2009.) Outcome/Output: When combined with other segments (PPNO 0360H and 0360J), the overall Marin-Sonoma Narrows Project will result in daily vehicle hours of delay savings of about 10,368 hours. **Amend Resolutions CMIA-AA-1617-07 and STIP1B-AA-1617-03 to de-allocate $112,232 TFA CONST to reflect project close-out savings.**	04-0360F IIP / 10-11 CONST ENG $2,650,000 RIP / 10-11 CONST ~~$2,467,000~~ **$2,354,768** CMIA / 10-11 CONST ENG $4,350,000 CONST $24,252,773 0400000732 264064	2010-11 304-6058 TFA 20.20.075.600 004-6055 CMIA 2010-11 304-6055 CMIA 20.20.721.000	~~$2,467,000~~ **$2,354,768** $4,350,000 $24,252,773

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description Project Funding	PPNO Program/Year Phase Prgm'dAmount Project ID EA	Budget Year Item # Fund type Program Code	Amount by Fund Type
2.5g.(1c)	**Financial Allocation Amendment - Proposition 1B – Multi-Program – State Administered CMIA / STIP / TCRP Project (STIP/CMIA Adjustment)**		**Resolution CMIA-AA-1718-12** Amending Resolution CMIA-AA-1617-04 **Resolution STIP1B-AA-1718-03** Amending Resolution STIP1B-AA-1617-02	
1 ~~$15,039,000~~ ~~$14,178,343~~ **$14,106,580** Department of Transportation MTC Alameda 04N-Ala-580 R13.2/R19.1	**Route 580 Eastbound HOV Lane Segment 2 – Portola Avenue to Hacienda Drive.** North of Pleasanton and in Livermore on Route 580. Construct HOV lane with allowance for future HOT lane conversion in the median from Portola Avenue to Hacienda Drive (PM 13.2 to 19.1); rehabilitate the existing pavement; construct auxiliary lanes from El Charro to Airway, from Airway to Isabel, and from Isabel to Portola; construct three foundations and column for the Isabel/I-580 Interchange Project. (TCRP Project #31)	04-0112D CMIA / 08-09 CON ENG $1,165,000 CONST $3,739,343	2007-08 004-6055 CMIA 2007-08 304-6055 CMIA 20.20.721.000	$1,165,000 (added by Technical Correction 12/2008) $3,739,343
	This allocation will split and reprogram the original CMIA project into three segments. This allocation for Segment 2 (of 3 segments) also reprograms RIP and CMIA funds from FY 07-08 to FY 08-09, as follows: 1. $20,435,000 CMIA for CONST in FY 08-09. 2. $1,165,000 CMIA for CONST Support in FY 08-09. 3. $9,274,000 RIP for CONST in FY 08-09. Other Related State Funds: 4. $14,172,000 SHOPP for CON in FY 08-09. *(2.5g.(6)*) 5. $3,675,000 TCRP for E&P (PA&ED). *(Prior Allocation)* 6. $5,740,000 TCRP for CON Support. *(Local in Lieu)* 7. $12,260,000 TCRP for CON in FY 08-09. *(Local in Lieu)* 8. Contributions from local sources: $2,450,000 Federal Demo for CON in FY 08-09. $2,625,000 Alameda CMA for E&P (PA&ED). $530,000 Alameda CMA for PS&E. The first segment (PPNO 0112A, EA 04-290841) was allocated on March 13, 2008 (Resolution CMIA-A-07-08-009 and Resolution STIP1B-A-07-08-010). A related technical correction (2.9) adjusts the scope and funds to designate the first allocation as Segment 1. The third segment (PPNO 0112E, EA 04-290851) is scheduled for allocation in FY 2009-10. The Alameda County Congestion Management Agency is using $18,000,000 in local funds in lieu of TCRP funds. A structured repayment plan for this amount was approved by the Commission on September 17, 2008, as part the TCRP Allocation Plan (Item 4.3), as follows: FY 2009-10 $8,000,000 FY 2010-11 $7,000,000 FY 2011-12 $3,000,000 <u>Outcome/Outputs</u>: The overall project would reduce recurring traffic congestion and delay by providing 5.6 miles of HOV lanes that would improve highway service for carpool and transit riders. The daily vehicle hours of delay saved is expected to be 3,522 hours. **<u>Amend Resolutions CMIA-AA-1617-04 and STIP1B-AA-1617-02 to de-allocate $71,763 TFA CONST to reflect project close-out savings.</u>**	RIP / 08-09 CONST ~~$9,274,000~~ **$9,202,237** TCRP / 08-09 CONST $18,000,000 0400000781 290831	2007-08 304-6058 TFA 20.20.075.600	~~$9,274,000~~ **$9,202,237**

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID EA	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(1d) STIP/CMIA Proposition 1B Project Adjustments			**Resolution STIP1B-A-1718-04** Amending Resolution STIP1B-A-0809-009 **Resolution CMIA-A-1718-01**	
1 $3,548,000 Riverside County Transportation Commission RCTC Riverside 08S-Riv-215 R9.0/R15.5	In Murietta, from the Route 15/215 interchange to Scott Road. Construct a third mixed flow lane in each direction. Widen Route 215 to a minimum of 3 lanes in each direction. (Project Scope is consistent with baseline agreement approved under Resolution CMIA-P-0607-002 on 3/15/07.) (Future funding: $38,570,000 CMIA and $16,530,000 STIP [Construction Capital]. Construction to start in FY 2010-11.) Outcome/Output: Once the project is completed, the daily vehicle hours of delay saved is expected to be about 2,424 hours. **TFA/CMIA fund swap performed in accordance with the Proposition 1B savings policy established by the CTC in January 2014.** **Amend Resolution STIP1B-A-0809-009 to de-allocate $3,548,000 from TFA and reallocate to CMIA.** **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.**	08-9991A RIP / 08-09 CONST $3,548,000 0800000115 0F1611	2007-08 304-6058 TFA **2017-18** **304-6055** **CMIA**	~~$3,548,000~~ **$0** **$3,548,000**

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	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.(1e) STIP/CMIA Proposition 1B Project Adjustments			**Resolution CMIA-AA-1718-13** Amending Resolution CMIA-A-1011-002 **Resolution STIP1B-AA-1718-05** Amending Resolution STIP1B-A-1011-001	
1 $29,935,000 Department of Transportation TAPC Tuolumne 10N-Tuo-108 R4.0/R6.0	Near Sonora on Route 108 from Peaceful Oak Road to Via Este. Construct a 2-lane expressway. Final Project Development (RIP) Support Estimate: $ 3,291,000 Programmed Amount: $ 3,477,000 Adjustment: $ 0 (<20%) Final Project Development (IIP) Support Estimate: $ 2,601,000 Programmed Amount: $ 2,643,000 Adjustment: $ 0 (<20%) Final Right of Way (RIP) Right of Way Estimate: $ 8,698,000 Programmed Amount: $12,387,000 Adjustment: $ 3,689,000 (Credit) Final Right of Way (IIP) Right of Way Estimate: $ 6,100,000 Programmed Amount: $ 8,613,000 Adjustment: $ 2,513,000 (Credit) (RIP savings of $1,284,000 to be returned to Tuolumne County regional shares. IIP savings of $2,753,000 to be returned to interregional shares. CMIA savings of $2,703,000 to be returned to the CMIA program.) (Future Consideration of Funding – Resolution E-10-15, February 2010.) Outcome/Output: Project benefits show the daily time savings for individual person-minutes saved is 4.7, the cumulative person-minutes saved is 25,592 resulting in a total daily vehicle hours saved of 644. **TFA/CMIA fund swap performed in accordance with the Proposition 1B savings policy established by the CTC in January 2014.** **Amend Resolutions CMIA-A-1011-002 and STIP1B-A-1011-001 to de-allocate $11,047,000 from TFA and reallocate to CMIA.** **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.**	10-0021B IIP / 09-10 CONST ENG $2,125,000 CONST $11,047,000 RIP / 09-10 CONST $4,358,000 CMIA / 09-10 CONST ENG $3,375,000 CONST $11,155,000	2010-11 304-6058 TFA 20.20.025.700 2010-11 304-6058 TFA 20.20.075.600 004-6055 CMIA 2010-11 304-6055 CMIA 20.20.721.000 **2017-18** **304-6055** **CMIA** **20.20.721.000**	~~$11,047,000~~ **$0** $4,358,000 $3,375,000 $11,155,000 **$11,047,000**

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(8a)	**Allocation Amendment - Proposition 1B – State Administered Multi-Funded Intercity Rail/STIP Projects**		**Resolution ICR1B-AA-1718-02,** Amending Resolution ICR1B-AA-1415-02 **Resolution MFP-17-04**, Amending Resolution MFP-14-09	
1 ~~$30,051,000~~ ~~$28,951,000~~ **$28,481,000** Department of Transportation SANDAG 11-San Diego	**San Onofre to Pulgas Double Track – Phase 1** In Camp Pendleton along the LOSSAN Corridor, from MP 212.3 to MP 216.5. Construct 4.2 miles of second track adjacent to the main track; replace bridge with a new reinforced concrete structure and extend culverts. (CEQA Exempt – 49 U.S.C. 10501(b).) (NEPA – CE, 23 CFR 771.117(c)(18).) Outcome/Output: This project will increase on-time performance, reliability, dispatch flexibility, and increase system capacity. Double tracking and realigning this section of the corridor will reduce travel times for passengers, improve system reliability, enhance safety, and increase goods movement. **Amend Resolutions ICR1B-AA-1415-02 and Resolution MFP-14-09 to de-allocate an additional $470,000 in Proposition 1B ICR CONST due to additional savings at project closeout.**	75-2094 IIP/12-13 CONST $3,197,000 0013000131 S ICR/12-13 CONST ~~$26,854,000~~ ~~$25,754,000~~ **$25,284,000** 0013000132 S	2011-12 301-0046 PTA 30.20.020.720 2011-12 304-6059 PTMISEA 30.20.090.000	$3,197,000 ~~$26,854,000~~ ~~$25,754,000~~ **$25,284,000**

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 EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(8b)	**Allocation Amendment - Proposition 1B –State Administered Intercity Rail Projects**		**Resolution ICR1B-AA-1718-03,** Amending Resolution ICR1B-A-1415-03	
1 $1,100,000 Department of Transportation SANDAG 11-San Diego	**San Onofre to Pulgas Double Track – Phase 2** In Camp Pendleton along the LOSSAN Corridor, from MP 216.5 to MP 218.1. Design and engineering for Phase 2. (CEQA Exempt – Section 15275.) (NEPA – CE, 23 CFR 771.117(c)(18).) (Concurrent IRI Program Amendment under Resolution ICR1B-P-1415-03; May 2015) (Reallocation of Prop 1B IRI savings of $1.1 million from Phase 1 CONST to Phase 2 PS&E; May 2013) Outcome/Output: Design improvements that will provide improved service reliability, safety, and increased speed on the LOSSAN corridor. **Amend Resolution ICR1B-A-1415-03 to deallocate $128,000 in Proposition 1B ICR PS&E savings at project close out.**	75-2094 ICR/14-15 PS&E ~~$1,100,000~~ **$972,000** 0013000132 S1	2013-14 304-6059 PTMISEA 30.20.090.000	~~$1,100,000~~ **$972,000**

2.5 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5t.(1)	**Financial Allocation Amendments - Locally Administered TCRP Transit Projects**		**Resolution TFP-17-01** Amending Resolution TFP-16-23	
1 $5,100,000 Sacramento Regional Transit District SACOG 03-Sacramento	**Project 116 - Northeast Corridor Enhancements**. In Sacramento County, on the I-80 Corridor from downtown Sacramento to the Watt/I-80 station, double tracking, station improvements, traction power upgrades, and facility enhancements. (Future Consideration of Funding approved under Resolution E-05-23; November 2005.) (This is a Tier 2 project-allocation consistent with the Commission's TCRP close-out policy established May 2017.) Related TCRP programming amendment under Resolution TAA-16-01; June 2017. (Change to the EA code from R9297H to R9307F was made via technical correction at the August 2017 CTC Meeting.) Outcome/Output: ~~Installation of a traction power substation~~ **Procurement and replacement of fare vending machines, dynamic message signs, and security equipment.** **Amend Resolution TFP-16-23 to revise the "Outcome/Output." There is no change to the project allocation amount.**	03-3148 TCRP/16-17 CONST $5,100,000 0317000309 S **R9307F**	601-3007 TCRF 30.10.710.010	$5,100,000
2 $7,900,000 Sacramento Regional Transit District SACOG 03-Sacramento	**Project 115 - South LRT ext, Meadowview-Calvine**. In Sacramento County, South Line from Meadowview Road to Calvine/Auberry, extend light rail line. (Future Consideration of Funding approved under Resolution E-09-27; April 2009.) (This is a Tier 2 project allocation consistent with the Commission's TCRP close-out policy established May 2017.) Related TCRP programming amendment under Resolution TAA-16-06; June 2017. Outcome/Output: ~~Improve public transit service on the south line corridor between Meadowview and Calvine~~ **Procurement and replacement of fare vending machines, dynamic message signs, security equipment, and relocation of a power substation and signal relay.** **Amend Resolution TFP-16-23 to revise the "Outcome/Output." There is no change to the project allocation amount.**	03-3L05 TCRP/16-17 CONST $7,900,000 0317000308 S R9297E	601-3007 TCRF 30.10.710.010	$7,900,000

2.5 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5t.(2)	**Financial Allocation Amendment- Locally Administered TCRP Tier 1 Transit Projects**			**Resolution TFP-17-02** Amending Resolution TFP-16-29
$0 Sacramento Regional Transit District SACOG 03 - Sacramento	**Project 116 - Northeast Corridor Enhancements.** In Sacramento County, double tracking, station improvements, traction power upgrades and facility improvements on the I-80 Corridor from downtown Sacramento to the Watt I-80 station. (Future Consideration of Funding approved under Resolution E-05-23; November 2005.) Related TCRP programming amendment under Resolution TAA-16-01; June 2017. (Change to the EA code from R9297H to R9307E was made via technical correction at the August 2017 CTC Meeting.) Outcome/Output: ~~Installation of a traction power substation~~ **Procurement and replacement of fare vending machines, dynamic message signs, and security equipment.** **Amend Resolution TFP-16-29 to revise the "Outcome/Output." There is no change to the project allocation amount.**	03-3148 TCRP/2016-17 CONST $26,000 0318000024 S **R9307E**	601-3007 TCRF 30.10.710.010	$0

Phase	Original Amount	Amended Amount	Revised Amount
Right of Way	$423,000	-$26,000	$397,000
Construction	$8,106,000	$26,000	$8,132,000
Totals	**$8,529,000**	**$0**	**$8,529,000**

2.7 Aeronautic Financial Matters

Project Number Allocation Amount Recipient County	Location Project Description Project Number	Budget Year Item Number Fund Type Program Code	Amount by Fund Type
2.7c. Financial Allocation Amendment: Aeronautics Program (A&D Program)		**Resolution FDOA-2018-03** Amending Resolution FDOA-2014-09	
1 ~~$135,000~~ **$0** County of Riverside Riverside	Jacqueline Cochran Airport Amend Regional Airport Land Use Compatibility Plan, Incorporate Additional compatibility Policies for the Community of Vista Santa Rosa, and Amend Countywide Policies Riv-2-15-1 **Amend Resolution FDOA–2014–09 to de-allocate $135,000 due to project withdrawal.**	2014–15 602-0041 10.10.020.200	~~$135,000~~ **$0**

Tab 1

PUBLIC DISTRIBUTION

CALIFORNIA TRANSPORTATION COMMISSION
1120 N Street, MS-52
Sacramento, CA 95814
(916) 654-4245 FAX: (916) 653-2134

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

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

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

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

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

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

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

Mr. James Madaffer
Madaffer Enterprises, Inc.
1620 5th Avenue, Suite 400
San Diego, CA 92101

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 2233 (MS-52)
Sacramento, CA 95814
(916) 654-4245 FAX: (916) 653-2134

Tab 2

1.13

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.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 4

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 - February 1, 2018

Reference No: 2.4a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **RESOLUTIONS OF NECESSITY – WRITTEN APPEARANCE**

ISSUE:

Should the California Transportation Commission (Commission) adopt Resolution of Necessity (Resolution) C-21585, for the parcel whose owners are contesting the declared findings of the California Department of Transportation (Department) under Section 1245.230 of the Code of Civil Procedure?

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

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

In this case, the property owners are contesting the Resolution and have requested a written appearance before the Commission. At the request of the property owners, objections to the Resolution have been submitted in writing to be made part of the official record of the Commission meeting, in lieu of a personal appearance before the Commission. The property owners' objections are included as Attachment A. The Department's responses to the property owners' objections are contained in Attachment B.

RECOMMENDATION:

The Department recommends the Commission adopt Resolution C-21585 summarized on the following page. This Resolution is for a transportation project on United States Highway 395 (US-395) in District 8, in San Bernardino County.

BACKGROUND:

Discussions have taken place with the owners, who have been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which they may subsequently be entitled. Adoption of this Resolution will not interrupt the Department's efforts to secure an equitable settlement. In accordance with statutory requirements, the owners have been advised that the Department is requesting the Resolution at the Commission's January 31- February 1, 2018 meeting. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-21585 - Southern California Public Power Authority, et al.
08-SBd-395-PM 37.67 - Parcel 23795-1 - EA 0N9729.
Right of Way Certification Date: 02/21/18; Ready to List Date: 03/21/18. Conventional highway - construct four-foot median buffer, widen existing shoulders to 8 feet and install centerline and shoulder rumble strips. Authorizes condemnation of permanent easement for State highway purposes. Located in the unincorporated area of Kramer Hills at post mile 37.67, on the west side of US Highway 395. Assessor Parcel Numbers 0493-122-15, -19.

Attachments:
- Attachment A - Property Owners' letter to the Commission dated November 20, 2017
- Attachment B - Department Response dated December 21, 2017
- Attachment C - Fact Sheet
- Exhibit A - Parcel Maps
- Exhibit B - Resolution of Necessity C-21585

ATTACHMENT A

SCPPA

SOUTHERN CALIFORNIA PUBLIC POWER AUTHORITY
1160 NICOLE COURT
GLENDORA, CA 91740
(626) 793-9364 – FAX: (626) 793-9461
www.scppa.org

ANAHEIM • AZUSA • BANNING •
BURBANK • CERRITOS
COLTON • GLENDALE • LOS ANGELES
PASADENA • RIVERSIDE • VERNON
IMPERIAL IRRIGATION DISTRICT

November 20, 2017

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 94273-0001

RECD BY CTC
NOV 22 2017

Forwarded to
Right of way
11/27/17
copy to Stephen Mallen

Re: Written Appearance
08-SBd-395-37.67
E.A. 0N9729/Project # 0815000102
Parcel 23795-1
Southern California Public Power Authority, a joint powers entity acting for the benefit of its members, the owners of the Mead-Adelanto project and the Western Area Power Administration

Dear Ms. Bransen:

Pursuant to the Condemnation Panel Review Meeting held on November 16, 2017, we wish to provide written comments to be made part of the record in lieu of physically appearing before the commission on January 31 and February 1, 2018 in Sacramento. Below are the comments we wish to be part of the record:

1. The Southern California Public Power Authority (SCPPA) owns the property that Caltrans wishes to acquire an interest in for electric transmission line purposes. The electric transmission line use is an essential public use.

2. SCPPA and Caltrans are currently negotiating the terms for an acceptable highway easement deed, subject to certain conditions. SCPPA does not believe that Caltrans requires the entire fee interest in the property proposed to be taken. SCPPA reserves its rights to contest Caltrans' need for the fee interest in the property.

3. SCPPA believes that compatible use may be possible, subject to agreement on acceptable easement language, but reserves its rights to contest this finding if an acceptable easement cannot be negotiated.

4. The property is encumbered by an easement in favor of Southern California Edison Company (SCE) and any proposed easement granted by SCPPA to Caltrans must be subject to the SCE easement.

We do not contest the public need for this highway widening project.

As offered by Caltrans at the Condemnation Panel Review Meeting, please include these written comments in the record for any hearing on a Resolution of Necessity that may be considered by Caltrans to acquire the property.

Daniel S. Hashimi, Senior Assistant General Counsel
Southern California Public Power Authority
1160 Nicole Court
Glendora, CA 91740
Direct: 626-793-9364
Email: dhashimi@scppa.org

ATTACHMENT B

STATE OF CALIFORNIA – CALIFORNIA STATE TRANSPORTATION AGENCY
EDMUND G. BROWN Jr, Governor
DEPARTMENT OF TRANSPORTATION
OFFICE OF RIGHT OF WAY
464 W. 4TH STREET, MS-950
SAN BERNARDINO, CA 92401-1400
PHONE: (909) 383-4513
FAX: (909) 383-6877

Making Conservation a California Way of Life

VIA U.S. MAIL AND ELECTRONIC MAIL

December 21, 2017

Southern California Public Power Authority
C/O Marc Garcia
1160 Nicole Court
Glendora, CA 91740
Parcel No. 23795-1
Grantor: Southern California Public Power Authority

WRITTEN APPEARANCE RESPONSE
08-SBd-395-PM-37.40
E.A. 0N9729
Project No. 0815000102

Dear Mr. Garcia:

This letter is in response to your letter dated November 20, 2017 addressed to the Executive Director of the California Transportation Commission (the "Commission") for property located at PM 37.53 west side of US-395 (the "Property).

Your letter, addressed specific concerns and comments to the Commission's proposed action on several grounds regarding the above referenced parcel and as requested your letter will be submitted to the Commission in Lieu of a personal appearance and will be part of the official record presented to the Commission at its January 31 and February 1, 2018 meeting to be held in Sacramento, California.

The following is the Department's response to the concerns and comments set forth in your letter to the Commission:

1. The Southern California Public Power Authority (SCPPA) owns the property that Caltrans wishes to acquire an interest in for electric transmission line purposes. The electric transmission line use is an essential public use.
    a. District is in agreement.

2. SCPPA and Caltrans are currently negotiating the terms for an acceptable highway easement deed, subject to certain conditions. SCPPA does not believe that Caltrans require the entire fee interest in the property proposed to be taken. SCPPA reserves its rights to contest Caltrans' need for the fee interest in the property.
    a. The acquisition for this parcel is in Easement and not Fee.
    b. On November 17, 2017 an email was sent to Timothy Chung, attorney for Los Angeles Department of Power and Water, from Mark Berkebile, attorney for Caltrans, to discuss the deed language. There has been no communication or concurrence on the language from SCPPA.

3. SCCPA believes that compatible use may be possible, subject to agreement on acceptable easement language, but reserves its right to contest this finding if an acceptable easement cannot be negotiated.
    a. District has agreed to the easement language.
    b. District is awaiting the response from SCPPA.

4. The property is encumbered by an easement in favor of Southern California Edison Company (SCE) and any proposed easement granted by SCPPA to Caltrans must be subject to the SCE easement.
    a. District is in agreement.

As stated previously, your written appearance response to the Resolution of Necessity will be submitted to the Commission at its January 31 and February 1, 2018 meeting to be held in Sacramento, California.

Sincerely,

Rebecca Guirado

Rebecca Guirado
Deputy District Director, Right of Way

ATTACHMENT C

Reference No.: 2.4a.
January 31-February 1, 2018
Attachment C

Resolution of Necessity Appearance Fact Sheet

PROJECT DATA	08-SBd-395-PM 35.5/39.1 Expenditure Authorization 0N9729
Location:	United States Highway 395 (US-395) in San Bernardino County near Adelanto from 1.3 miles south to 2.3 miles north of Kramer Road
Limits:	From Post Mile 35.5 to Post Mile 39.1
Cost:	Programmed construction cost: $11,343,100.00 Current right of way cost estimate: $1,566,782.00
Funding Source:	State Highway Operation and Protection Program
Number of Lanes:	Existing: one mixed-flow lane in each direction Proposed: one mixed-flow lane in each direction
Proposed Major Features:	Adding four-foot median buffer, widen existing shoulders to eight feet and install centerline and shoulder rumble strips
Traffic:	Existing US-395 (year 2014): 10,100 Annual Daily Traffic (ADT) Proposed US-395 (year 2040): 19,900 ADT
PARCEL DATA	
Property Owner:	Southern California Public Power Authority, a joint powers entity acting for the benefit of its members, the owners of the Mead-Adelanto Project and Western Area Power Administration
Parcel Location:	West of US-395 in the unincorporated area of Kramer Hills Assessor's Parcel Numbers 0493-122-15, -19
Present Use:	Public Utility Corridor. Zoned RC (Resource Conservation)
Area of Property:	1,355,858 Square Feet (SF), (31.13 Acres)
Area Required:	Parcel 23765-1 - 48,675 SF - Highway Easement

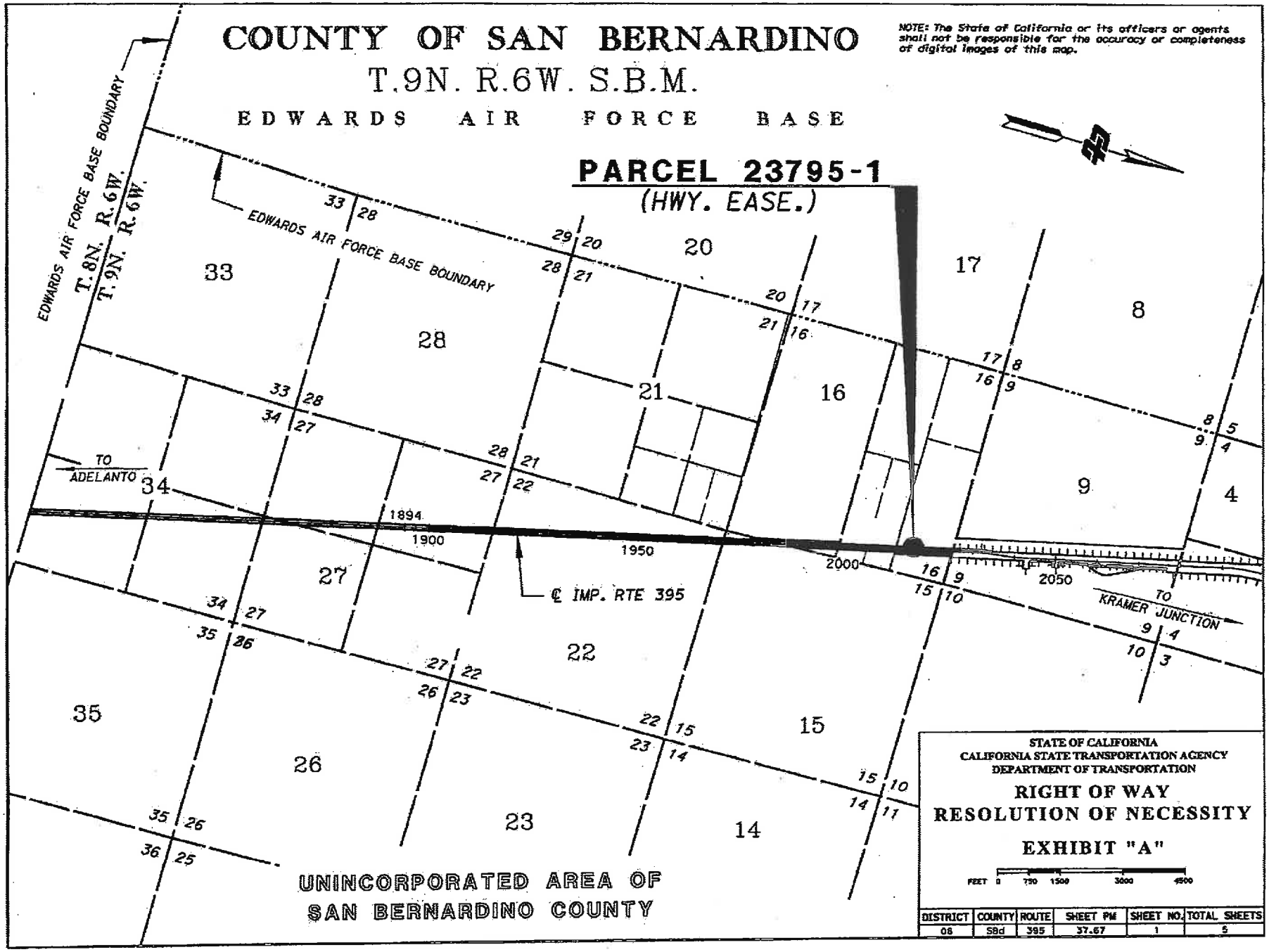
EXHIBIT A

COUNTY OF SAN BERNARDINO

T.9N. R.6W. S.B.M.

EDWARDS AIR FORCE BASE

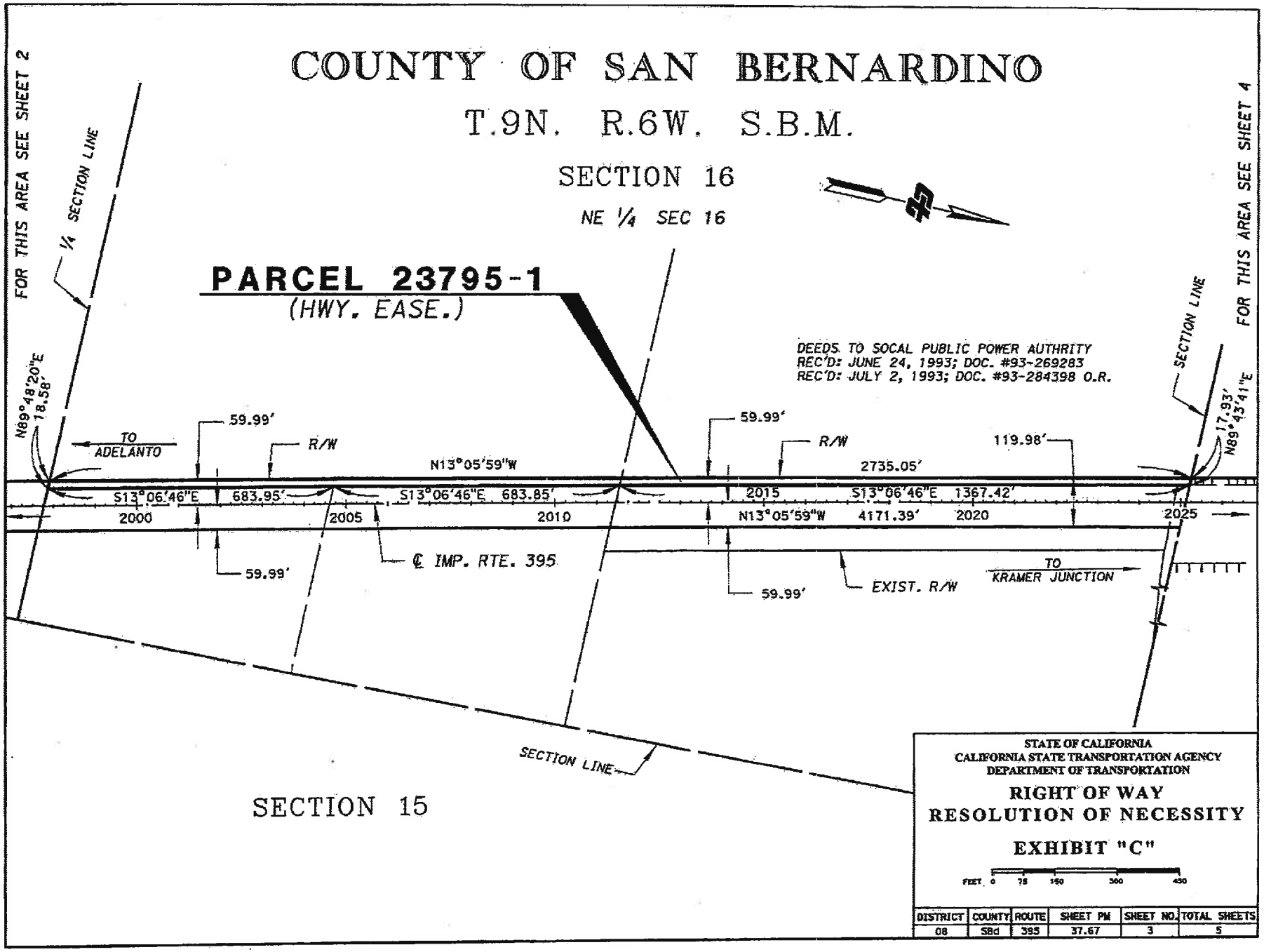
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
08	SBd	395	37.67	1	5

COUNTY OF SAN BERNARDINO

T.9N. R.6W. S.B.M.



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
RESOLUTION OF NECESSITY

EXHIBIT "C"

FEET 0 75 150 300 450

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
08	SBd	395	37.67	3	5

EXHIBIT B

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21585

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-395-PM 37.67 PARCEL 23795-1
OWNER: Southern California Public Power Authority, et al.

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

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

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

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

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

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

RESOLVED by this Commission that the Department of

APPROVED AS TO FORM AND PROCEDURE **APPROVAL RECOMMENDED**

Attorney, Department of Transportation **DIVISION OF RIGHT OF WAY**

Transportation be and said Department is hereby authorized and empowered;

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-395 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
08	SBd	395	37.67	0815000102

To: Aldee Arpon
Right of Way Division - Acquisitions

From: Travis Kottwitz
R/W Engineering, District 08

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (5 pages)
  - Index Map (Exhibit A) – shows parcel in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel in detail
  - Detail Map (Exhibit C) – shows parcel in detail
  - Detail Map (Exhibit D) – shows parcel in detail
  - Detail Map (Exhibit E) – shows parcel in detail

- RON Legal Description for parcel(s): (1 page)
  - 23795-1

The electronic files for the above listed information have been transmitted by email.

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

Signature Travis Kottwitz
Professional Land Surveyor

Date 03-09-17

PROFESSIONAL LAND SURVEYOR
TRAVIS
KOTTWITZ
Exp: 12/31/18
PLS 7617
STATE OF CALIFORNIA

An easement for State highway purposes in and to that portion of the Northeast one-quarter of Section 16, Township 9 North, Range 6 West, San Bernardino Meridian, according to the Official plat thereof, in the unincorporated area of the County of San Bernardino, State of California, lying within those parcels of land described in deeds to the Southern California Public Power Authority recorded June 24, 1993 as Document No. 93-269283 and on July 2, 1993 as Document No. 93-284398, both of Official Records of said County.

Said portion of said parcels lying within a strip of land 119.98 feet wide, 59.99 feet on each side of the following described line:

BEGINNNING at a point on the east line of said Section 16, distant thereon North 01°37'03" West 1,241.17 feet from the southeast corner of said section; thence North 11°56'04" West 598.36 feet; thence North 13°05'59" West 4,171.39 feet to the beginning of a curve, concave easterly, having a radius of 4,000.00 feet; thence northerly along said curve through a central angle of 05°49'02" a distance of 406.12 feet; thence North 07°16'57" West 370.45 feet to the beginning of a curve, concave westerly, having a radius of 4,500.00 feet; thence northerly along said curve through a central angle of 05°48'04" a distance of 455.61 feet; thence North 13°05'01" West 2,442.27 feet; thence North 13°17'13" West 1,187.77 feet to the **POINT OF TERMINUS** on the north line of Section 9, Township 9 North, Range 6 West, San Bernardino Meridian, being distant thereon North 89°55'06" East 3,347.64 feet from the northwest corner of said Section 9.

The sidelines of said strip of land shall be shortened or prolonged so as to begin on the south line of said Northeast one-quarter and end on the north line of said Northeast one-quarter.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 5. Divide distances shown by 0.999801065 to obtain ground level distances.

Tab 5

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31- February 1, 2018

Reference No.: 1.2
Action

Published Date: January 19, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Douglas Remedios
Associate Governmental
Program Analyst

Subject: **MEETING MINUTES FOR DECEMBER 6-7, 2017**

ISSUE:

Should the California Transportation Commission (Commission) approve the meeting minutes for the December 6-7, 2017 Commission meeting?

RECOMMENDATION:

Staff recommends that the Commission approve the meeting minutes for the December 6-7, 2017 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 6-7, 2017 Meeting Minutes

Attachment A

MINUTES

CALIFORNIA TRANSPORTATION COMMISSION

http://www.catc.ca.gov
December 6-7, 2017
Riverside, California

Wednesday, December 6, 2017

1:00 PM **Commission Meeting**
Riverside County Administration Building
Supervisors' Chambers
4080 Lemon Street
Riverside, CA 92501

Thursday, December 7, 2017

9:00 AM **Commission Meeting**
Riverside County Administration Building
Supervisors' Chambers
4080 Lemon Street
Riverside, CA 92501

* "A" denotes an "Action" item; "I" denotes an "Information" item; "C" denotes a "Commission" item; "D" denotes a "Department" item; "F" denotes a "U.S. Department of Transportation" item; "R" denotes a Regional or other Agency item; and "T" denotes a California Transportation Agency (CalSTA) item.

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

Tab #	Item Description	Ref. #	Presenter	Status*	
	GENERAL BUSINESS				
1	Roll Call	1.1	Bob Alvarado	I	C

Chair Bob Alvarado	Present	Commissioner Fran Inman	Present
Commissioner Yvonne Burke	Absent	Commissioner Christine Kehoe	Present
Commissioner Lucetta Dunn	Present	Commission Jim Madaffer	Present
Commissioner Jim Earp	Present	Commissioner Joe Tavaglione	Present
Commissioner Jim Ghielmetti	Present	Commissioner Paul Van Konynenburg	Present
Commissioner Carl Guardino	Present		
TOTAL	**Present: 10** **Absent: 1**		
Senator Jim Beall, Ex-Officio		Absent	
Assembly member Jim Frazier, Ex-Officio		Present	

2	Welcome to the Region	1.12	Anne Mayer	I	R

Riverside County Transportation Commission Executive Director Anne Mayer presented this informational item.

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):
CTC Meeting – January 31- February 1, 2018 in Sacramento, CA

Tab #	Item Description	Ref. #	Presenter	Status*	
	Appearance				
3 8 Ayes	Resolutions of Necessity – Appearance --08-SBd-58-PM R5.78 Southern California Public Power Authority Resolution C-21573	2.4a.	Stephen Maller Michael Whiteside	A	D

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Resolutions of Necessity – Appearance
-08-SBd-PM R5.78
Southern California Public Powers Authority

PINK REVISED ITEM
(Book Item only)
(MEETING HANDOUT – Letter from Mike Feuer to the CTC)

4	Approval of Minutes for October 18-19, 2017	1.2	Bob Alvarado	A	C

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

5	Commissioners' Meetings for Compensation	1.5	Bob Alvarado	A	C

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

	REPORTS				
6	Commission Executive Director	1.3	Susan Bransen	A	C

Executive Director Susan Bransen presented this item. No action was taken.

7	Commissioner Reports	1.4	Bob Alvarado	A	C

Commissioners Guardino, Dunn, Tavaglione, and Kehoe presented on this informational item.

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

California State Transportation Agency Secretary Brian Kelly presented this informational item.

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

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

Tab #	Item Description	Ref. #	Presenter	Status*	
10	FHWA California Division Administrator	1.11	Vincent Mammano	I	F

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

11	Regional Agencies Moderator	1.8	Patricia Chen	I	R

Regional Agencies Moderator Patricia Chen presented this informational item.

12	Rural Counties Task Force Chair	1.9	Maura Twomey	I	R

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

13	Self-Help Counties Coalition Executive Director	1.10	Keith Dunn	I	R

Self Help Counties Coalition's Sarkes Khachek presented this informational item.

	POLICY MATTERS				
14	Innovations in Transportation • South Coast Air Quality Management District	4.3	Garth Hopkins Matt Miyasato	I	C

Deputy Director Garth Hopkins and South Coast Air Quality Management Deputy Executive Officer for Science & Technology Advancement Dr. Matt Miyasato presented this informational item.

15	State and Federal Legislative Matters	4.1	Garth Hopkins	A	C

Recommendation: Direct staff to send a letter to the California Congressional Delegation Re: Tax reform
Action Taken: Approved
Motion: Dunn **Second:** Inman **Recused:** None **Absent**: Burke, Madaffer
Vote result: **9-0**
Ayes: Alvarado, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Tavaglione, Van Konynenburg
Nays: None
Abstained: None

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

YELLOW MEETING ITEM
(Attachment A only)

16	Budget and Allocation Capacity	4.2	Mitch Weiss Steven Keck	I	D

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

	Road Repair and Accountability Act of 2017, Senate Bill 1				
17	Road Repair and Accountability Act of 2017, Senate Bill (SB 1) Implementation Update	4.5	Mitch Weiss	A	C

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

Speakers:
Carol Herrera – City of Diamond Bar
John Fasana – San Gabriel Valley Representative/ Los Angeles County Metropolitan Transportation Authority Board

Tab #	Item Description	Ref. #	Presenter	Status*	
18 **2:30 pm** Timed item	Southern California Hearing on the Guidelines for the 2018 Solutions for Congested Corridors Program	4.7	Teresa Favila	I	C

Associate Deputy Director Teresa Favila presented this informational item

Speakers:

Sandy Wong – City/County Association of Governments of San Mateo County
Daryl Halls – Solano Transportation Authority
Matt Robinson – California Transit Association
Sarkes Khachek – Santa Barbara County Association of Governments
Anne Richman – Metropolitan Transportation Commission
Thomas Ruiz – Laborer's Union
Patricia Chen – Los Angeles County Metropolitan Transportation Authority

19	Adoption of the 2018 Solutions for Congested Corridors Program Guidelines Resolution G-17-36	4.8	Teresa Favila	A	C

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Adoption of the 2018 Solutions for the Congested Corridors Program Guidelines ***MEETING HANDOUT (Letter from LACMTA to the CTC)***

20	Adoption of the FY 17-18 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Initial Report of Eligible Cities and Counties Resolution G-17-37	4.9	Mitch Weiss	A	C

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

Speakers:

Allen Yun – City of Menifee - Submitted a letter for the record
Patricia Romo – County of Riverside

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Adoption of the FY 17-18 Road Maintenance & Rehabilitation Account - Local Streets and Roads Funding Initial Report of Eligible Cities & Counties ***PINK REVISED ITEM***
PINK SUPPLEMENTAL HANDOUT
Outstanding Project List Submittals as of December 5, 2017

Tab #	Item Description	Ref. #	Presenter	Status*	
21	Adoption of the Local Partnership Program – Formulaic Program Share Distribution for Fiscal Years 2017-18 and 2018-19 Resolution G-17-42	4.25	Jose Oseguera	A	C

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

Speakers:
Sandy Wong - City/County Association of Governments of San Mateo County

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Adoption of the Local Partnership Program – Program Shares Distribution for Formulaic Program Shares for FYs 2017-18 and 2018-19 ***PINK REVISED ITEM***
Update of Attachment B with correction to the agency recipient name for San Mateo under "Applicant Agency (Measure)"

22	Approval of the FY 2017-18 Lump Sum and Adoption of the SB 1 Sustainable Communities Grant and Adaptation Planning Grant Programs Resolution G-17-39	4.11	Garth Hopkins Coco Briseno	A	D

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
~~Approval of the FY 2017-18 Lump Sum & Adoption of the~~ **Allocation of $31,886,000** ***YELLOW MEETING HANDOUTS*** for the SB 1 **Funded FY 2017-18** Sustainable Communities Grant and Adaptation ***(Attachment 1 & Attachment 2 only)*** Planning Grant Programs
→Revise Agenda and Book Item "Subject" to reflect title above
→Update Book Item as follows:
Under "Issue", "Recommendation" and "Financial Resolution" correct dollar amount from "~~$31,866,000~~" to "**$31,886,000**"

23	Adoption of the 2017 ATP Augmentation Metropolitan Planning Organization Component – 7 of 10 Large MPOs Resolution G-17-38	4.10	Laurie Waters	A	C

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Adoption of the 2017 ATP Augmentation Metropolitan Planning Organization Component – 7 of 10 Large MPOs ***PINK REPLACEMENT ITEM***

Tab #	Item Description	Ref. #	Presenter	Status*	
24	Commission Comments on the Draft California Transportation Asset Management Plan	4.14	Stephen Maller	A	C

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

25	Alameda Corridor-East Program Update	4.6	Garth Hopkins Mark Christoffels	I	C

Deputy Director Garth Hopkins and Alameda Corridor-East Construction Authority Chief Executive Officer Mark Christoffels presented this informational item.

26	Innovations in Transportation – San Francisco Oakland Bay Bridge Implosions	4.21	Stephen Maller Brian Maroney	I	D

Deputy Director Stephen Maller and Chief Bridge Engineer of the California Department of Transportations' Toll Bridge Program Brian Maroney presented this informational item.

	INFORMATION CALENDAR		Stephen Maller		
27	**Informational Reports on Allocations Under Delegated Authority** -- Emergency G-11 Allocations *(2.5f. (1))*: $87,195,000 for 25 projects. -- SHOPP Safety Sub-Allocations *(2.5f. (3))*: $11,223,000 for seven projects. -- Minor G-05-16 Allocations *(2.5f. (4))*: $2,478,000 for four projects.	2.5f.		I	D

This item was presented as part of the Information Calendar.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Informational Reports on allocations Under Delegated Authority: 2.5f.(3) ***YELLOW REPLACEMENT ITEM***
– SHOPP Safety Sub-Allocations - $11,223,000 for 7 projects ***(Attachment for 2.5f.(3) only)***

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

This item was presented as part of the Information Calendar.

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

This item was presented as part of the Information Calendar.

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

This item was presented as part of the Information Calendar.

	Quarterly Report – First Quarter – FY 2017-18:				
31	Aeronautics – Acquisition and Development and Airport Improvement Program	3.5		I	D

This item was presented as part of the Information Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*	
32	Proposition 1A –High-Speed Passenger Train Bond Program	3.6		I	D

This item was presented as part of the Information Calendar.

33	Caltrans Finance Report	3.8		I	D

This item was presented as part of the Information Calendar.

	Other Reports				
34	Notification of AB 1012 "Use It or Lose It" Provision for FFY 2016 Unobligated CMAQ and RSTP Funds.	3.7		I	D

This item was presented as part of the Information Calendar.

	BEGIN CONSENT CALENDAR	Stephen Maller

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

Tab #	Item Description	Ref. #	Presenter	Status*	
35	Approval of Projects for Future Consideration of Funding: 03-Yub-20, PM 0.5/2.0, 03-Yub-70, PM 14.1/15.2 Marysville ADA Improvements Project Construct pedestrian infrastructure at various locations along SR 20 and SR 70 in Yuba County. (ND) (PPNO 9580) (SHOPP) Resolution E-17-69 03-Yub-70, PM 15.4/16.5 Simmerly Slough Bridge Replacement Project Replace existing bridge on SR 70 in Yuba County. (MND) (PPNO 9812) (SHOPP) Resolution E-17-70 05-Mon-1, PM 58.3/59.8 Hurricane Point to Rocky Creek Safety Upgrades Project Construct roadway improvements on a portion of SR 1 in Monterey County. (MND) (PPNO 2313) (SHOPP) Resolution E-17-71 05-SLO-58, PM 3.08 Trout Creek Bridge Replacement Project Replace existing bridge on State Route 58 in San Luis Obispo County. (MND) (PPNO 0072B) (SHOPP) Resolution E-17-72 06-Ker-99, PM 0.0/19.5 Kern 99 Northbound Rehabilitation Project Construct roadway improvements and pavement rehabilitation on a portion of SR 99 in Kern County. (ND) (PPNO 6731) (SHOPP) Resolution E-17-73 10-Mpa/Mad-41, PM 0.10/4.85, D0.63/D1.84 Culvert Rehabilitation near Fish Camp in Madera and Mariposa Counties Project Rehabilitate or replace drainage culverts at 19 locations on a portion of SR 41 in Madera and Mariposa Counties. (MND) (PPNO 3158) (SHOPP) Resolution E-17-74	2.2c.(1)		A	D

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

36	Approval of Project for Future Consideration of Funding: 01 – Del Norte County Sunset Circle Multi-Use Trail Project Construct a shared-use path that completes an existing network of trails. (ND) (PPNO 1118) (ATP) Resolution E-17-75	2.2c.(2)		A	C

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

Tab #	Item Description	Ref. #	Presenter	Status*	
37	Approval of Project for Future Consideration of Funding: 11 – San Diego County El Portal Pedestrian and Bike Underpass Project Construct three grade-separated pedestrian crossings under the railroad tracks. (MND) (PPNO 1211) (ATP) Resolution E-17-76	2.2c.(3)		A	C

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

38	Approval of Project for Future Consideration of Funding: 10– Tuolumne County Washington Street/Red Church Pedestrian and Circulation Improvement Project Construct landscaped pedestrian bulb-outs and replace sidewalk and curb ramps. (MND) (PPNO 3283) (ATP) Resolution E-17-77	2.2c.(4)		A	C

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Approval of Project for Future Consideration of Funding: 10-Tuolumne County ***MEETING HANDOUT***
Washington Street/ Red Church Pedestrian Circulation Improvement Project ***(Email/Letter from E. Linehan to the CTC)***
(MND) (PPNO 3283) (ATP)

39	Four Relinquishment Resolutions – --04-Sol-780-PM 7.4 A Park and Ride Lot at the terminus of I -780 and along Curtola Parkway, in the city of Vallejo, county of Solano, and within the jurisdiction of Solano County Transit. Resolution R-3995 --05-Mon-1-PM-99.9/T101.1 Right of way along Route 1 on Jensen Road and Hilltop Road, in the county of Monterey. Resolution R-3996 --06-Kin-198-PM-R16.91 Right of way along Route 198 on 12th Avenue, in the city of Hanford. Resolution R-3997 --06-Tul-216-PM-13.9/14.0 Right of way adjacent to Route 216 (Naranjo Boulevard) between Magnolia Street and Palm Street, in the city of Woodlake. Resolution R-3998	2.3c.		A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
40 8 Ayes	11 Resolutions of Necessity Resolutions C-21574 through C-21584	2.4b.		A	D

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
~~11~~ **9** Resolutions of Necessity
Resolutions C-21574 through **C-21578, Resolution C-21580 through C-21582 and** C-21584

- Resolution C-21579 (Carl G. Warnick, et al; 08-SBd-247-PM 39.75; Parcel 24128-1, 2 – EA 1E5609)
  Withdrawn prior to the CTC Meeting
- Resolution C-21583 (Michiyo Yamano Cahill, a married woman as her sole and separate property; 12-Ora-5-PM 14.6, Parcel 202020-1, EA 0K029) ***Withdrawn prior to the CTC Meeting***

41	Director's Deeds Items 1 through 16 Excess Lands - Return to State: $5,967,300 Return to Others: $0	2.4d.		A	D

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

42	Allocation Amendment - TCIF Project: Correct the original allocation for the US 101 Marin Sonoma Narrows B2 Phase 2 Median Widening HOV Lanes project, in Marin and Sonoma Counties, from $18,000,000 to $3,000,000, by removing $15,000,000 in repurposed federal earmarked funding from the original allocation. Resolution TCIF-AA-1718-05, Amending Resolution TCIF-A-1718-02 Resolution FP-17-31, Amending Resolution FP-17-22	2.5g.(5)		A	D

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

43	Allocation Amendment – STIP Project: Request to revise the Item # (from 101-0890 to 101-0042) and Fund Type (from FTF to SHA) for the Vista Drive Rehabilitation STIP project (PPNO 2541) in Siskiyou County. Resolution FP-17-32, Amending Resolution FP-17-05.	2.5c.(4)		A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
44	Allocation Amendments for Proposition 1B CMIA Projects Request to deallocate funding on the following projects, due to project savings at close out: • $810,029 from the South Redding I-5, 6-Lane project in Shasta County. (PPNO 3331) *(2.5g.(1a))* Resolution CMIA-AA-1718-01, Amending Resolution CMIA-AA-1011-020 • $1,315,003 from the Lincoln Bypass – Phase 2A project in Placer County. (PPNO 4895) *(2.5g.(1b))* Resolution CMIA-AA-1718-02, Amending Resolution CMIA-A-1112-013 • $291,578 from the Placer 80 HOV Lanes Phase 2 project in Placer County. (PPNO 0146C) *(2.5g.(1c))* Resolution CMIA-AA-1718-03, Amending Resolution CMIA-AA-0809-001 • $381,831 from the Placer 80 HOV Lanes Phase 3 project in Placer County. (PPNO 0146F) *(2.5g.(1d))* Resolution CMIA-AA-1718-04, Amending Resolution CMIA-AA-0910-010 • $150,765 from the US 101/Capital Expressway – Yerba Buena Interchange project in Santa Clara County. (PPNO 0460G) *(2.5g.(1e))* Resolution CMIA-AA-1718-05, Amending Resolution CMIA-AA-1213-08 • $6,087,004 from the I-880 Widening (SR 237 to US 101) project in Santa Clara County. (PPNO 0415) *(2.5g.(1f))* Resolution CMIA-AA-1718-06, Amending Resolution CMIA-AA-1112-021 • $1,145,512 from the US 101 Auxiliary Lanes - University Avenue to Marsh Road project in San Mateo County. (PPNO 0658B) *(2.5g.(1g))* Resolution CMIA-AA-1718-07, Amending Resolution CMIA-AA-1112-022 • $4,126,957 from the I-215 North Segment 5 – HOV and Mixed-flow Lane Addition project in San Bernardino County. (PPNO 0247N) *(2.5g.(1h))* Resolution CMIA-AA-1718-08, Amending Resolution CMIA-AA-1112-001 • $1,412,186 from the Route 57 Northbound Widening – Route 91 to Yorba Linda Boulevard project in Orange County.(PPNO 3788) *(2.5g.(1i))* Resolution CMIA-AA-1718-09, Amending Resolution CMIA-AA-1011-006	2.5g.(1a) – 2.5g.(1i)		A	D

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Allocation Amendments for Proposition 1B CMIA Projects:

- 2.5g. (1b) - Lincoln Bypass – Phase 2A project (PPNO 4895) for $1,315,000 ***Withdrawn prior to the CTC Meeting***.

45	Technical Correction – PPM Project: Correction needed to revise the Project ID, approved at the October 2017 meeting, for the Amador County Transportation Commission's – Planning Programming and Monitoring project (PPNO 4632), approved under Resolution FP-17-16.	2.9b.		A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
46	Technical Correction – STIP Project: Correction needed to revise the Project ID and EA, approved at the October 2017 meeting, for the Grand Boulevard Initiative Complete Streets Program project (PPNO 0648F) in San Mateo County, approved under Resolution FP-17-14.	2.9c.		A	D

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

	END OF CONSENT CALENDAR

	RIGHT OF WAY MATTER				
47	Airspace Lease Request to Approve Terms, Conditions, and Execution of a 19-Year Lease with SKS Partners (San Francisco County)	2.4c.	Stephen Maller Jennifer S. Lowden	A	D

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

Speakers:
Mark Watts – Smith, Watts and Hartman

	PROGRAM UPDATES				
	Capital Outlay Support				
48	Status of the Pre-Construction Support Allocations for SHOPP projects, per the Timely Use of Funds Policy	3.3	Stephen Maller Bruce DeTerra	I	D

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Status of Pre-Construction Support Allocations for SHOPP Projects, per the Timely Use of Funds Policy ***YELLOW REPLACEMENT ITEM***

	Zero Emission Vehicle Program				
49	Caltrans Zero Emission Vehicle Charging Station Program Update	4.20	Stephen Maller Keith Robinson	I	D

CTC Deputy Director Stephen Maller and Caltrans Division of Design's Keith Robinson presented this informational item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Caltrans Zero Emission Vehicle Charging Stations Program Update:
--In the Book Item, under "DISCUSSION", fourth sentence should read as follows:
"These projects will upgrade 37 existing facilities, including ~~29~~ **28** Safety Roadside Rest Areas, ~~four~~ **five** Maintenance stations, two District offices and ~~one~~ **two** Park and Ride ~~lot~~ **lots**."

Tab #	Item Description	Ref. #	Presenter	Status*	
	ZEV Amendments for Approval				
50	Request to: --Add 5 new capital outlay support phases and capital components into the 2016 SHOPP totaling $12.045 million. SHOPP Amendment 16H-021	2.1a.(3)	Stephen Maller Bruce De Terra	A	D

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
ZEV Amendments for Approval: ***YELLOW REPLACEMENT ITEM***
Request to:
--Add 5 new capital outlay support phases and capital components into the 2016 SHOPP totaling ~~$12.045~~ **$10.696** million

	ZEV Allocations				
51	Request of $753,000 for 6 ZEV preconstruction support phases for environmental, design and R/W support: • $700,000 for PS&E for 3 projects. • $ 53,000 for R/W support for 3 projects. Resolution FP-17-26	2.5b.(4)	Stephen Maller Bruce De Terra	A	D

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

	Rail Program				
52	Caltrans Rail Operations Report • Caltrans Rail Car Procurement	3.9	Garth Hopkins Kyle Gradinger	I	D

CTC Deputy Director Garth Hopkins and Caltrans Division Chief for Rail and Mass Transit Kyle Gradinger presented this informational item.

53	Capital Corridor Joint Powers Authority (CCJPA) Update	4.15	Garth Hopkins David Kutrosky	I	T

CTC Deputy Director Garth Hopkins and Capital Corridor Joint Powers Authority David Kutrosky presented this informational item.

54	Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN Agency) Update	4.16	Garth Hopkins Jennifer Bergener	I	T

CTC Deputy Director Garth Hopkins and Capital Corridor Joint Powers Authority Jennifer Bergener presented this informational item.

55	San Joaquin Joint Powers Authority (SJJPA) Update	4.17	Garth Hopkins Stacey Mortensen	I	T

CTC Deputy Director Garth Hopkins and San Joaquin Joint Powers Authority Executive Director Stacey Mortensen presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
56	Commission Comments on the 2018 California State Rail Plan	4.18	Garth Hopkins	A	C

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Commission Comments on the 2018 California State Rail Plan

PINK MEETING HANDOUT
(Comment Letter from CTC to Caltrans)

	Supplemental Fund Allocations				
57	Request for an additional $1,928,000 in Construction Capital for the SHOPP Roadway Preservation project on various routes in San Diego County, to award a contract. This is an increase of 19.9 percent over the original allocated amount. (PPNO 1129) Resolution FA-17-03	2.5e.(1)	Stephen Maller Cory Binns	A	D

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

58	Request for an additional $505,000 in Construction Capital for the SHOPP Mobility project on Route 68 in Monterey County, to award a contract. This an increase of 42.8 percent over the original allocated amount. (PPNO 4019) Resolution FA-17-04	2.5e.(2)	Stephen Maller Tim Gubbins	A	D

This item was withdrawn prior the meeting.

59	Request for an additional $1,150,000 in Construction Capital for the SHOPP Major Damage project on Route 108 in Tuolumne County, to close out the contract. This is an increase of 17.7 percent over the original allocated amount. (PPNO 3174) Resolution FA-17-05	2.5e.(3)	Stephen Maller Dennis Agar	A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
	Schuyler Heim Bridge				
60	Request of $138,300,000 in Construction Capital for the Schuyler Heim Bridge on State Route 47 in Los Angeles County, to complete construction. This is an increase of 47.7 percent over the original allocated amount. (PPNO 0444E) Resolution FA-17-06	2.5e.(4)	Stephen Maller Carrie Bowen	A	D

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

	SHOPP Program				
61	Amendment to the Major Damage Restoration Reserve for Fiscal Year 2017-18. Resolution G-17-41	4.24	Stephen Maller Tony Tavares	A	D

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

	SHOPP Amendments for Approval:				
62	Request to: --Add 22 new projects into the 2016 SHOPP totaling $89,043,000. --Revise 96 projects currently programmed in the 2016 SHOPP. SHOPP Amendment 16H-020	2.1a.(1)	Stephen Maller Bruce De Terra	A	D

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
SHOPP Amendments for Approval: ***YELLOW REPLACEMENT ITEM***
SHOPP Amendment 16H-20 ***(Attachment 2 only)***

	SHOPP Allocations:				
63	Request of $73,424,000 for 13 SHOPP projects. Resolution FP-17-23	2.5b.(1)	Stephen Maller Bruce De Terra	A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
64	Request of $63 million for 62 SHOPP pre-construction project phases for environmental, design and R/W support: • $20.4 million for PA&ED for 12 projects. • $39.4 million for PS&E for 29 projects. • $ 3.2 million for R/W support for 21 projects. Resolution FP-17-24	2.5b.(2)	Stephen Maller Bruce De Terra	A	D

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Pre-Construction Projects Phases for PA&ED, PS&E and R/W - $63 million for 62 SHOPP Projects
--In the Book Item Attachment, under PA&ED:
➢ Project 10 (PPNO 3009J/EA 1C29U) 08-SBd-10 for $350,000 ***Withdrawn prior to the CTC Meeting***

65	Program Adjustment and Support Allocation Request of $14.490 million for 17 SHOPP projects with open environmental, design and R/W phases: • $8.530 million for PA&ED for 3 projects. • $4.546 million for PS&E for 5 projects. • $1.414 million for R/W support for 9 projects. Resolution FP-17-25	2.5b.(3)	Stephen Maller Bruce De Terra	A	D

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

	Proposition 1B SHOPP Allocation:				
66	Request of $49,747,000 for the Route 11/125/905 Separation SHOPP project in San Diego County. (PPNO 1035) Resolution SHOP1B-A-1718-03 Resolution FP-17-29	2.5g.(6)	Stephen Maller Bruce De Terra	A	D

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Proposition 1B SHOPP Allocation: (PPNO 1035) – San Diego County **PINK REPLACEMENT ITEM**
Request for $49,747,000 for the Route 11/125/905 Separation SHOPP Project
→Update Agenda language to remove "Resolution FP-17-29"

Tab #	Item Description	Ref. #	Presenter	Status*	
	Proposition 1B Program				
	Local Bridge Seismic Retrofit Program				
67	Request of $2,187,216 in Proposition 1B Local Bridge Seismic Retrofit Program Bond Lump Sum for Federal Fiscal Year 2017-18. Resolution LSB1B-1718-01	2.5g.(4)	Stephen Maller Rihui Zhang	A	D

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

	STIP Program				
	STIP Amendments for Notice				
68	The city of Calexico proposes to re-program $4,500,000 of Federal SAFETEA-LU Border Infrastructure Program funds for the Construction phase on the Cesar Chavez Boulevard Widening and Improvement - 2nd Street to Route 98 project (PPNO 0606) in Imperial County. STIP Amendment 16S-18	2.1b.(1)	Teresa Favila Bruce De Terra	I	D

Associate Deputy Director Teresa Favila presented this informational item.

69	The Department proposes to amend the Route 11 Highway and Commercial Vehicle Enforcement Facility project – Segment 2 (PPNO 0999B) in San Diego County to replace a portion of the local funds with a federal grant (FAST Act) and segment the project into Segment 2 (PPNO 0999B) and Segment 2A (PPNO 0999D); with Segment 2A being delivered in FY 2017-18. The Department also proposes to program $3,350,000 of SAFETEA-LU Border Infrastructure Program funds to the new Segment 2A. STIP Amendment 16S-20	2.1b.(3)	Teresa Favila Bruce De Terra	I	D

Associate Deputy Director Teresa Favila presented this informational item.

70	The Contra Costa County Transportation Authority, in concurrence with the Metropolitan Transportation Commission, proposes to program an AB 3090 cash reimbursement project (PPNO 0222F) in order to use local funds for construction of the I-680 Southbound High Occupancy Vehicle Lane Completion project (PPNO 0222E) in Contra Costa County, with later reimbursement over a three year period beginning in FY 2019-20. STIP Amendment 16S-19	2.1b.(2)	Teresa Favila Bruce De Terra	I	D

Associate Deputy Director Teresa Favila presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
71	The Orange County Transportation Authority (OCTA), on behalf of the City of Brea (City), proposes to program an AB 3090 cash reimbursement project (PPNO 3834A) in order to use local funds to replace $9,000,000 of Regional Improvement Program (RIP) funds programmed in FY 2019-20 for the Right of Way component of the State Route 57/Lambert Road Interchange Improvements project (PPNO 3834) in Orange County. OCTA and the City are requesting reimbursement in FY 2018-19. STIP Amendment 16S-21	2.1b.(4)	Teresa Favila Bruce De Terra	I	D

Associate Deputy Director Teresa Favila presented this informational item.

	STIP Allocations				
72	Request of $8,157,000 for two State administered STIP projects on the State Highway System. Resolution FP-17-27	2.5c.(1)	Teresa Favila Bruce De Terra	A	D

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

73	Request of $393,000 for one locally administered STIP project, off the State Highway System: *2.5c. (3b)* -- $393,000 for one STIP Planning, Programming, and Monitoring project. Resolution FP-17-28	2.5c.(3)	Teresa Favila Rihui Zhang	A	D

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

	STIP Transit Allocations – AB 3090				
74	Request of $6,880,000 for the locally administered Crenshaw/LAX Transit Corridor STIP Transit project (AB 3090) in Los Angeles County. (PPNO 4027A) Resolution MFP-17-02	2.6a.(1)	Teresa Favila Kyle Gradinger	A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
	STIP Rail Allocations				
75	Request of $1,000,000 for the locally administered Delayed in Block Signal – Encinitas STIP Rail project in San Diego County. (PPNO 75-2065Q) Resolution MFP-17-03	2.6a.(2)	Teresa Favila Kyle Gradinger	A	D

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
STIP Rail Allocation: Delayed in Block Signal – Encinitas (PPNO 75-2065Q)
--In the Book Item Attachment revise the programming information as follows: 75-2065Q
~~STIP/2016-17~~
IIP/2016-17

	Active Transportation Program (ATP)				
	ATP Allocations:				
76	Request of $13,123,000 for 31 locally administered ATP projects, off the State Highway System. 2.5w. (1a) -- $11,640,000 for 17 ATP projects. 2.5w. (1b) -- $ 1,483,000 for 14 ATP SB1 Augmentation. Resolution FATP-1718-08	2.5w.(1)	Laurie Waters Rihui Zhang	A	D

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
ATP Allocations: $13,123,000 for 13 ATP projects
--In the Book Item, under "Background", first sentence, correct as follows: "The attached vote list describes 32 STIP 31 ATP projects totaling $13,123,000. The local agencies are..."
--In Book Item Attachment 2.5w. (1a) update as follows:
→Project 4 (PPNO 1020A) – South Oroville Safe Routes to School ATP Cycle 2 – Lincoln Boulevard and Las Plumas Avenue, add the following to the vote box "(CEQA – CE; 11/9/2017.)"
→Project 9 (PPNO 5042) – LA River Bike Path, Headwaters and Owensmouth – Mason; update the RW information as follows: (R/W Certification – Pending) to (R/W Certification: 12/5/2017.)

	Advance – ATP Allocations				
77	Request of $377,000 for the locally administered Junction School Safe Route To School ATP project in Shasta County, programmed in FY 18-19. (PPNO 2577) Resolution FATP-1718-09	2.5w.(2)	Laurie Waters Rihui Zhang	A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
78	Request of $88,000 for the locally administered Montalvo SRTS Cypress Point Gap Closure and Complete Street ATP project in Ventura County, programmed in FY 19-20. (PPNO 5349) Resolution FATP-1718-10	2.5w.(3)	Laurie Waters Rihui Zhang	A	D

This item was withdrawn prior to the meeting.

	TIME EXTENSION REQUESTS				
	Contract Award Time Extension				
79	Request to extend the period of contract award for nine ATP projects, per ATP Guidelines. Waiver 17-44	2.8b.(1)	Laurie Waters Rihui Zhang	A	D

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

80	Request to extend the period of contract award for the Airport Boulevard Improvements project, in Santa Cruz County, per STIP Guidelines. (PPNO 2366) Waiver 17-45	2.8b.(2)	Teresa Favila Rihui Zhang	A	D

This item was withdrawn prior to the meeting.

81	Request to extend the period of contract award for the Kings County General Roadway Overlay and Restriping project, in Kings County, per TCRP Guidelines. (PPNO 6869) Waiver 17-46	2.8b.(3)	Teresa Favila Rihui Zhang	A	D

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

82	Request to extend the contract award for 8 SHOPP projects, per Resolution G-06-08. Waiver 17-47	2.8b.(4)	Stephen Maller Bruce DeTerra	A	D

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

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Contract Award – Request to extend contract award for 8 SHOPP Projects ***YELLOW REPLACEMENT ITEM***

Tab #	Item Description	Ref. #	Presenter	Status*	
83	Request to extend the period of contract award for two TCRP projects for the Sacramento Regional Transit District in Sacramento County, per TCRP Guidelines. Waiver 17-48	2.8b.(5)	Teresa Favila Kyle Gradinger	A	D

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

	Project Completion Time Extension				
84	Request to extend the period of project completion for the Be Oakland, Be Active: A Comprehensive Safe Routes to School Program, in Alameda County, per ATP Guidelines. (PPNO 2190F) Waiver 17-49	2.8c.(1)	Laurie Waters Rihui Zhang	A	D

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

	OTHER MATTERS / PUBLIC COMMENT	6.			

	ADJOURN Day 1 adjourned in honor of Janet Dawson. Day 2 adjourned in honor of fire victims around the state.

Susan Bransen

Susan Bransen, Executive Director

January 15, 2018

Date

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31- February 1, 2018

Reference No.: 1.5
Action

Published Date: January 19, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Douglas Remedios
Associate Governmental
Program Analyst

Subject: **COMMISSIONERS' MEETINGS FOR COMPENSATION**

ISSUE:

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

1) Meetings for Compensation for October 2017 (Attachment A)
2) Meetings for Compensation for November 2017 (Attachment B)
3) Meetings for Compensation for December 2017 (Attachment C)
4) Amended Meetings for Compensation for May 2017 (Attachment D)
5) Amended Meetings for Compensation for September 2017 (Attachment E)

RECOMMENDATION:

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

1) Meetings for Compensation for October 2017 (Attachment A)
2) Meetings for Compensation for November 2017 (Attachment B)
3) Meetings for Compensation for December 2017 (Attachment C)
4) Amended Meetings for Compensation for May 2017 (Attachment D)
5) Amended Meetings for Compensation for September 2017 (Attachment E)

BACKGROUND:

Per Government Code Section 14509, each member of the California Transportation Commission (Commission) shall receive compensation of one hundred dollars ($100) per day, but not to exceed eight hundred dollars ($800) for any Commission business authorized by the Commission during any month, plus the necessary expenses incurred by the member in the performance of the member's duties when a majority of the Commission approves the compensation by a recorded vote. The need

for up to eight days per diem per month is unique to the Commission in that its members must evaluate projects and issues throughout the state in order to carry out its responsibilities.

Attachments:

- Attachment A: Meetings for Compensation for October 2017
- Attachment B: Meetings for Compensation for November 2017
- Attachment C: Meetings for Compensation for December 2017
- Attachment D: Amended Meetings for Compensation for May 2017
- Attachment E: Amended Meetings for Compensation for September 2017

ATTACHMENT A

MEETINGS FOR COMPENSATION FOR
October 2017 (September 30th – October 31st)

Regular Commission Meeting Activities:

- October 18 – Commission meeting in Modesto (Commissioner Earp was absent. All other Commissioners attended all or part of the meeting)
- October 18 – Commission meeting in Modesto (Commissioners Alvarado, Burke, Earp and Madaffer were absent. All other Commissioners attended all or part of the meeting)

***Additional Meetings*:**

Bob Alvarado

- October 16 – Teleconference with CTC Staff Re: Chair Briefing. Oakland.
- October 18 – Attended the Commissioners' Retreat. Modesto

Yvonne Burke

- October 16 – Teleconference with CTC Staff Re: Agenda Briefing. Los Angeles
- October 16 – Teleconference with Patricia Chen and LA Metro Staff Re: CTC Agenda Items. Los Angeles
- October 18 – Attended the Commissioners' Retreat. Modesto
- October 24 – Attended the 2019 Active Transportation Program Cycle 4 Guidelines and Application Workshop. Los Angeles

Lucetta Dunn

- October 9 – Teleconference with Susan Bransen Re: CTC Matters. Irvine
- October 16 – Teleconference with Susan Bransen Re: CTC Matters. Irvine
- October 16 – Teleconference with CTC Staff Re: Chair Briefing. Irvine
- October 16 – Meeting with Wes Lujan Re: Union Pacific Railroad. Irvine
- October 16 – Teleconference with CTC Re: Staff Trade Corridors Enhancement Program. Irvine
- October 17 – Teleconference with Caltrans and Orange County Transportation Authority Re: CTC Meeting Agenda Items. Irvine
- October 18 – Attended the Commissioners' Retreat. Modesto
- October 19 – Attended the Interregional Transportation Improvement Program Hearing. Modesto
- October 20 – Teleconference with Caltrans Re: State Route 57 Senate Bill 1 Project Press Conference. Irvine

- October 23 – Teleconference with Susan Bransen Re: CTC Matters. Irvine
- October 30 – Teleconference with Susan Bransen Re: CTC Matters. Irvine
- October 30 – Meeting with Jen Fitzgerald, Brian Harrington, Carolyn Cavecche, Mike Balsamo, Adam Wood and Matt Buck Re: Citizens for Traffic Relief. Irvine

Jim Earp

- October 26 – Teleconference with Susan Bransen and Commissioners Inman, Madaffer and Van Konynenburg Re: Focus on the Future Panel. Sacramento
- October 29 – Attended the Self Help Counties Focus on the Future Conference. San Francisco
- October 30 – Attended the Self Help Counties Focus on the Future Conference. San Francisco
- October 31 – Attended the Self Help Counties Focus on the Future Conference. San Francisco

James Ghielmetti

- October 4 – Meeting with Susan Bransen Re: Project Delivery. Sacramento
- October 10 – Meeting with Jake Mackenzie Re: Regional Transportation Issue. Novato
- October 13 – Teleconference with Paul Ash and Adriana Barajas Re: CTC Agenda Item. Pleasanton
- October 16 – Teleconference with CTC Staff Re: Agenda Briefing. Pleasanton
- October 18 – Attended the Commissioners' Retreat. Modesto
- October 20 – Meeting with Commissioner Van Konynenburg Re: CTC Matters. Pleasanton
- October 29 – Attended the Self Help Counties Focus on the Future Conference. San Francisco
- October 30 – Attended the Self Help Counties Focus on the Future Conference. San Francisco
- October 31 – Attended the Self Help Counties Focus on the Future Conference. San Francisco

Carl Guardino

- October 3 – Meeting with Shiloh Ballard Re: Active Transportation Plan Process. Los Gatos
- October 4 – Meeting with San Mateo County Re: Managed Lanes on US 101. San Jose
- October 5 – Meeting with Senator Jerry Hill Re: Regional Transportation Priorities. San Mateo
- October 6 – Teleconference with Dave Pine Re: Regional Transportation Priorities. San Jose
- October 16 – Teleconference with CTC Staff Re: Agenda Briefing. San Jose
- October 17 – Meeting with Senator Jim Beall Re: Regional Transportation Priorities. Campbell
- October 18 – Attended the Commissioners' Retreat. Modesto
- October 19 – Attended the Interregional Transportation Improvement Program Hearing. Modesto

Fran Inman

- October 5 – Speaker at the MetroLink Press Event Celebration. Los Angeles
- October 6 – Attended a Briefing on the Hyperloop Demonstration. Los Angeles
- October 9 – Teleconference with I-NUF Re: Panel Preparation. Los Angeles

- October 16 – Teleconference with LA Metro Re: CTC Agenda Briefing. Los Angeles
- October 16 – Teleconference with CTC Staff Re: Chair Briefing. City of Industry
- October 17 – Teleconference with CTC Staff Re: Trade Corridor Enhancement Program Guidelines. Los Angeles
- October 18 – Attended the Commissioners' Retreat. Modesto
- October 20 – Panelist at the I-NUF Conference. Long Beach
- October 30 – Attended the Self Help Counties Focus on the Future Conference. San Francisco
- October 31 – Panelist at the Self Help Counties Focus on the Future Conference. San Francisco

Christine Kehoe

- October 16 – Teleconference with CTC Staff Re: Agenda Briefing. San Diego
- October 18 – Attended the Commissioners' Retreat. Modesto

Jim Madaffer

- October 16 – Teleconference with CTC Staff Re: Agenda Briefing. San Diego
- October 18 – Attended the Commissioners' Retreat. Modesto

Joseph Tavaglione

- October 16 – Teleconference with CTC Staff Re: Agenda Briefing. Riverside
- October 18 – Attended the Commissioners' Retreat. Modesto

Paul Van Konynenburg

- October 3 – Meeting with Dennis Agar and Jes Padda Re: District 10 Issues. Modesto
- October 5 – Meeting with San Joaquin Valley COG Directors Re: Regional Transportation Priorities. Stockton
- October 12 – Attended the State Route 180 East Groundbreaking Event. Fresno
- October 12 – Teleconference with Amber Collins Re: Calaveras Council of Governments Issues. Modesto
- October 16 – Teleconference with CTC Staff Re: Agenda Briefing. Modesto
- October 16 – Attended the Trade Corridor Enhancement Program Workshop. Modesto
- October 18 – Attended the Commissioners' Retreat. Modesto
- October 19 – Attended the Interregional Transportation Improvement Program Hearing. Modesto
- October 20 – Teleconference with Patrick Pittenger and Darin Grossi Re: Interregional Transportation Improvement Program. Modesto
- October 26 – Teleconferences with John Gedney and Darin Grossi Re: Regional Transportation Issues. Modesto
- October 27 – Teleconference with Shari Bender Ehlert Re: District 6 Issues. Modesto
- October 30 – Attended the Self Help Counties Focus on the Future Conference. San Francisco
- October 31 – Attended the Self Help Counties Focus on the Future Conference. San Francisco

ATTACHMENT B

MEETINGS FOR COMPENSATION FOR
November 2017 (November 1st –30th)

Bob Alvarado

- November 9 – Attended a Senate Bill 1 Meeting with Senator Beall. San Jose
- November 17 – Teleconference with the Rural Counties Task Force Re: Senate Bill 1. Oakland
- November 29 – Meeting with Solano County Transportation Re: Ongoing and Proposed Projects. Oakland

Yvonne Burke

- No Meetings Reported

Lucetta Dunn

- November 6 – Attended a Tour of the Schuyler Heim Bridge Replacement Project. Wilmington
- November 27 – Teleconference with Susan Bransen Re: CTC Matters. Irvine
- November 29 – Teleconference with CTC Staff Re: Project Delivery. Irvine
- November 30 – Panelist for Caltrans' Senate Bill 1 Local Leadership Forum. Riverside

Jim Earp

- No Meetings Reported

James Ghielmetti

- November 6 – Attended a Tour of the Schuyler Heim Bridge Replacement Project. Wilmington
- November 15 – Meeting with Marjie Kirn, Sarkes Khacheck and Gus Khouri Re: Projects on US 101. Pleasanton
- November 30 – Meeting with Supervisor Jim Spering and Daryl Halls Re: Senate Bill 1. Suisun City

Carl Guardino

- November 1 – Speaker at San Jose/Silicon Valley Chamber of Commerce Re: Senate Bill 1. Monterey
- November 7 – Presenter at the Public Policy Roundtable Re: Senate Bill 1. South San Francisco
- November 21 – Teleconference with Susan Bransen and Sunshine Borelli Re: Senate Bill 1. San Jose

Fran Inman

- November 6 – Attended a Tour of the Schuyler Heim Bridge Replacement Project. Wilmington
- November 6 – Meeting with Susan Bransen and NBC Universal Re: Transportation Enhancements. Los Angeles
- November 7 – Meeting with the Los Angeles Chamber of Commerce Re: Senate Bill 1 Update. Los Angeles
- November 8 – Meeting with Inland Empire Economic Partnership Future Ports and Caltrans District 8 Re: Freight Planners and Industry Stakeholders. Rancho Cucamonga
- November 9 –Teleconference with Carrie Bowen Re: State Route 60 Grand Avenue Closures. City of Industry
- November 15 – Meeting with Port of Los Angeles/California State University Northridge Supply Chain Students Re: Southern California Partnership for Jobs Annual Meeting Educational Tour. Irvine
- November 15 – Educational Tour with Port of Los Angeles/California State University Northridge Supply Chain Students. San Pedro
- November 20 – Teleconference with Susan Bransen and Garth Hopkins Re: Rail Plan Comments. City of Industry
- November 29 – Attended the California Freight Advisory Committee Meeting. San Francisco
- November 30 – Attended the Caltrans Districts 8 and 12 Senate Bill 1 Update. Riverside.

Christine Kehoe

- No Meetings Reported

Jim Madaffer

- No Meetings Reported

Joseph Tavaglione

- No Meetings Reported

Paul Van Konynenburg

- November 6 – Attended a Tour of the Schuyler Heim Bridge Replacement Project. Wilmington

ATTACHMENT C

MEETINGS FOR COMPENSATION FOR
December 2017 (December 1st – 31st)

Regular Commission Meeting Activities:

- December 6 – Commission meeting in Riverside (Commissioner Burke was absent. All other Commissioners attended all or part of the meeting)
- December 7 – Commission meeting in Riverside (Commissioners Burke, Ghielmetti and Madaffer were absent. All other Commissioners attended all or part of the meeting)

***Additional Meetings*:**

Bob Alvarado

- December 4 – Teleconference with CTC Staff Re: Chair Briefing. Oakland
- December 11 – Meeting with Alameda County Transportation Commission Re: Goods Movement Presentation. Oakland
- December 21 – Meeting with Steve Hemminger Re: CTC Matters. Oakland

Yvonne Burke

- No Meetings Reported

Lucetta Dunn

- December 4 – Teleconference with Orange County Transportation Authority and Caltrans Staff Re: CTC Meeting Briefing. Irvine
- December 7 – Attended the Women in Transportation Seminar Annual Awards Event. Anaheim
- December 11 – Teleconference with Susan Bransen Re: CTC Matters. Irvine
- December 11 – Teleconference with Ryan Chamberlain Re: Orange County Mobility and Planning. Irvine
- December 11 – Teleconference with Commissioner Alvarado Re: CTC Briefing. Irvine
- December 15 – Teleconference with Mobility 21 Re: Board Meeting. Irvine

Jim Earp

- December 4 – Teleconference with CTC Staff Re: Agenda Briefing. Sacramento
- December 11 – Teleconference with Susan Bransen Re: Toll Bridge Program Oversight Committee Briefing. Sacramento
- December 11 – Meeting with Santa Barbara County Officials Re: US 101 Improvements. Roseville
- December 13 – Speaker at State Route 65/Interstate 80 Project Groundbreaking Event. Roseville

James Ghielmetti

- December 4 – Teleconference with CTC Staff Re: Agenda Briefing. Pleasanton
- December 11 – Teleconference with Susan Bransen Re: Toll Bridge Program Oversight Committee Briefing. Pleasanton

Carl Guardino

- December 12 – Meeting with CTC Staff, Nuria Fernandez, Bijan Sartipi, and the Mayors of Los Gatos and Monte Sereno Re: State Route 17 Improvements. San Jose.
- December 13 – Meeting with Jim Spering Re: Senate Bill 1 and Other Bay Area Transportation Improvements. Santa Clara
- December 14 – Teleconference with Steve Hemminger Re: Bay Area Transportation Improvements. San Jose
- December 19 – Meeting with Charles Stone Re: Peninsula Transit Improvements. Palo Alto
- December 21 – Meeting with Dave Pine, Larry Stone and Jeff Gee Re: Peninsula Transit Priorities. Palo Alto.

Fran Inman

- December 1 – Teleconference with LA Metro Staff Re: CTC Agenda Items. City of Industry
- December 1 – Teleconference with CTC and Caltrans Staff Re: Zero Emissions Vehicles Charging Stations. City of Industry
- December 4 – Teleconference with CTC Staff Re: Chair Briefing. City of Industry
- December 5 – Teleconference with Borja Leon Re: CTC Agenda. City of Industry
- December 11 – Attended the Alameda County Transportation Commission/Metropolitan Transportation Commission Freight Advisory Meeting. Oakland
- December 12 – Meeting with Santa Barbara County Transportation Staff Re: US 101 High Occupancy Vehicle Project. Sacramento
- December 20 – Teleconference with Natasha DeBenon Re: Speaker Request for American Public Works Association of Southern California. City of Industry.

Christine Kehoe

- No Meetings Reported

Jim Madaffer

- No Meetings Reported

Joseph Tavaglione

- No Meetings Reported

Paul Van Konynenburg

- December 1 – Meeting with Maura Twomey Re: Rural County Issues. Modesto
- December 6 – Attended the Interstate 15 High Occupancy Vehicle Groundbreaking Event. Silver Lakes
- December 8 – Meeting with San Joaquin Partnership Board of Directors Re: Regional Transportation Priorities. Modesto
- December 14 – Teleconference with Tricia Taylor Re: Trade Corridor Funding. Modesto
- December 15 – Teleconference with San Joaquin Valley Regional Planning Agencies Policy Council. Re: Regional Transportation Priorities. Modesto

ATTACHMENT D

AMENDED MEETINGS FOR COMPENSATION FOR
May 2017 (May 1st – 31st)

***Additional Meetings*:**

Carl Guardino

- May 4 – Teleconference with Rusty Arias Re: Air Space Rights. San Jose
- May 10 – Individual Meetings with Senator Steve Glazer and Assemblymember Jay Obernotle Re: Transportation Funding. Sacramento
- May 12 – Teleconference with Kurt Evans Re: BART Segment 2 Funding. San Jose
- May 16 – Teleconference with Senators Beall and Monning Re: Funding for Caltrain. San Jose
- May 23 – Attended the Commissioners' Legislator Briefing. Sacramento
- May 24 – Meeting with the State Legislature Bay Area Caucus Re: State Funding for Bay Area Priorities. Sacramento
- May 25 – Teleconference with CTC Staff Re: Transportation Technology Forum. San Jose

ATTACHMENT E

AMENDED MEETINGS FOR COMPENSATION FOR
September 2017 (September 1st – 29th)

***Additional Meetings*:**

Carl Guardino

- September 1 – Meeting with Shiloh Ballard Re: Active Transportation Program Funding and Policy. San Jose
- September 8 – Attended the Local Partnership Program Workshop. Sacramento
- September 13 – Teleconference with Warren Slocum Re: Dumbarton Rail Crossing. San Jose
- September 21 – Speaker at Building Owners and Managers Association of Silicon Valley Re: Senate Bill 1 and State Transportation Funding. Santa Clara

Joe Tavaglione

- September 7 – Teleconference with Susan Bransen Re: CTC Matters. Riverside
- September 19 – Meeting with Susan Bransen and John Hagel Re: Transportation Issues. Riverside
- September 20 – Meeting with CTC and Riverside County Transportation Commission Re: Regional Transportation Priorities. Riverside
- September 28 – Attended the Mobility 21 Annual Summit. Anaheim
- September 29 – Attended the Mobility 21 Annual Summit. Anaheim

2018 MEETING SCHEDULE
CALIFORNIA TRANSPORTATION COMMISSION

Revised January 31, 2018

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

- January 25, 2018 – STIP Southern California Hearing

FEBRUARY 2018 – NO REGULARLY SCHEDULED COMMISSION MEETING

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

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

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

APRIL 2018 – NO REGULARLY SCHEDULED COMMISSION MEETING

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

MAY 16(W) – 17(TH), 2018 – SAN DIEGO

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

- June 27 (afternoon) – Joint Meeting with the California Air Resources Board

JULY 2018 – NO REGULARLY SCHEDULED COMMISSION MEETING

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

- August 15 – Commission Retreat

SEPTEMBER 2018 – NO REGULARLY SCHEDULED COMMISSION MEETING

- September 19 & 20– Town Hall Meeting - Hollister/Salinas Area

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

NOVEMBER 2018 – NO REGULARLY SCHEDULED COMMISSION MEETING

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

1.4

COMMISSION REPORTS

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

1.6

REPORT BY THE STATE TRANSPORTATION AGENCY SECRETARY AND/OR UNDERSECRETARY

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

1.7

REPORT BY CALTRANS' DIRECTOR AND/OR DEPUTY DIRECTOR

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

Tab 11

1.11

REPORT BY UNITED STATES DEPARTMENT OF TRANSPORTATION

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

1.8

REPORT BY REGIONAL AGENCIES MODERATOR

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

1.9

REPORT BY RURAL COUNTIES TASK FORCE CHAIR

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

1.10

REPORT BY SELF-HELP COUNTIES COALITION MODERATOR

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

Memorandum

Tab 15

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31-February 1, 2018

Reference No.: 4.3
Information

Published Date: January 19, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Garth Hopkins
Deputy Director

Subject: **INNOVATIONS IN TRANSPORTATION-PROMISING TECHNOLOGIES IN TRAFFIC OPERATIONS**

SUMMARY:

Dr. Alexandre Bayen, Professor of Engineering at UC Berkeley, and Director of the Institute of Transportation Studies will make a presentation on recent advances in traffic management.

BACKGROUND:

Dr. Bayen's presentation will focus on recent advances in traffic management, leading to the development of new technologies and new paradigms for California. For example, recent research along the Interstate 210 corridor in Los Angeles County identified advances in the design of decision-support systems for traffic operations. Specifically, cloud-based solutions can enable more efficient data fusion for operations, and these architectures are likely going to become tomorrow's standard.

Dr. Bayen will discuss key issues critical to building a sound concept of traffic operations, and how such concepts of traffic operations can be supported by a new generation decision support system. Recommendations on how public transportation agencies should interact with the transportation users along severely congested routes; and challenges faced by the traffic management community, in particular with respect to the nearly ubiquitous use of routing apps and their impact on urban mobility will also be discussed.

4.1

STATE AND FEDERAL LEGISLATIVE MATTERS

INFORMATION ON THIS ITEM WILL BE PROVIDED PRIOR TO THE JANUARY 31-FEBRUARY 1, 2018 CALIFORNIA TRANSPORTATION COMMISSION MEETING

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 17

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 4.2
Informational Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **BUDGET AND ALLOCATION CAPACITY UPDATE**

SUMMARY:

Outlined below is an update for the California Transportation Commission (Commission) concerning topics related to transportation funding in the State of California (State). This information is intended to supplement portions of the verbal presentation on this item.

BACKGROUND:

As of December 31, 2017, the Commission has allocated over $2.2 billion toward 320 projects in Fiscal Year 2017-18. Adjustments totaled approximately $6 million, leaving approximately $1.6 billion (42 percent) in remaining allocation capacity.

2017-18 Capital Allocations vs. Capacity
Summary through December 31, 2017
($ in millions)

	SHOPP	STIP	AERO	ATP	TIRCP	BONDS	TOTAL
Allocation Capacity	$2,509	$328	$5	$283	$462	$257	$3,844
Total Votes	1,997	178	1	39	8	6	2,229
Authorized Changes[1,2]	-38	12	0	0	32	0	6
Remaining Capacity	**$550**	**$138**	**$4**	**$244**	**$422**	**$251**	**$1,609**

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

[1] Authorized changes include project increases and decreases through December 31, 2017, pursuant to the Commission's G-12 process and project rescissions.

[2] Authorized changes under TIRCP reflect $32,000,000 towards the ACE Expansion Lathrop to Merced project authorized by Senate Bill 132.

PROJECT SAVINGS REPORT (G-12):

Through December 31, 2017, the California Department of Transportation (Department) has processed changes to capital construction budgets for both the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP). The SHOPP experienced a decrease of approximately $38 million of the programmed amounts. This is the result of increases to 75 projects and decreases to 91 projects. The STIP experienced an increase of approximately $12.4 million as a result of increases to five 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.

HIGHWAY USER TAX ACCOUNT (HUTA) APPORTIONMENT:

The January 2, 2018, State Controller's Office (SCO) apportionment of gas tax money reflected much lower than expected transfers for non-Senate Bill (SB) 1 related fuel taxes, both to the Department and local cities and counties. This appears to be the result of applying SB1 diversion rates before SB1 revenues are fully realized. The SCO calculation assumed a full proportional SB 1 share of revenues, which reduced the share for HUTA.

Department of Finance will be working with the SCO and the Department of Tax and Fee Administration on an analysis and possible correction. Once the appropriate course of action is identified, we will brief the Commission on the results.

GOVERNOR'S PROPOSED BUDGET:

On January 10, 2018, Governor Brown released his fiscal year 2018-19 Budget Proposal. This represents the initial step in the budgetary process that will ultimately lead to approval of the Budget Act in June of this year. The Governor's Budget proposes $13.6 billion in expenditures for the Department, which reflects an increase of approximately $1.7 billion from the 2017-18 Enacted Budget.

The most significant part of the Governor's Budget for Transportation is an increase of 400 maintenance positions and approximately $1.8 billion in RMRA funds, and a total of $2.7 billion overall for all SB-1 funded transportation. Of the $2.7 billion in resources, $1.4 billion will be for capital outlay, $655 million for Local Assistance, and $634 million for added work in the Maintenance Program. This proposal provides much needed resources that will help local and state capital projects, bridge and culvert repairs, maintenance and rehabilitation on the state highway system, congestion relief, active transportation, intercity and commuter rail, local streets and road repairs, as well as climate planning.

The Governor's Budget does not include any additional requests for resources related to capital outlay support. Resources for project delivery will be addressed later in the budget process, typically in April and May. This allows the Department to more closely align staffing requests with project resource needs in the upcoming fiscal year.

Further details will be provided at the January 2018 Commission meeting.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 18

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No: 4.9
Informational Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **UPDATE TO THE FEDERAL AID PROJECT FUNDING GUIDELINES**

ISSUE:

Should the California Transportation Commission (Commission) concur with the California Department of Transportation's (Department) update to the Federal aid Project Funding Guidelines?

RECOMMENDATION:

The Department recommends that the Commission concur with the current Federal-aid Project Funding Guidelines.

BACKGROUND:

The purpose of the Federal-aid Project Funding Guidelines is to maximize the use of federal funds, and to ensure that no resources are lost to California. The guidelines specify which projects should maintain federal eligibility throughout the project development phases by identifying a construction value as a lower threshold.

The Department recommends the continuation of the $1,000,000 threshold in order to maximize flexibility in the use of funds. Due to the potential for an initiative repealing Senate Bill (SB) 1 to appear on the November 2018 ballot, the Department believes this to be a prudent recommendation until such as time as the future of SB 1 is solidified. Without the resources provided by SB1, nearly all of SHOPP funding is federal. Maintaining the million-dollar threshold requires a greater number of projects to maintain federal eligibility, thereby allowing more flexibility should SB1 be repealed. If the Bill is repealed, projects that are not eligible for federal aid are the most likely to be delayed or deprogrammed. The Department intends to recommend a revised lower threshold after the November 2018 election, based on the outcome.

The Federal-aid Project Funding Guidelines apply to the construction capital phase of projects programmed for an estimated cost in excess of $1,000,000. Funding level requirements apply to all projects listed in the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP), without regard to whether the Department or a local agency administers the project. These projects are to be qualified for Federal Aid Highway Funds, unless specifically exempted as detailed below.

The 2017-18 guidelines have been streamlined, and include minor changes with regard to State-only funding. When a project is programmed for state-only funding, the Department will include the reason for state-only designation. Projects programmed without a state-only designation, and later proposed for state-only funding, will be subject to the Department's recommendation for exception to federal funding prior to the Commission's allocation.

State-only funding will only be considered on an exception basis for projects otherwise qualified for Federal Aid Highway Funds. In order for projects to be considered:

- Requests for State-only funding, for any phase, must be submitted to the Chief, Division of Budgets.
- Division of Budgets will prepare State-only funding requests for Commission approval.
- Projects funded from the Maintenance Program (20.80.XXX.XXX), or STIP or SHOPP projects previously approved for State-only funding by the Commission, are approved for State funding and do not require a subsequent "Request for State-only funding". The exception is, federally funded highway preventative maintenance projects (20.80.124.000).

The allocation of state funds for one or more phases of a project does **not** relieve the requirement to maintain federal eligibility for that project. Unless the entire project receives approval for State-only funding, in writing, from the Department's Division of Budgets, the project **must** maintain federal eligibility.

Construction capital phase of projects programmed for an estimated cost in excess of $1,000,000 are to be qualified for Federal-Aid Highway Funds. Federal Funds will be requested for all such projects, unless the Division of Budgets determines use of non-federal funds is warranted. Exceptions include:

- Minor A projects (total cost of $1,250,000 or less) will be state-only funded unless the Minor A Project List, approved by the Minor Program Manager, has designated the project to be federally funded.
- HSIP projects with total capital cost of $300,000 or more will be qualified for Federal-Aid Highway Funds.

  All Emergency Relief (ER) projects greater than $5,000 in total are to be qualified for Federal ER funds and must be developed in accordance with Federal requirements. The final Federal eligibility determination for ER funding is determined by the FHWA.

Memorandum

Tab 19

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31–February 1, 2018

Reference No.: 4.5
Action

Published Date: January 19, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Mitch Weiss
Chief Deputy Director

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

SUMMARY:

At the December 2017 California Transportation Commission (Commission) meeting, the Commission adopted all the remaining program-specific guidelines necessary to implement the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) programs under the Commission's purview. The attached SB 1 Implementation Plan Overview reflects the current status of these programs.

At the January 31 – February 1, 2018 Commission meeting, the following action items will be considered:

- **Adoption of 2018 Local Partnership Program – Formulaic Program of Projects**. A total of 59 projects were submitted by 32 agencies.
- **Adoption of the Fiscal Year 2017-18 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Subsequent Report of Eligible Cities and Counties**. An additional 20 cities submitted project lists to the Commission and are eligible for Road Maintenance and Rehabilitation funds in fiscal year 2017-18.
- **Adoption of the 2017 ATP Augmentation Metropolitan Planning Organization Component – 3 of 10 Large MPOs**. Three remaining Metropolitan Planning Organizations are requesting to program projects in the 2017 Augmented Active Transportation Program.
- **Adoption of the 2017 Active Transportation Program Augmentation Guidelines California Conservation Corps**. Guidelines for the use of the annual $4 million in California Conservation Corps Active Transportation Program funds were developed.

Applications are due for the following programs on January 30, 2018:

- **Local Partnership Program - Competitive Program**
- **Trade Corridor Enhancement Program**

Applications for the Solutions for Congested Corridors Program are due February 16, 2018.

A presentation of the Draft SB 1 Accountability and Transparency Guidelines will be made during the January 2018 meeting.

The State Transportation Improvement Program (STIP) Hearings are scheduled for January 25 and February 1, 2018.

The State Highway Operation and Protection Program (SHOPP) Hearings are scheduled for February 28th and March 21st.

BACKGROUND:

On April 28, 2017, the Governor signed SB 1. On May 17, 2017 the California Transportation Commission (Commission) approved the SB 1 implementation plan and in June 2017 the Commission began holding workshops to develop guidelines for the various SB 1 programs under its purview.

Below is a list of the guidelines or significant SB 1 related activities adopted by the Commission:

- **2017 Active Transportation Program Augmentation Guidelines** - Adopted June 28, 2017
- **Interim State Highway Operation and Protection Program (SHOPP) Guidelines** - Adopted June 28, 2017 and amended October 18, 2017
- **Transportation Asset Management Plan Guidelines** which inform SHOPP investments - Adopted June 28, 2017
- **2018 State Transportation Improvement Program Guidelines** - Adopted August 16, 2017
- **2017 Local Streets and Roads Funding Reporting Guidelines** - Adopted August 16, 2017 and amended October 18, 2017
- **2018 Local Partnership Program Guidelines** – Adopted October 18, 2017
- **2018 Trade Corridor Enhancement Program Guidelines** – Adopted October 18, 2017
- **2017 Active Transportation Program Augmentation Guidelines** – Statewide and Small Urban & Rural Components – Adopted October 18, 2017
  2018 Solutions for Congested Corridors Program Guidelines - Adopted December 6, 2017
- **Local Streets and Roads Funding List of Eligible Cities and Counties** – Adopted December 6, 2017
- **Local Partnership Program Formulaic Shares** - Adopted December 6, 2017
- **Sustainable Communities and Adaptation Planning Grants Project Allocations**- Adopted December 6, 2017
- **2017 Active Transportation Program Augmentation** – Metropolitan Planning Organization Component- Adopted December 6, 2017

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

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

Attachment: SB 1 Implementation Plan Overview

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 (SENATE BILL 1)

IMPLEMENTATION PLAN OVERVIEW

Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), The Road Repair and Accountability Act of 2017, provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. In providing this funding, the Legislature has provided additional funding for transportation infrastructure, increased the role of the California Transportation Commission (Commission) in a number of existing programs, and created new transportation funding programs for the Commission to oversee. The development of guidelines included workshops open to all interested parties. The timelines below are intended to be a guide and will be updated as necessary during the programming process.

EXISTING PROGRAMS UNDER COMMISSION OVERSIGHT

Active Transportation Program Augmentation ($100M per year)

The Commission made this funding available to already programmed projects that could be delivered earlier than currently programmed or for projects that applied for funding in the 2017 Active Transportation Program but that were not selected for funding.

- June 9, 2017 – Workshop to develop guidelines
- June 28, 2017 – Adoption of guidelines
- August 1, 2017 – Applications due
- October 18-19, 2017 – Program adoption: statewide & small urban and rural components
- December 6-7, 2017 – Program adoption: MPO component
- January 31, 2018 – Program adoption: MPO component

State Highway Operation And Protection Program (SHOPP) (Approximately $1.9B per year for the SHOPP and Caltrans maintenance efforts)

Along with a significant expansion of the Commission's oversight responsibilities, SB 1 requires additional Commission oversight of the development and management of the SHOPP, including allocating support staff, project review and approval, and convening public hearings prior to adopting the SHOPP. The Commission is also responsible for monitoring Caltrans' performance and progress toward accomplishing the specific goals set out in SB 1 and other targets or performance measures adopted by the Commission.

- May 17, 2017 - Presentation of draft interim guidelines
- June 28-29, 2017 - Adoption of interim SHOPP guidelines and Transportation Asset Management Plan Guidelines
- February 28 & March 21, 2018 – SHOPP Hearings
- March 21-22, 2018 – Program adoption

State Transportation Improvement Program (STIP)

SB 1 stabilizes funding for the STIP. The impact of the stabilization of STIP funding was included in the 2018 STIP Fund Estimate and will be incorporated in the 2018 STIP.

- August 16-17, 2017 – Adoption of guidelines and Fund Estimate
- October 13, 2017 - Submittal of draft Interregional Transportation Improvement Program
- October 19 & 24, 2017 - Interregional Transportation Improvement Program Hearings
- December 15, 2017 - Submittal of Regional Transportation Improvement Programs and final Interregional Transportation Improvement Program
- January 25 & February 1, 2018 - STIP Hearings
- March 21-22, 2018 - Program adoption

Traffic Congestion Relief Program (TCRP)

SB 1 states "as of June 30, 2017, projects in…the Traffic Congestion Relief Program shall be deemed complete and final…" SB 1 directs the repayments due of all outstanding TCRP loans to other programs. Therefore, the only funding available to fund TCRP projects was approximately $90 million of savings attributable to specific projects. The Commission approved final programming amendments and allocations at the Commission's June 28-29, 2017 meeting.

NEW SB 1 PROGRAMS	
Local Partnership Program ($200M per year)	**Trade Corridor Enhancement Account (Approximately $300M per year)**
To recognize the benefits of a competitive program while still providing incentives to counties to enact taxes and fees to fund transportation needs, the Commission approved implementation of the Local Partnership Program as a 50% competitive program, 50% formulaic program. • June through September 2017 – Workshops to develop guidelines • August 16, 2017 – Presentation of draft guidelines • October 18-19, 2017 – Adoption of guidelines Formulaic Program: • October 27, 2017 – Voter approval information due • December 6-7, 2017 – Adoption of formula shares • December 15, 2017 – Applications due • January 31, 2018 – Program adoption Competitive Program: • January 30, 2018 – Applications due • May 16-17, 2018 – Program adoption	SB 1 established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 on July 21, 2017 which directed the Commission to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement. • June through October 2017 - Workshops to develop guidelines • October 18-19, 2017 – Adoption of guidelines • January 30, 2018 – Applications due • May 16-17, 2018 – Program adoption
Solutions for Congested Corridors Program ($250M per year)	**Local Streets & Roads (Approximately $1.5B per year)**
The primary objective of the Congested Corridors Program is to fund projects that make specific improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. • June through October 2017 – Workshops to develop guidelines • October 18, 2017 – North hearing on guidelines • November 6, 2017 – Draft guidelines to Legislature • December 6-7, 2017 – South hearing and adoption of guidelines • February 16, 2018 – Applications due • May 16-17, 2018 – Program adoption	SB 1 creates new responsibilities for the Commission relative to this funding, including development of guidelines, review of project lists submitted by cities and counties, reporting to the State Controller, and receiving reports on completed projects. • June and July 2017 – Workshops to develop guidelines • August 16-17, 2017 – Adoption of guidelines • October 16, 2017 – Project lists due • December 6-7, 2017 – Adoption of list of eligible cities and counties • January 31, 2018 – Adoption of supplementary list of eligible cities
Inspector General (Effective July 1, 2017)	
No Action Required.	

Contact Us:

Mitchell Weiss, Chief Deputy Director
Mitchell.Weiss@catc.ca.gov or (916) 654-4245

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31– February 1, 2018

Reference No.: 4.22
Action

Published Date: January 19, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Matthew Yosgott
Associate Deputy Director

Subject: **ADOPTION OF 2018 LOCAL PARTNERSHIP PROGRAM – FORMULAIC PROGRAM OF PROJECTS – RESOLUTION G-18-04**

ISSUE:

Should the California Transportation Commission (Commission) adopt the 2018 Local Partnership Program Formulaic Program of Projects, as recommended by staff?

RECOMMENDATION:

Staff recommends the Commission adopt the 2018 Local Partnership Program Formulaic Program of Projects, as outlined in the Staff Recommendations (Attachment B).

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) was signed by the Governor on June 27, 2017, which clarified language in Senate Bill 1 regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program.

Local Partnership Program Formulaic Program of Projects
The 2018 Local Partnership Program Formulaic Program of projects is funded from $100 million annually in state funds authorized by Senate Bill 1 that are allocated from the Road Maintenance and Rehabilitation Account to the Local Partnership Program for fiscal years 2017-18 and 2018-19.

Funding for the 2018 Local Partnership Program Formulaic Program of projects is made available only to those agencies with Commission-adopted shares and committed local matching funds. On December 6, 2017 the Commission adopted the 2018 Local Partnership Program – Formulaic Program Funding Share Distribution for FYs 2017-18 and 2018-19.

The objective of the Local Partnership Program – 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.

Eligible jurisdictions, outlined in the Local Partnership Program Formulaic Funding Share Distribution, submitted proposals for projects by the December 15, 2017 deadline. A log of the proposals was posted for review on the Commission website on December 29, 2017.

Commission staff received feedback or verification from every eligible applicant, and reviewed the project proposals for compliance with the guidelines. Based on a thorough project review and correspondence with applicants, staff drafted and posted recommendations on the program of projects to the Commission's website on January 10, 2018. Through this process, Commission staff ensured applicant agencies had an opportunity to verify, review, and request modifications prior to adoption.

Of the 40 agencies eligible for the program, 32 agencies submitted 64 projects for programming, of which 57 projects are recommended for programming. Seven projects were voluntarily withdrawn by the applicant agency, two of which were withdrawn subsequent to the published staff recommendations. Eight agencies elected not to apply for programming at this time. The Local Partnership Program Guidelines allow all agencies with adopted formulaic shares to nominate projects for programming through the end of the current formulaic cycle.

The current program of projects will program $173.4 million over FYs 2017-18 and 2018-19. The remaining $26.6 million can be programmed through the duration of the current formulaic cycle (June 2019).

Local Partnership Program Formulaic Program of Projects – Examples

The Local Partnership Program Formulaic Program of projects will include diverse and important transportation projects throughout the state. Examples include:

Orange County Transportation Authority

- Caltrans – I-5 Improvement Project from SR-73 to Oso Parkway. Extending from the cities of Laguna Niguel, Mission Viejo, and Laguna Hills, this project adds one general purpose lane in each direction, auxiliary lanes where needed, as well as the reconstruction of interchanges at Avery Parkway. This project will directly enhance mobility and maximize the productivity of the local transportation system. Local Partnership Program – Formulaic Funding of $18.24 million is recommended for construction in FY 2018-19.

Sonoma County Transportation Authority

- City of Santa Rosa – Bicycle and Pedestrian Gap Closures along Piner Road and Dutton Avenue. The project will close a gap in a Class II bicycle lane and will rehabilitate pavement where the lanes will be installed. Additionally, the project will close a gap in a sidewalk and install additional sidewalk and ADA curb ramps. $100,000 in Local

Partnership Program – Formulaic Funding is recommended for plans, specifications, and estimates in FY 2017-18, and $473,000 in funding is recommended for construction in FY 2018-19.

Town of Truckee

- Town of Truckee – Annual Slurry Seal Project. Over a distance of 32 miles of local road, this project applies Type II slurry seal, allowing the Town to complete its annual slurry sealing improvements in order to preserve roadway integrity. Local Partnership Program – Formulaic Funding of $200,000 is recommended for construction in FY 2017-18.

Fresno County Transportation Authority

- City of Clovis – Willow Avenue Street Improvements Project. This project will entail a large reconstruction of Willow Avenue from Shepherd to Copper Avenues. Work includes constructing additional lanes, median curb, median landscape and irrigation, median concrete cap, concrete curb and gutter, sidewalk, drive approaches, valley gutters, curb return ramps, a traffic signal, striping, and signage. $1.04 million in Local Partnership Program – Formulaic Funding is recommended for Right of Way in FY 2017-18, and $3.5 million in funding is recommended for construction in FY 2018-19.

Attachments:
Attachment A: Resolution G-18-04
Attachment B: Projects Recommended for Programming

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2018 Local Partnership Program Formulaic Program of Projects
January 31-February 1, 2018

RESOLUTION G-18-04

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 2018 Local Partnership Program Guidelines on October 18, 2017; and

1.4 **WHEREAS,** the Commission adopted the 2018 Local Partnership Program Formulaic Program distribution of shares on December 6, 2017; and

1.5 **WHEREAS,** Commission staff worked collaboratively with city, county, and transit agency representatives to develop and release a log of projects proposed by eligible agencies for funding on December 29, 2017; and

1.6 **WHEREAS,** Commission staff compiled a list of agencies that provided complete project submittals and are therefore eligible to receive Fiscal Years 2017-18 and 2018-19 formula apportionments of Local Partnership Program Formulaic Funding, as reflected in Attachment B.

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

2.2 **BE IT FURTHER RESOLVED,** that the Commission staff is authorized to make minor technical changes as needed to the program of projects; and

2.3 **BE IT FURTHER RESOLVED,** that the Commission directs staff to post the 2018 Local Partnership Program Formulaic Program of Projects on the Commission's website.

Staff Recommendations for the 2018 LPP Formulaic Program

($1,000s)

Applicant Agency	Project Title	Implementing Agency	Year Proposed 2017-18	Year Proposed 2018-19	Total Proposed	LPP Shares	Unprgrmd Balance
Bay Area Toll Authority	Dumbarton Bridge Operational Improvements	BATA		$8,200			
Bay Area Toll Authority	SFOBB/West Oakland Regional Bicycle/Pedestrian Link Connection	MTC/BATA/CT		$2,000	**$10,200**	$10,236	$36
Alameda-Contra Costa Transit District	Customer Service Center Rehab	AC Transit	$50	$765			
Alameda-Contra Costa Transit District	Purchase 59 Hybrid Buses	AC Transit		$253	**$1,068**	$1,068	$0
Bay Area Rapid Transit District	BART Escalator Replacement (Downtown SF Stations)	BART		$1,880	**$1,880**	$1,880	$0
Orinda	Miner Road Rehab	Orinda	$200		**$200**	$200	$0
Alameda County Transportation Commission	7th Street Grade Separation East Segment (7SGSE)	ACTC	$907	$7,073	**$7,980**	$7,980	$0
Contra Costa Transportation Authority	Route 680 NB Express Lane	CCTA		$4,799			
Contra Costa Transportation Authority	El Cerrito Pavement Project	El Cerrito		$200			
Contra Costa Transportation Authority	Martinez Pavement Project	Martinez		$200	**$5,199**	$5,199	$0
Fresno County Transportation Authority	Willow Avenue Street Improvements	Clovis		$4,544	**$4,544**	$4,544	$0
Clearlake	Burns Valley School/Civic Center - Bicycle/Pedestrian Enhancements	Clearlake		$200	**$200**	$200	$0
Madera County Transportation Authority	Orange Avenue and 6th Street Pavement Rehabilitation	Chowchilla	$142				
Madera County Transportation Authority	2017-18 3R and ADA Improvements	Madera	217				
Madera County Transportation Authority	2018-19 3R and ADA Improvements	Madera		$180			
Madera County Transportation Authority	Road 30 Curb & Gutter, Sidewalk, Shoulder Paving & Rehabilitation	Madera County		$175	**$714**	$714	$0
Transportation Authority Marin County	Marin-Sonoma Narrows (Design Contracts B1-Ph2 and A4)	Caltrans	$250	$250			
Transportation Authority Marin County	Francisco Blvd West Multi-Use Pathway (2nd St to Andersen Dr)	San Rafael	$502		**$1,002**	$1,002	$0
Fort Bragg	2019 Street Rehabilitation Project	Fort Bragg		$200	**$200**	$200	$0
Point Arena	Port Road Rehabilitation & Overlay Project	Point Arena	$200		**$200**	$200	$0
Willits	Asphalt Maintenance Program	Willits	$100		**$100**	$200	$100
Transportation Agency for Monterey County	Fort Ord Regional Trail and Greenway	TAMC	$500	$600			
Transportation Agency for Monterey County	Route 156 Safety Improvements-Blackie Road Extension	TAMC		$250			
Transportation Agency for Monterey County	Regional Wayfinding Program	TAMC		$163	**$1,513**	$1,513	$0
Monterey-Salinas Transit District	Monterey Bus Rapid Transit Phase II	MST		$505	**$505**	$505	$0
Truckee	Annual Slurry Seal Project	Truckee	$200		**$200**	$200	$0
Sacramento Transportation Authority	21 Buses for Circulator Service Expansion	RT		$1,287			
Sacramento Transportation Authority	Roadway Rehabilitation, Street Light & Street Sign Replacement	Citrus Heights		$299			
Sacramento Transportation Authority	Upgraded Curb Ramps Pavement Sealing	Elk Grove	$323				
Sacramento Transportation Authority	Pavement Sealing	Elk Grove	$30	$261			
Sacramento Transportation Authority	Road Widening w/ Bike Lanes	Folsom		$300			
Sacramento Transportation Authority	Sunrise Blvd Roadway Rehabilitation	Rancho Cordova		$289			
Sacramento Transportation Authority	Roadway Rehabilitation	Sacramento	$1,748				
Sacramento Transportation Authority	Complete Streets Rehabilitation	Sacramento Co.	$268	$2,106	**$6,911**	$6,911	$0
San Francisco County Transportation Authority	Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation	SFPW	$2,106				
San Francisco County Transportation Authority	Alemany Boulevard Pavement Renovation	SFPW		$2,083	**$4,189**	$4,189	$0
Santa Clara County Valley Transportation Authority	Capitol Expressway LRT Extension (Eastridge-Alum Rock)	SCCVTA	$9,442	$0	**$9,442**	$9,442	$0
Santa Cruz County Regional Transportation Commission	2018 Full Depth Recycle & Overlay	Santa Cruz Co.		$476	**$476**	$476	$0
Sonoma County Transportation Authority	Santa Rosa OBAG2 Bike and Pedestrian Project	Santa Rosa	$100	$473	**$573**	$573	$0
Sonoma Marin Area Rail Transit District	SMART Rail Maintenance Equipment Expansion	SMART	$1,553		**$1,553**	$1,553	$0
Los Angeles County Metropolitan Transportation Authority	West Santa Ana Branch Transit Corridor (WSAB)	LACMTA		$23,941			
Los Angeles County Metropolitan Transportation Authority	Green Line Extension (Redondo Beach-Torrance)	LACMTA		$19,745			
Los Angeles County Metropolitan Transportation Authority	Willowbrook/Rosa Parks Station Mezzanine Improvements	LACMTA	$14,808		**$58,494**	$58,494	$0
Orange County Transportation Authority	I-5 Improvements, Rt 73-Oso Parkway (Segment 1)	Caltrans		$18,242	**$18,242**	$18,242	$0
Riverside County Transportation Commission	Replace Route 71/91 Interchange (NB Rt 71 to EB Rt 91)	RCTC	$2,000				
Riverside County Transportation Commission	Pachappa Underpass (Rt 91 HOV Remnant Work, Raise UPRR)	RCTC		$4,272			
Riverside County Transportation Commission	Temescal Canyon Road Gap Closure (widen to 4 lanes)	Riverside Co.		$7,300	**$13,572**	$13,620	$48
San Diego County Regional Transportation Commission	LOSSAN SD Subdivision Doubletrack (CP Eastbrook - CP Shell)	SANDAG	$2,000				
San Diego County Regional Transportation Commission	LOSSAN Batiquitos Lagoon Doubletrack/Bridge (MP234.5-MP235.5)	SANDAG	$1,250	$9,470			
San Diego County Regional Transportation Commission	LOSSAN San Dieguito Lagoon Doubletrack/Bridge/Platform (242.2-243.9)	SANDAG	$3,500				
San Diego County Regional Transportation Commission	LOSSAN SD Subdivision Sorrento to Miramar Ph2 (MP251.2-MP253)	SANDAG	$1,720				
San Diego County Regional Transportation Commission	LOSSAN SD Subdivision Signal Respacing/Optimization	SANDAG	$1,000		**$18,940**	$18,940	$0
Santa Barbara County Local Transportation Authority	Rt 101, Santa Monica Rd/Via Real Intersection Improvements	Caltrans	$754	$450			
Santa Barbara County Local Transportation Authority	Santa Claus Lane Class I Bikeway, California Coastal Trail Gap Closure	Carpinteria		$410			
Santa Barbara County Local Transportation Authority	North Padaro Lane Coastal Access Improvements	SB County	$30	$180			
Santa Barbara County Local Transportation Authority	Summerland Area Coastal Access Improvements	SB County	$150	$600	**$2,574**	$2,574	$0
Tulare County Transportation Authority	Rt 198/Akers St I/C (Improve Akers/Noble+Akers/Mineral King intersect)	Visalia	$259	$2,435	**$2,694**	$2,694	$0
				Total Recommended for Formulaic Program	***$173,365***	$173,549	***$184***

Applicant Agency	Pulled Projects	Implementing Agency	Year Proposed 2017-18	Year Proposed 2018-19	Total Proposed	
San Bernardino County Transportation Authority	I-10 Corridor Contract 1 (Express Lanes - D/B 2b)	SBCTA	$6,169			
San Bernardino County Transportation Authority	Redlands Passenger Rail (SBdo Transit Center - Redlands University)	SBCTA		$6,169	**$12,338**	
San Joaquin County Transportation Authority	Route 99/120 Connector	Caltrans		$3,408	**$3,408**	
Santa Cruz County Regional Transportation Commission	Vehicle Replacement	SC Metro		$155	**$155**	
Santa Cruz Metropolitan Transit District	Vehicle Replacement	SC Metro		$631	**$631**	Unprgrmd
Sonoma County Transportation Authority	Route 101 Marin/Sonoma Narrows C-2 project	Caltrans		$579	**$579**	Pulled
Stanislaus County Transportation Authority	Route 99/Fulkerth Road Interchange Improvements	Turlock	$1,258	$1,243	**$2,501**	***$19,612***

Applicant Agency	No Project Proposed	Implementing Agency	2018 LPP Formulaic Shares 2017-18	2018 LPP Formulaic Shares 2018-19	2018 LPP Formulaic Shares Total	
Imperial County Local Transportation Authority			$538	$538	$1,076	
Merced County Transportation Authority			$630	$623	$1,253	
Napa Valley Transportation Authority - Effective 7/18			-	$323	$323	
Nevada City			$100	$100	$200	
San Mateo County Transportation Authority			$884	$873	$1,757	
San Mateo County Transit District			$884	$873	$1,757	Unprgrmd
C/CAG of San Mateo County			$135	$135	$270	Balance
Yuba County			$100	$100	$200	***$6,836***
					Total Unprogrammed	***$26,632***

M e m o r a n d u m Tab 21

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31- February 1, 2018

Reference No.: 4.21
Action

Published Date: January 19, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Laura Pennebaker
Associate Deputy Director

Subject: **ADOPTION OF THE FISCAL YEAR 2017-2018 ROAD MAINTENANCE AND REHABILITATION ACCOUNT LOCAL STREETS AND ROADS FUNDING SUBSEQUENT REPORT OF ELIGIBLE CITIES (RESOLUTION G-18-03)**

ISSUE:

Should the California Transportation Commission (Commission) adopt the subsequent report of additional cities that are eligible to receive Fiscal Year 2017-2018 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding made available through the enactment of the Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017)?

RECOMMENDATION:

Staff recommends that the Commission adopt the Fiscal Year 2017-2018 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Subsequent Report of Eligible Cities as provided in Attachment B, and direct staff to transmit the list of additional eligible jurisdictions to the State Controller.

BACKGROUND:

On April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017). To address basic road maintenance, rehabilitation and critical safety needs on both the state highway and local streets and road system, SB 1: increases per gallon fuel excise taxes; increases diesel fuel sales taxes and vehicle registration fees; and provides for inflationary adjustments to tax rates in future years.

Starting November 1, 2017, the State Controller began depositing various portions of this new funding into the newly created Road Maintenance and Rehabilitation Account. A percentage of this new Road Maintenance and Rehabilitation Account funding will be apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code Section 2032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

SB 1 emphasizes the importance of accountability and transparency in the delivery of California's transportation programs. Therefore, to be eligible for Road Maintenance and Rehabilitation Account funding, statute requires cities and counties to annually provide basic project reporting to

the Commission for projects anticipated for and funded through the Road Maintenance and Rehabilitation Account.

Statutory Requirements and Reporting Guidelines

Streets and Highways Code Section 2034 outlines specific reporting requirements to the Commission that cities and counties must meet in order to be eligible to receive Road Maintenance and Rehabilitation Account funding, and the responsibility of the Commission to report eligible jurisdictions to the State Controller. Each fiscal year:

- Prior to receiving an apportionment of funds, cities and counties must submit a list of proposed projects to the Commission.
    - All projects proposed must be adopted by resolution by the city council or county board of supervisors at a regular public meeting;
    - The list of proposed projects must include a description and location for each project, a proposed schedule for the project's completion, and the estimated useful life of the improvement;
- The Commission must report to the State Controller the cities and counties that have submitted a project list and are therefore eligible to receive funding.
- Each city or county receiving an apportionment of funds must, upon expenditure, submit documentation to the Commission detailing the expenditure of all funds under the program including a description and location of each completed project, the amount of funds expended, the completion date, if applicable, and the estimated useful life of the improvement.

The Commission, in collaboration with program stakeholders, developed and adopted the Local Streets and Roads Funding Annual Reporting Guidelines which outline the statutory provisions, general policies, and procedures for cities and counties to carry out the annual Road Maintenance and Rehabilitation Account project reporting requirements and for the Commission's annual transmittal of a list of eligible cities and counties to the Controller.

Fiscal Year 2017-2018 – Proposed Project Lists and Report of Eligible Jurisdictions

To facilitate complete and consistent submission of proposed project information, the Local Streets and Roads Proposed Project List Template was developed based on statutory requirements and the adopted program guidelines. The template was released in mid-September 2017 and serves as the standard form that cities and counties are required to use when submitting a list of projects to the Commission that are proposed for funding with Road Maintenance and Rehabilitation Account funds pursuant to Streets and Highways Code Section 2034(a).

The proposed project lists are required by statute to include the project's description, location, proposed schedule for completion, and the estimated useful life of the improvement. All projects proposed for funding are also required to be adopted by resolution by the applicable city council or county board of supervisors at a regular public meeting. Pursuant to statute, the proposed project list does not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities so long as the projects are consistent with Road Maintenance and Rehabilitation Account priorities as outlined in Streets and Highways Code Section 2030(b). In the event a city or county chooses to fund a project that is not on the proposed project list, the

jurisdiction will annually communicate any program changes to the Commission through the project expenditure report that is required to be submitted each fiscal year.

Proposed Project List submittals were due to the Commission on October 16, 2017. Commission staff reviewed submittals and worked with city and county staff to ensure completeness and inclusion of all information and support documentation required by the Streets and Highways Code. Jurisdictions that provided a complete Proposed Project List submittal to the Commission prior to the December 6-7, 2017 Commission Meeting were included in the initial report of eligible jurisdictions that was transmitted to the State Controller on December 14, 2017. All 58 counties and 459 of the 481 cities that are statutorily authorized to receive these funds were included in the initial report.

Pursuant to Streets and Highways Code Section 2034(a)(2), in the event the Commission receives a complete Proposed Project List submittal from a city or county after the transmittal of the initial report to the State Controller, the Commission is required to develop and submit a subsequent report of eligible jurisdictions. After adoption of the initial report in December 2017, Commission staff worked with 20 cities to collect outstanding information and complete their Proposed Project List submittals. The agencies are listed in Attachment B as eligible to receive an apportionment of funds under this program for Fiscal Year 2017-2018.

Upon Commission adoption, the list of cities outlined in Attachment B will serve as the subsequent report of eligible jurisdictions and will be transmitted to the State Controller as required by Streets and Highways Code Section 2034(a)(2). The Controller, upon receipt of the subsequent report, shall apportion funds to these additional agencies.

Pursuant to Streets and Highways Code Section 2034(a)(4), in the event a city or county is not included on the initial report of eligible jurisdictions submitted by the Commission, the State Controller will retain that city or county's monthly share of program funds for a period of 90 days (from the State Controller's receipt of the initial report from the Commission). If the State Controller receives a subsequent report of additional eligible jurisdictions from the Commission during this time, the State Controller shall apportion the funds that were retained. After this 90 day grace period, any funds retained by the State Controller will be forfeited by the city or county for that fiscal year and will be reapportioned to the existing eligible cities and counties.

Statewide Summary of Eligible Jurisdictions – Initial and Subsequent Reports

All 58 counties were included in the initial report submitted to the State Controller in December 2017. Upon adoption of the subsequent list outlined in Attachment B, 479 of the 481 cities that can receive funds under this program will be eligible for funding. The remaining 2 jurisdictions, the Cities of Taft and Maricopa, are small rural jurisdictions that are presently evaluating their ability to meet the maintenance of effort and reporting requirements associated with the funding and have indicated that they will not apply for FY 2017-2018 funds. Commission staff is working with these cities to determine if they will apply for FY 2018-2019 funding and assist them as needed.

Accountability and Transparency

To facilitate transparency and accountability in the delivery of local streets and roads projects funded through this formula program, an interactive map depicting city and county projects is

available at: www.rebuildingca.ca.gov and a statewide list of proposed city and county projects is available on the Commission's website at: www.catc.ca.gov

Additionally, cities and counties are required to annually report project expenditure and completion information to the Commission pursuant to Streets and Highways Code Section 2034(b) and the adopted reporting guidelines.

The Commission is committed to fostering program accountability and transparency through the receipt of proposed project lists and program expenditure reports and by providing aggregated statewide information regarding the use of program funds to the public and the legislature.

Attachments:
- Attachment A: Resolution G-18-03
- Attachment B: Subsequent Report of Cities Eligible to Receive FY 17-18 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding

ATTACHMENT A

CALIFORNIA TRANSPORTATION COMMISSION

ADOPTION OF THE FISCAL YEAR 2017-2018 ROAD MAINTENANCE AND REHABILITATION ACCOUNT LOCAL STREETS AND ROADS FUNDING SUBSEQUENT REPORT OF ELIGIBLE CITIES
Resolution G-18-03

1.1 **WHEREAS,** on April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, to address basic road maintenance, rehabilitation, and critical safety needs on both the state highway and local streets and road system; and

1.2 **WHEREAS,** beginning November 1, 2017, the State Controller (Controller) began depositing portions of new funding from increases to certain fuel excise and sales taxes and vehicle registration fees into the Road Maintenance and Rehabilitation Account of which a percentage is continuously apportioned by the Controller by formula pursuant to paragraph (2) of subdivision (h) of Section 2032 of the Streets and Highways Code to eligible cities and counties for basic road maintenance, rehabilitation, and critical safety projects on local streets and roads; and

1.3 **WHEREAS,** Streets and Highways Code Section 2034(a)(1) requires that prior to receiving an apportionment of Road Maintenance and Rehabilitation Account funds pursuant to paragraph (2) of subdivision (h) of Section 2032 from the Controller in a fiscal year, an eligible city or county shall submit to the California Transportation Commission (Commission) a list of projects proposed to be funded with these funds pursuant to an adopted resolution; and

1.4 **WHEREAS,** Streets and Highways Code Section 2034(a)(2) requires that the Commission shall report to the Controller the cities and counties that have submitted a list of projects as described in this subdivision and that are therefore eligible to receive an apportionment of funds under the program for the applicable fiscal year. The Controller, upon receipt of the report, shall apportion funds to eligible cities and counties; and

1.5 **WHEREAS,** Streets and Highways Code Section 2034(a)(1) specifies that the project list shall not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities, so long as the projects are consistent with Streets and Highways Code Section 2030(b); and

1.6 **WHEREAS,** the Commission, in consultation with cities, counties, and their representatives as well as the State Controller's Office and other stakeholders, developed and adopted Local Streets and Roads Funding Program Annual Reporting Guidelines to describe the general policies and procedures for carrying out annual project reporting requirements for cities and counties; and

1.7 **WHEREAS,** Commission staff worked collaboratively with city and county representatives to develop and release a standard proposed project list form to facilitate the complete and consistent submission of proposed project information; and

1.8 **WHEREAS,** Commission staff collected Fiscal Year 2017-2018 proposed project list submittals and support documentation from cities and counties and reviewed submittals to verify completeness and inclusion of all information required by Streets and Highways Code Section 2034(a)(1); and

1.9 **WHEREAS,** on December 6, 2017, the Commission adopted an initial list of cities and counties that provided complete proposed project list submittals and are therefore eligible to receive Fiscal Year 2017 - 2018 formula apportionments of Road Maintenance and Rehabilitation Account Local Streets and Roads Funding, and transmitted that initial list to the State Controller's Office on December 14, 2017; and

1.10 **WHEREAS,** Streets and Highways Code Section 2034(a)(2) requires that if the Commission receives a list of projects from a city or county after it submits its initial report to the Controller, the Commission shall submit a subsequent report to the Controller that indicates the cities and counties that submitted a list of projects after the Commission submitted its initial report; and

1.11 **WHEREAS,** since adoption of the initial report on December 6, 2017, Commission staff worked with 20 additional cities to collect their complete proposed project list submittals. These cities, as reflected in Attachment B, are therefore also eligible to receive Fiscal Year 2017 - 2018 formula apportionments of Road Maintenance and Rehabilitation Account Local Streets and Roads Funding; and

1.12 **WHEREAS**, the list of jurisdictions in Attachment B is intended to serve as the subsequent report of eligible jurisdictions as required by Streets and Highways Code Section 2034(a)(2).

2.1 **NOW, THEREFORE, BE IT RESOLVED,** that the Commission adopts the attached Fiscal Year 2017-2018 Road Maintenance and Rehabilitation Account Local Streets and Roads Funding Subsequent Report of Eligible Cities; and

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

2.3 **BE IT FURTHER RESOLVED,** that the Commission directs staff to transmit the report to the State Controller as required by Streets and Highways Code Section 2034(a)(2).

ATTACHMENT B

CALIFORNIA TRANSPORTATION COMMISSION
FISCAL YEAR 2017-2018 ROAD MAINTENANCE AND REHABILITATION ACCOUNT
LOCAL STREETS AND ROADS FUNDING
SUBSEQUENT REPORT OF ELIGIBLE CITIES

Pursuant to Streets and Highways Code Section 2034, in addition to the jurisidictions identified on the inital report adopted by the Commission on December 6, 2017, the following cities are eligible to receive an apportionment of funds from the Road Maintenance and Rehabilitation Account (RMRA) during Fiscal Year 2017 – 2018:

Calabasas (Los Angeles County)
Hawaiian Gardens (Los Angeles County)
City of Industry (Los Angeles County)
Irwindale (Los Angeles County)
Santa Fe Springs (Los Angeles County)
South El Monte (Los Angeles County)
Alturas (Modoc County)
Nevada City (Nevada County)
Auburn (Placer County)
Adelanto (San Bernardino County)
Grand Terrace (San Bernardino County)
San Bernardino (San Bernardino County)
Yucca Valley (San Bernardino County)
Carlsbad (San Diego County)
Del Mar (San Diego County)
Monte Sereno (Santa Clara County)
Etna (Siskiyou County)
Fort Jones (Siskiyou County)
Loyalton (Sierra County)
Sebastopol (Sonoma County)

An interactive map depicting proposed city and county projects is available at: www.rebuildingca.ca.gov and a statewide list of proposed city and county projects is available on the Commission's website at: www.catc.ca.gov.

Memorandum

Tab 22

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31 - February 1, 2018

Reference No.: 4.15
Information

Published Date: January 19, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Dawn Cheser
Associate Deputy Director

Subject: **PRESENTATION OF THE DRAFT SB 1 ACCOUNTABILITY AND TRANSPARENCY GUIDELINES**

SUMMARY:

The SB 1 Accountability and Transparency Guidelines are modelled after the Proposition 1B Accountability Implementation Plan and describe the California Transportation Commission's (Commission) accountability structure. This structure is intended to communicate the Commission's expectations and specifically emphasize program and project accountability and allow for transparent and effective decisions and the timely delivery of transportation system improvements and resulting benefits.

The Commission received initial input from transportation stakeholders during the November 16, 2017 public workshop. A second workshop is scheduled for January 22, 2018 to receive additional input. Draft SB 1 Accountability and Transparency Guidelines shaped by this input, will be available by January 25, 2018. It is anticipated the final guidelines will be presented to the Commission for consideration at the March 2018 meeting.

BACKGROUND:

The Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. The Legislature has provided additional funding to and increased the Commission's role in several existing programs, and created new programs for the Commission to oversee.

SB 1 creates new and augments existing programs including, but not limited to, the Active Transportation Program, the Local Partnership Program, the Local Streets and Roads Program, the Solutions for Congested Corridors Program, the State Highway Operation and Protection Program (SHOPP), the State Transportation Improvement Program, and the Trade Corridor Enhancement Program. SB 1 states that "it is the intent of the Legislature that the Department of Transportation and local governments are held accountable for the efficient investment of public funds to maintain the public highways, streets, and roads, and are accountable to the people through performance goals that are tracked and reported."

The Commission's responsibility for the accountability of SB 1 program funds focuses on the identification and reporting of expected and actual benefits of the projects along with the delivery of projects within their approved scope, cost, and schedule and reporting these findings to the Legislature and the public in a transparent and timely manner.

Tab 22

California Transportation Commission

The Road Repair and Accountability Act of 2017

SB 1 Accountability and Transparency Guidelines

Draft

January 26, 2018

DRAFT

California Transportation Commission

The Road Repair and Accountability Act of 2017

SB 1 Accountability and Transparency Guidelines

Draft

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California Transportation Commission

The Road Repair and Accountability Act of 2017

SB 1 Accountability and Transparency Guidelines

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BACKGROUND

The Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. The Legislature has provided additional funding to and increased the California Transportation Commission's (Commission) role in several existing programs, and created new programs for the Commission to oversee.

SB 1 creates new and augments existing programs including, but not limited to, the Active Transportation Program, the Local Partnership Program, the Local Streets and Roads Program, the Solutions for Congested Corridors Program, the State Highway Operation and Protection Program, the State Transportation Improvement Program, and the Trade Corridor Enhancement Program.

SB 1 states that "it is the intent of the Legislature that the Department of Transportation and local governments are held accountable for the efficient investment of public funds to maintain the public highways, streets, and roads, and are accountable to the people through performance goals that are tracked and reported."

The Commission's responsibility for the accountability of SB 1 program funds is focused on the identification and reporting of expected and actual benefits of the projects along with the delivery of projects within their approved scope, cost, and schedule, and reporting these findings to the Legislature and the public in a transparent and timely manner.

APPLICABILITY

With exception to the Local Streets and Roads Program, these Accountability and Transparency Guidelines (Guidelines) are applicable to all Senate Bill 1 programs as listed in Section IV. The Guidelines are intended to supplement the Commission's programmatic guidelines for each SB 1 Program. In the event of a conflict between the provisions outlined in these Guidelines and those provided in specific programmatic guidelines adopted by the Commission, the provisions of these Guidelines will govern. These Guidelines are effective immediately upon approval by the Commission and may be amended at any time subject to a Commission action at a duly noticed Commission meeting. While the Commission is authorized to program and allocate funding for SB 1 programs, the California Department of Transportation (Department) provides the administrative oversight for SB 1 Programs and ensures that the terms and conditions of the Commission's guidelines and subsequent programming, allocation, reporting, and other actions are followed.

PURPOSE

SB 1 funded projects include but are not limited to highway, transit, active transportation projects, local streets and roads, congestion relief, trade corridor and other related projects, some of which are significantly complex, representing significant costs, constrained schedules, and are subject to many project delivery processes each with considerable impacts to timely project delivery. These Guidelines are intended to communicate the Commission's expectations and specifically emphasize program and project accountability. Specifically, as described in these Guidelines, the Commission intends to exercise programmatic oversight for the delivery of SB 1 projects with regard to benefits, scope, cost, and schedule consistent with the program objectives and executed agreements.

SB 1 PROGRAM ACCOUNTABILITY

Modelled after certain aspects of the Proposition 1B Accountability Implementation Plan, the Commission's SB 1 Accountability and Transparency Guidelines describe the Commission's accountability structure that is intended to allow for transparent and effective decisions and the timely delivery of transportation system improvements and resulting benefits. The following describes the components of this accountability structure:

A. <u>Front-End Accountability</u>

The Commission will require project Baseline Agreements (Attachment A) for the following programs:

- Active Transportation Program – only for projects with a total project cost of $25 million or greater or a total programmed amount of $10 million or greater.
- Local Partnership Program (Competitive) – only for projects with a total project cost of $25 million or greater or a total programmed amount of $10 million or greater.
- Solutions for Congested Corridors Program.
- State Highway Operation and Protection Program – only for projects with a total project cost of $50 million or greater or a total programmed amount (in right-of-way and/or construction) of $15 million or greater.
- Trade Corridor Enhancement Program.

Each Baseline Agreement shall be signed by a duly authorized officer of the Applicant, Implementing Agency, the Department's Director, and, the Commission's Executive Director.

The Baseline Agreements set forth the agreed upon expected benefits, project scope, schedule, and cost, and provides a benchmark for comparison to the current status of the project for reporting purposes. These Baseline Agreements will also identify the agency responsible for meeting the reporting requirements and, for locally implemented, identify the responsibilities relative to the type and location of the project. The Baseline Agreement is considered the front-end document that forms the foundation for the Commission's in-progress and follow-up accountability.

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The Commission shall approve all (executed) Baseline Agreements at a regular Commission meeting within four months after a project has been adopted into one of the aforementioned programs except in the following instances:

- For projects that have not received environmental clearance, the Baseline Agreements are due three months after the filing a notice of exemption or filing a notice of determination pursuant to California Environmental Quality Act.
- For projects requesting an allocation at the May 2018 and June 2018 Commission Meetings, for a component other than environmental, the Baseline Agreement shall be approved by the Commission no later than the October 2018 Commission meeting.
- No Baseline Agreement will be required for State Highway Operation and Protection Emergency Response projects that are necessary to respond promptly and restore damages to the state highway system caused by floods, slides, earthquakes, fires, and other significant events

The Commission may delete a project for which no Baseline Agreement is executed. The Commission will not consider approval of a project allocation, except for the environmental component, without an approved Baseline Agreement.

For all SB 1 Program projects, the Commission requires that the Department enter into agreements (cooperative or funding) with implementing agencies that in pertinent part will include the accountability and transparency principles and best management practices outlined in these Guidelines, any specific requirements in the individual programmatic guidelines, and be consistent with executed Baseline Agreement. The Commission is not a signatory to cooperative or funding agreements described in this section.

B. In-Progress Accountability

The following outlines the in-progress accountability steps the Commission intends to employ to assure that SB 1 funded projects are successfully delivered consistent with the respective program guidelines, Commission programming and allocation actions, and cooperative or funding agreements by and between SB 1 funding recipients and the Department.

1. Ongoing Program Monitoring and Review

Implementing agencies are responsible for managing the scope, cost, and schedule of the project consistent with the adopted programs and executed agreements. Commission staff shall receive routine program and project progress reports from the Department. Commission staff may also schedule routine status meetings with implementing agencies, and will perform routine assessments of project progress as compared to the executed agreements. The purpose of this assessment is to identify possible issues of concern, establish an understanding of related impacts, and prepare agenda items for the Commission. Commission Staff anticipates placing projects that are unable to maintain delivery and cost commitments on a "watch list" and expects these projects be identified in the progress reports.

2. Program or Project Amendments

The Commission will consider program or project amendments at its regular meetings. Program or project amendments requested by implementing agencies shall receive the approval of the same

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entities that originally signed the agreements before presentation to the Commission and will be processed in accordance with the respective programmatic guidelines.

3. Allocation of Funds

The Commission will allocate funds only when the implementing agency requests an allocation that has been prepared in accordance with the respective programmatic guidelines. The Commission will consider allocation requests on its regular agenda.

C. Program Reporting

The Implementing Agency, unless otherwise specified, will submit regular and timely project updates to the Department for project subjects to the Baseline Agreement requirement. The Department will prepare a report for each program identified in the Front-End Accountability Section and submit to the Commission. Commission staff will use the reports to identify issues and concerns that may be presented to the Commission for further action.

1. Progress Report

The first progress report will be presented to the Commission during the October 2018 meeting. Subsequent reports will be presented to the Commission every December, March, May and August, based on the state fiscal year. Beginning in July 2019, progress reports will become semi-annual and will be presented to the Commission during the March and August meetings.

The progress report shall be written in plain language and include information appropriate to assess the current state of the overall program and each project as compared to the previous report.

The overall program summary will identify the total programmed and un-programmed funds, total dollars allocated, number of projects allocated, number of completed projects, and a discussion of the actual benefits achieved with the completed projects.

For each project, the progress report will include the following:

- The current cost, schedule, scope and expected benefits as compared to the cost, schedule, scope and expected benefits approved under the Baseline Agreement or for projects that have not yet cleared environmental, as approved at the time the project was adopted into the respective program.
- A summary describing any changes to the scope, cost, schedule and benefits of the project and a corrective action plan if necessary, since the last report.
- Incurred expenditures to date for all project component costs, with the SB 1 funds being identified separately.
- Identification and discussion of any significant issues that may impact implementation of the project including financial constraints and commitments, and risks and impacts.
- Status of the Completion and Final Delivery Reports submittal for completed projects or completed project segments.

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2. Annual Reports

The Commission will provide in its annual report to the Legislature a summary of its activities relative to the administration of the SB 1 Programs. This report may also discuss significant issues with these programs, and may recommend legislative proposals that could facilitate their implementation.

D. Follow-up Accountability

The Implementing Agency, unless otherwise specified, will submit regular and timely Completion and Final Delivery Reports to the Department for all projects receiving funds in the programs identified in the Front-End Accountability Section. The Department will review and approve the reports prior to submitting to the Commission. Commission staff will use the reports to identify issues and concerns that may be presented to the Commission for further action.

1. Completion Reports

Within six months of construction contract acceptance or the project becoming operable (open to the public), the Department shall provide a Completion Report to the Commission on the scope of the completed project, its estimated final cost, estimated duration, and project benefits as compared to those included in the executed project agreements. Additionally, the Completion Report shall describe the methodologies used to evaluate how the project benefits were evaluated as compared to the methodologies used in the executed project agreements. In the event the project benefits identified in the project completion report differ from those identified in the executed program agreements, the difference must be noted, quantified, and explained. Documentation used for the benefit evaluation shall be preserved and made available for review by the Department or the Commission, if requested. The Completion Report should not be delayed due to claims, plant establishment periods, or ongoing environmental mitigation monitoring.

For projects receiving SB 1 program funds for pre-construction components only, the Department shall provide the Completion Report to the Commission within six months of the conclusion of the pre-construction component. The Completion Report will include the scope of the project component, its final cost, and duration as compared to those included in the executed project agreements. Additionally, the Completion Report shall provide an updated schedule, a description of how the project will progress to actual construction, and a discussion on how the project will continue to provide the benefits described in the executed project agreements.

For projects delivered in segments, a Completion Report will be required for each segment and note that a summary Completion Report will be provided when the final project segment is complete. An audit may be done on one or all segments of a segmented project.

The Department shall ensure a Completion Report is approved prior to paying the final invoice for the respective SB 1 program funds.

2. Final Delivery Reports

A Final Delivery Report will be provided at the conclusion of all remaining project activities beyond the acceptance of the construction contact to reflect final project expenditures, any changes that occurred after submittal of the Completion Report and an updated evaluation of the benefits if necessary. The Commission may include this information in its annual reports to the Legislature.

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3. Audits of Project Expenditures and Outcomes

The Department shall audit a representative sample of projects from each of the respective SB 1 programs. The audits of project expenditures and benefits shall be performed in accordance with Generally Accepted Government Auditing Standards promulgated by the United States Government Accountability Office. These audits shall provide a finding on the following:

- Whether project costs incurred and reimbursed comply with the executed project agreements or approved amendments thereof; state and federal laws and regulations; contract provisions, and Commission guidelines.

- Whether project deliverables (outputs) and outcomes are reasonable in comparison with the project cost, scope, schedule and benefits described in executed project agreements or approved amendments thereof.

At a minimum, the following audits shall be performed. Additional audits, if deemed necessary, may be requested by the Commission during the implementation phases of the project.

a. Semi-final Audit

Within six months of the Completion Report of the project (or when the project is substantially completed and open to traffic), the Department shall provide the Commission with a semi-final audit report for projects in the SB 1 Programs.

b. Final Audit

Within six months of the date of Final Delivery Report, the Department shall provide the Commission with a final audit report for the project. This report shall be a supplement to the semi-final report and shall provide findings on total project expenditure and final project benefits. For purposes of these audits, project completion occurs after all project activities beyond the acceptance of the construction contract are completed.

c. Yearly Summary

By October 1 of each year, the Department shall provide the Commission with a report on the audited projects, summarizing their findings and status of any corrective action.

<u>Attachments:</u>

Attachment A: Project Baseline Agreement Template and attachments are under development and will be included in the proposed final guidelines.

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Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31 – February 1, 2018

Reference No.: 4.13
Action

Published Date: January 19, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Laurie Waters
Associate Deputy Director

Subject: **ADOPTION OF THE 2017 ACTIVE TRANSPORTATION PROGRAM AUGMENTATION – METROPOLITAN PLANNING ORGANIZATION COMPONENT FOR THE KERN COUNCIL OF GOVERNMENTS, AND THE TAHOE REGIONAL PLANNING AGENCY - RESOLUTION G-18-02**

ISSUE:

Should the California Transportation Commission (Commission) adopt the Senate Bill 1 (Beall, Statutes of 2017) funded 2017 Active Transportation Program Augmentation Metropolitan Planning Organization component for the Kern Council of Governments, and Tahoe Regional Planning Agency Metropolitan Planning Organizations as recommended by staff?

RECOMMENDATION:

Commission staff recommends that the Commission:

(1) Adopt the 2017 Active Transportation Program Augmentation Metropolitan Planning Organization component for the Kern Council of Governments, and Tahoe Regional Planning Agency program, in accordance with the attached resolution.

(2) Authorize staff to make any specific technical changes, corrections, or exceptions to staff recommendations, with a report of any substantive changes back to the Commission for approval at a subsequent Commission meeting.

In summary staff recommends that the 2017 Active Transportation Program Augmentation – Kern Council of Governments, and Tahoe Regional Planning Agency funds be programmed as follows:

- Program $2,197,000 to 5 new projects valued at $2,572,000, including:
  - $584,000 (27% of Active Transportation Program funds) for 2 Safe Routes to School Projects.
  - $2,197,000 (100% of Active Transportation Program funds) for 5 projects that provide benefits to disadvantaged communities.

The Commission's adoption of the 2017 Active Transportation Program Augmentation – Metropolitan Planning Organization Component for the Kern Council of Governments and the Tahoe Regional Planning Agency is not authorization to begin work on a project. Contracts may not be awarded nor work begin until an allocation is approved by the Commission for a project in the adopted program.

The Southern California Association of Governments' 2017 Active Transportation Augmentation program of projects remains under development. Commission staff will continue to work with the Southern California Association of Governments on their submittal and will present a recommendation at the March Commission meeting.

BACKGROUND:

Enabling Legislation

Legislation (Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) creating the Active Transportation Program was signed by the Governor on September 26, 2013. Senate Bill 1, signed by the Governor 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.

Active Transportation Program Augmentation

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

Funding for the 2017 Active Transportation Program Augmentation was made available only to:

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

Under state law, the Commission adopts the Active Transportation Program. The Commission adopted the 2017 Active Transportation Program guidelines in March 2016, the program fund estimate in May 2016, and a revised program fund estimate in October 2016 to account for the addition of $10,000,000 in Greenhouse Gas Reduction Funds. Project applications were due on or before June 15, 2016.

For the 2017 Active Transportation Program Augmentation, the Commission adopted guidelines and the fund estimate on June 28, 2017. Applications were received for 232 projects, requesting over $500 million of Active Transportation Program funds.

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

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

MPO EVALUATION PROCESS:

Projects that were awarded funds in the 2017 Active Transportation Program Metropolitan Planning Organization component, under the 2017 Augmentation, were eligible to advance one or more of their project components into the 2017-18 and/or 2018-19 programming years. In addition, projects on the Metropolitan Planning Organization 2017 Active Transportation Program contingency list are also eligible for 2017 Active Transportation Program Augmentation. For the 2017 Active Transportation Program Augmentation Metropolitan Planning Organization component, the Commission will allow the supplanting of funds at the Metropolitan Planning Organization's discretion. The supplanting of funds only applies to projects that received less Active Transportation Program funding than requested in the 2017 Active Transportation Program.

Projects were selected for the 2017 Active Transportation Program Augmentation based on the project's 2017 Active Transportation Program score and project deliverability according to the following priority order:

a. Projects that can deliver all components in fiscal years 2017-18 and 2018-19.

b. Projects that can deliver one or more but not all of their components in fiscal years 2017-18 and 2018-19. The capacity to program all components of these projects will depend on fiscal year 2019-20 and 2020-21 programming capacity becoming available as previously programmed projects are advanced.

c. Some fiscal year 2019-20 and 2020-21 programming capacity may become available as previously programmed projects request advancement into fiscal years 2017-18 and 2018-19. Therefore, other projects that applied for funding in the 2017 Active Transportation Program (those that cannot deliver one or more of their project components in the 2017-18 or 2018-19 programming years) may compete for funding in the 2017 Augmentation.

Metropolitan Planning Organization Program of Projects – Examples

The Metropolitan Planning Organization program recommendations include significant active transportation projects. Examples include:

Kern Council of Governments

- Kern County – City of McFarland's Kern Avenue Elementary School Safe Routes to School Project. This project includes infrastructure improvements for new sidewalks, curb ramps, ADA ramps, Class 3 Bike Lanes, high visibility crosswalks, LED signs, and solar in-roadway lights for crosswalks and street lights. These improvements will

increase safety and convenience for Kern Avenue Elementary, San Joaquin High School, McFarland Middle and High School students to walk and/or bike to and from school.

Tahoe Metropolitan Planning Organization

- Placer County – West Shore Highway Crossing Improvements. This project will increase safety for pedestrians and vehicles by providing anticipated crossing locations, improve traffic flow along State Route 89, and connect residential neighborhoods to commercial and recreational attractions.

Attachments:

Attachment A: Resolution G-18-02

Attachment B: Staff Programming Recommendations

Attachment C: Kern Council of Governments and Tahoe Metropolitan Planning Organization 2017 Active Transportation Program Augmentation Programs

Attachment A

CALIFORNIA TRANSPORTATION COMMISSION

Adoption of the 2017 Active Transportation Program Augmentation Metropolitan Planning Organization Component for the Kern Council of Governments and the Tahoe Regional Planning Agency

Resolution No. G-18-02

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 2017 Active Transportation Program is a four-year program covering fiscal years 2017-18, 2018-19, 2019-20, and 2020-21; and

1.3 **WHEREAS**, the Commission adopted the 2017 Active Transportation Program in December of 2016 and January of 2017; and

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

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

1.6 **WHEREAS**, the 2017 Active Transportation Program Augmentation Fund Estimate provided $192 million in Active Transportation Program programming capacity to be apportioned to Statewide (50%), Small Urban & Rural (10%) and Metropolitan Planning Organization (40%) Components; and

1.7 **WHEREAS**, the 2017 Active Transportation Program Augmentation Metropolitan Planning Organization Component – 7 of 10 Metropolitan Planning Organizations was adopted by the Commission in December of 2017; and

1.8 **WHEREAS,** the Kern Council of Governments and the Tahoe Regional Planning Agency submitted recommendations to the Commission for projects to program in the 2017 Active Transportation Augmentation Metropolitan Planning Organization Component on January 4, 2018 and December 15, 2017 respectively; and

1.9 **WHEREAS,** the Southern California Association of Governments intends to submit recommendations for projects to program in the 2017 Active Transportation Augmentation Metropolitan Planning Organization Component for the Commission's consideration at the March 2018 meeting; and

1.10 **WHEREAS**, the total amount programmed in each fiscal year may not exceed the amount specified in the adopted Fund Estimate; and

1.11 **WHEREAS**, the staff recommendations conform to the Fund Estimate and other requirements of statute for the Active Transportation Program; and

1.12 **WHEREAS,** the Commission considered the staff recommendations and public testimony at its January 31 and February 1, 2018 meeting.

2.1 **NOW THEREFORE BE IT RESOLVED**, that the California Transportation Commission hereby adopts the 2017 Active Transportation Program Augmentation, Metropolitan Planning Organization Component for the Kern Council of Governments and the Tahoe Regional Planning Agency, to include the program described in the staff recommendations, including the attachments to this resolution; and

2.2 **BE IT FURTHER RESOLVED,** that having a project included in the adopted 2017 Active Transportation Program Augmentation, Metropolitan Planning Organization Component, 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

2.3 **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

2.4 **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 2017 Active Transportation Program Augmentation – Metropolitan Planning Organization, 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 a subsequent meeting.

KERN COUNCIL OF GOVERNMENTS

SUBMITTAL

Kern Council
of Governments

January 4, 2018

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

Dear Ms. Bransen:

We are forwarding four (4) Active Transportation Projects for advanced funding for the Commission's consideration: The projects are:

McFarland: Kern Avenue Elementary School Safe Routes to School Project
Bakersfield: Downtown Pedestrian Connectivity Project
Wasco: Palm Avenue Bike and Pedestrian Improvement Project
Tehachapi: Cherry Lane Southside Pedestrian Project

Our agency uses the Commission's ranking score to determine contingent projects. These projects were next in line for funding. We have gotten letters from the agency's affirming their ability to advance the projects as well as updated Project Programming Requests. These documents accompany this letter.

Please advise me if additional information or clarification is required to advance these projects.

Sincerely,

Ahron Hakimi

Ahron Hakimi,
Executive Director

Kern Council of Governments
1401 19th Street, Suite 300, Bakersfield, California 93301 (661) 635-2900 Facsimile (661) 324-8215 TTY (661) 832-7433 www.kerncog.org

Kern Council
of Governments

September 26, 2017

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

Dear Ms. Waters:

This letter serves as the Kern Council of Government's (Kern COG) transmittal of the Metropolitan Planning Organization Active Transportation Program Cycle 3 2017 Augmentation recommendations. The recommended project list was approved at the Kern COG meeting of September 21, 2017. The projects recommended for funding are:

1. City of McFarland's Kern Avenue Elementary School Safe Routes to School Project (6-McFarland-2) $396,000.

2. City of Bakersfield's Downtown Pedestrian Connectivity Project (6-Bakersfield-1) $825,000.

3. City of Wasco's Palm Avenue Bicycle and Pedestrian Improvement Project (6-Wasco-1) $204,000.

4. City of Tehachapi's Cherry Lane Southside Pedestrian Project. (9-Tehachapi-1) $464,000. This project is partially funded using Active Transportation Program funds. An additional $48,000 is being committed by the City of Tehachapi to close the funding shortfall for the $512,000 project. A revised Project Programming Request for the project accompanies this letter.

Further, I have attached the agenda item concerning the Kern COG recommendation of the projects, along with the minute order of the action. Please advise me if additional information is required to advance these projects for California Transportation Commission approval.

Sincerely,

Ahron Hakimi,
Executive Director

Kern Council of Governments
1401 19th Street, Suite 300, Bakersfield, California 93301 (661) 861-2191 Facsimile (661) 324-8215 TTY (661) 832-7433 www.kerncog.org

Kern Council
of Governments

ITEM N.
TPPC

September 21, 2017

TO: TRANSPORTATION PLANNING POLICY COMMITTEE

FROM: Ahron Hakimi, Executive Director
By: Peter Smith, Regional Planner PWS

SUBJECT: TPPC AGENDA ITEM IV. CONSENT CALENDAR ITEM: N.
ACTIVE TRANSPORTATION PROGRAM FINANCIAL AUGMENTATION PROGRAM OF PROJECTS FOR SUBMITALL TO THE CALIFORNIA TRANSPORTATION COMMISSION

BACKGROUND: The Kern Council of Governments assists in the allocation of funding for the Active Transportation Program.

DISCUSSION: An additional $1,889,000 for the Active Transportation Program (ATP) in the Kern Region became available subsequent to the passage of Senate Bill 1 for allocation by the Metropolitan Planning Organization (Kern COG). Kern COG has committed to using the California Transportation Commission's scores to rank submitted projects. The following projects are the next in line for funding from the Active Transportation Program Cycle 3 competition:

1. City of McFarland's Kern Avenue Elementary School Safe Routes to School Project: $396,000.

2. City of Bakersfield's Downtown Pedestrian Connectivity Project: $825,000.

3. City of Wasco's Palm Ave Bike and Pedestrian Improvement Project: $204,000

4. City of Tehachapi's Cherry Lane Southside Pedestrian Project: Partial funding of $464,000. Total project cost of $512,000. The City of Tehachapi will commit an additional $48,000 to make the project "whole".

ACTION: Recommend approval of the Kern COG (MPO) Active Transportation Program Cycle 3 Augmentation Program of Projects to the California Transportation Commission.

BEFORE THE KERN COUNCIL OF GOVERNMENTS
STATE OF CALIFORNIA, COUNTY OF KERN

MINUTE ORDER NO. 17-04

In the matter of:

APPROVAL OF METROPOLITAN PLANNING ORGANIZATION RECOMMENDED PROJECTS FOR ACTIVE TRANSPORTATION PROGRAM CYCLE 3 SENATE BILL 1 FUNDING AUGMENTATION

I, Ahron Hakimi, Executive Director of the Kern Council of Governments, do hereby certify that the following Minute Order proposed by Councilor ____Woods_____ and seconded by Councilor _Gurrola_____ was duly passed by said Board at an official meeting on the 21st day September, 2017.

AYES: Gurrola, B. Smith, Wood, Pascual, Prout, Krier, Wegman, Couch, Scrivner, Martin, Miller, Parra

NOES: None

ABSTAIN: None

ABSENT: Mock Cantu, P. Smith, Kiernan

Ahron Hakimi,
Executive Director
Kern Council of Governments

MINUTE ORDER

APPROVED METROPOLITAN PLANNING ORGANIZATION RECOMMENDED PROJECTS FOR ACTIVE TRANSPORTATION PROGRAM CYCLE 3 SENATE BILL 1 FUNDING AUGMENTATION

BAKERSFIELD
Alan Tandy • City Manager

December 20, 2017

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Re: Advancement of the Downtown Bakersfield Pedestrian Connectivity Project

Ms. Bransen:

I confirm the Downtown Bakersfield Pedestrian Connectivity Project can be advanced from Fiscal Year 2019-20 to Fiscal Year 2017-18 in order to receive Senate Bill 1 (SB1) Augmentation funds.

If you have any additional questions or comments, please contact Assistant to the City Manager, Chris Gerry, by emailing cgerry@bakersfieldcity.us or calling 661-326-3753.

Regards,

Alan Tandy
City Manager

City of Bakersfield • City Manager's Office • 1600 Truxtun Avenue
Bakersfield • California • 93301
(661) 326-3751 • Fax (661) 324-1850

The City of Wasco
GROW WITH US

City Manager's Office (661) 758-7214 Fax (661) 758-5411
746 8th Street, Wasco, CA 93280

December 15, 2017

Mr. Ahron Hakimi
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

Re: Wasco ATP Cycle 3 SB 1 - Augmentation Project

Mr. Hakimi,

The City of Wasco is in agreement to advance the ATP Cycle 3 Project as discussed, and is committed to deliver the Palm Avenue Bike & Pedestrian Improvement Project as shown in the Kern Council of Governments ATP Cycle 3 applications-Kern Region document received on December 13, 2017. The project will install Class II bike lanes, bike lane markings, signage, curb ramps, and infill sidewalk.

The City understands the PS&E funding will be allocated in Fiscal Year 2017/18 and Construction funding will be allocated in Fiscal Year 2018/19. The City has committed a funding match in the amount of $2,000 to pay for the PA&ED Project Delivery costs via Measure X funds. The City of Wasco will be ready to deliver the PS&E request package to the CTC on or before March 19, 2018.

Sincerely,

J. Paul Paris
City Manager

Build Up. Play Up. Work Up. Explore Up. **Live Up.**

CITY OF TEHACHAPI CALIFORNIA

December 18, 2017

Peter W. Smith
Regional Planner
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

Re: Tehachapi Cherry Lane Pedestrian ATP Project

Pursuant to our conversation, the City of Tehachapi is prepared to meet the proposed timeline for the execution of the Cherry Lane Southside Sidewalk in Fiscal Year 18-19. $462,000 is programmed in FY 18/19 for construction and the City is prepared to complete this project within that timeline.

Thank you for your work on this issue, please contact me if you have any questions.

Best regards,

Jay Schlosser, PE
Development Services Director

115 South Robinson Street | Tehachapi, California 93561-1722
(661) 822-2200 | Fax: (661) 822-8559
www.tehachapicityhall.com

THE CITY OF
McFarland
TRADITION • UNITY • EXCELLENCE

CITY OF McFARLAND
401 W. Kern Ave, McFarland, CA 93250
(661) 792-3091 FAX (661) 792-3093
www.mcfarlandcity.org

December 20, 2017

Ahron Hakimi, Executive Director
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301
661-635-2900

Dear Mr. Hakimi:

Please be advised that the City of McFarland will be able to advance the Active Transportation Program Kern Avenue Elementary School Safe Routes to School Connectivity project into fiscal years 2017-2018 and 2018-2019. Specifically, the PA&ED and PS&E components of the project will be advanced to fiscal year 2017-2018 and the Construction phase will be advanced to fiscal year 2018-2019.

Please contact me if additional information is required.

Sincerely,

Mario Gonzales,
Public Works Director

2017 Kern Council of Governments Augmentation Component
($1000's)

Applicant	Co	Project Title	DAC	Total Project Cost	Total Fund Request	17-18	18-19	CON	CON NI	PA&ED	PS&E	ROW	Plan	SRTS	SRTS-NI	OTH-NI	REC TR	Final Score
McFarland	KER	Kern Avenue Elementary SR2S Connectivity	X	396	396	61	335	335	0	5	56	0		X				76.5
Bakersfield	KER	Downtown Pedestrian Connectivity Project	X	1,032	825	825	0	825	0	0	0	0						75
Wasco	KER	Palm Ave. Bike & Pedestrian Improvement	X	206	188	0	188	188	0	0	0	0		X				75
Tehachapi	KER	Cherry Lane Southside Sidewalk Project	X	512	462	0	462	462	0	0	0	0						72
				2,146	1,871	886	985	1,810	0	5	56	0						

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

General Instructions

☑ New Project					Date:	1/12/18
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
06						

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
KER	VAR			City of McFarland	
				MPO	Element
				KCOG	

Project Manager/Contact	Phone	E-mail Address
Mario Gonzales	661-792-3091	mgonzales@mcfarlandcity.org

Project Title

City of McFarland- Kern Avenue Elementary SR2S Connectivity

Location, Project Limits, Description, Scope of Work ☐ See page 2

The proposed project is adjacent to Kern Avenue Elementary School and various activity centers located within McFarland city limits along two city blocks bounded by 5th Street from West Perkins to Robertson; 3rd Place from West Perkins to Robertson; North side of Robertson from 3rd Place to 5th Street and South side of West Perkins. Improvements include installing ADA-Compliant ramps, XING markings, high visibility crosswalks, bike lanes, new sidewalk, enhancements to existing sidewalk, curbs, and gutters.

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	5
PS&E	56
Right of Way	
Construction	335

Purpose and Need ☐ See page 2

In a small severally disadvantaged community such as McFarland, closing "gaps" in infrastructure by constructing new sidewalk (where none currently exist), will transform the neighborhood and have a significant impact on public health, environment, and economy especially in the proposed area that has high crime rates, socioeconomic and health inequities, and lack of green spaces. McFarland has been identified as one of the top 5% disadvantaged communities disproportionally burdened with high pollutes. (Office of Environmental Health Hazard Assessment, CalEnviroScreen 3.0, June 2017).

Project Benefits ☐ See page 2

The expected benefits would be to improve safety and mobility along Kern Avenue Elementary School and various activity centers. Although the primary benefit will be to improve the existing conditions, there is the potential for the project to influence a route expansion of the existing active transportation programs, as well as, encourage more students and residents to seek out alternative modes of transportation.

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone			Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			09/01/17
Circulate Draft Environmental Document	Document Type	CE	09/01/17
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			10/01/17
Begin Design (PS&E) Phase			10/01/17
End Design Phase (Ready to List for Advertisement Milestone)			03/01/18
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			10/01/18
End Construction Phase (Construction Contract Acceptance Milestone)			04/01/19
Begin Closeout Phase			05/01/19
End Closeout Phase (Closeout Report)			06/01/19

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 1/12/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER	VAR				
Project Title:	City of McFarland- Kern Avenue Elementary SR2S Connectivity					

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)			5					5	
PS&E			56					56	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				335				335	
TOTAL			61	335				396	

Fund No. 1:	2017 ATP Augmentation								Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)			5					5	CALTRANS
PS&E			56					56	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				335				335	
TOTAL			61	335				396	

Fund No. 2:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 1/12/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER	VAR				
Project Title:	City of McFarland- Kern Avenue Elementary SR2S Connectivity					

Fund No. 4:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

General Instructions

☑ New Project					Date:	1/12/18
District	EA	Project ID	PPNO	MPO ID		TCRP No.
06						

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
KER				City of Bakersfield	
				MPO	Element
				KCOG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Christopher Gerry	661-326-3753	cgerry@bakersfieldcity.us

Project Title

Downtown Bakersfield Pedestrian Connectivity Project (SB1)

Location, Project Limits, Description, Scope of Work ☐ See page 2

The Downtown Bakersfield Pedestrian Connectivity Project (Project) adds approximately 128 access ramps, constructs 3,615 linear feet of sidewalks, and improves a pedestrian island and median. The project is bound by 22nd Street (north), Truxtun Avenue (south), F Street (west), and Union Avenue (east).

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	City of Bakersfield
PS&E	City of Bakersfield
Right of Way	N/A
Construction	City of Bakersfield

Purpose and Need ☐ See page 2

The Project increases the proportion of trips accomplished by those walking; increases the safety and mobility for those with disabilities; increases the safety and mobility of non-motorized users; advances the active transportation efforts of regional agencies to achieve greenhouse gas reductions; enhances public health; and ensures that disadvantaged communities fully share in the benefits.

Project Benefits ☐ See page 2

The Project closes gaps, provides connections, and encourages pedestrians to use active modes of transportation within the downtown area.

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone			Proposed
Project Study Report Approved			**N/A**
Begin Environmental (PA&ED) Phase			10/01/17
Circulate Draft Environmental Document	Document Type	CE	N/A
Draft Project Report			N/A
End Environmental Phase (PA&ED Milestone)			12/31/17
Begin Design (PS&E) Phase			01/01/18
End Design Phase (Ready to List for Advertisement Milestone)			05/31/18
Begin Right of Way Phase			N/A
End Right of Way Phase (Right of Way Certification Milestone)			N/A
Begin Construction Phase (Contract Award Milestone)			09/01/18
End Construction Phase (Construction Contract Acceptance Milestone)			12/31/18
Begin Closeout Phase			01/01/19
End Closeout Phase (Closeout Report)			01/31/19

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 1/16/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER					
Project Title:	Downtown Bakersfield Pedestrian Connectivity Project (SB1)					

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E			86					86	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			946					946	
TOTAL			1,032					1,032	

Fund No. 1:	SB1								Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									State
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			825					825	
TOTAL			825					825	

Fund No. 2:	Local Matching Fund								Program Code
Proposed Funding ($1,000s)									Local
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									City of Bakersfield
PS&E			86					86	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			121					121	
TOTAL			207					207	

Fund No. 3:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 1/12/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER					
Project Title:	Downtown Bakersfield Pedestrian Connectivity Project (SB1)					

Fund No. 4:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

General Instructions

☑ New Project					Date:	1/12/18
District	EA	Project ID	PPNO	MPO ID		TCRP No.
06				Kern COG		

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
KER	N/A	N/A	N/A	Kern Council of Governments	
				MPO	Element
				KCOG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Jeremy Bowman	661-758-7271	jebowman@ci.wasco.ca.us

Project Title

Palm Avenue Bike and Pedestrian Improvements, Wasco

Location, Project Limits, Description, Scope of Work ☐ See page 2

Location: Wasco, Kern County, California. Project limits: Palm Avenue between the intersection of Palm Ave. and Filburn Avenue and the intersection of Palm Ave. and Margalo Street. Description and scope of work: The City of Wasco will construct bike and pedestrian improvements on Palm Avenue, a minor arterial through central Wasco. Scope of work: install two miles of Class II bike lanes, two miles of bike lane markings, and 40 bike-related roadway safety signs; install fifteen ADA curb ramps; and, replace 1500 square feet of sidewalk.

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	City of Wasco
PS&E	City of Wasco
Right of Way	N/A
Construction	City of Wasco

Purpose and Need ☑ See page 2

Purpose: The project increases active modes of transportation and decreases vehicle miles traveled. It closes gaps in Palm Avenue's bicycle and pedestrian infrastructure and brings the route into compliance with current ADA standards. City of Wasco's 2014 Bicycle Master Plan Recommendation 4.5.14 advises installation of Class II bike lanes on Palm Avenue between Filburn Avenue and Margalo Street. Need: 1) Health; 2) Disadvantaged Community; and, 3) Air Quality. Health: 47% of Palm Avenue Elementary School fifth-grade students and 25% of Thomas Jefferson Middle School seventh-grade students were overweight or obese and 43% of both groups had impaired aerobic capacity (continued on Page 2)

Project Benefits ☑ See page 2

Project benefits: The project completes a nearly two-mile long pedestrian and bike trail and connects the trail to an existing Class I multi-use path. The planned improvements will increase walking and biking 20%. Supports the Sustainable Communities Strategy (SCS) goals of mobility, accessibility, sustainability, liveability, efficiency, and equity. Mobility - Provides a 1.75 mile long, contiguous (continued on Page 2)

☑ Supports Sustainable Communities Strategy (SCS) Goals ☑ Reduces Greenhouse Gas Emissions

Project Milestone			Proposed
Project Study Report Approved			**N/A**
Begin Environmental (PA&ED) Phase			07/05/17
Circulate Draft Environmental Document	Document Type	CE	09/01/17
Draft Project Report			N/A
End Environmental Phase (PA&ED Milestone)			10/15/17
Begin Design (PS&E) Phase			12/14/17
End Design Phase (Ready to List for Advertisement Milestone)			03/19/18
Begin Right of Way Phase			N/A
End Right of Way Phase (Right of Way Certification Milestone)			N/A
Begin Construction Phase (Contract Award Milestone)			07/01/18
End Construction Phase (Construction Contract Acceptance Milestone)			12/31/18
Begin Closeout Phase			01/10/19
End Closeout Phase (Closeout Report)			04/30/19

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 1/12/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER	N/A				
Project Title:	Palm Avenue Bike and Pedestrian Improvements, Wasco					

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)			2					2	
PS&E			16					16	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				188				188	
TOTAL			18	188				206	

Fund No. 1:	2017 ATP Augmentation								Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				188				188	
TOTAL				188				188	

Fund No. 2:	TDA Funds								Program Code
Proposed Funding ($1,000s)									10200-450460
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)			2					2	City of Wasco
PS&E			16					16	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			18					18	

Fund No. 3:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 1/12/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER	N/A				
Project Title:	Palm Avenue Bike and Pedestrian Improvements, Wasco					

Fund No. 4:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

General Instructions

☑ New Project					Date:	1/12/18
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
09						

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
KER	Cherry Lane			City of Tehachapi	
				MPO	Element
				KCOG	Local Assistance

Project Manager/Contact	Phone	E-mail Address
Jay Schlosser	(661) 822-2200	jschlosser@tehachapicityhall.com

Project Title

Cherry Lane Southside Sidewalk

Location, Project Limits, Description, Scope of Work ☐ See page 2

Location: In Tehachapi, on the south side of Cherry Lane from Tucker Road to Elm Street. Description: To install curb, gutter, ADA curb ramps, and sidewalks on th south side of Cherry Lane. Scope: The stretch of Cherry Lane on the south side of the road from Elm Street to Tucker Road consists of mostly undeveloped property with a few residential developments interspersed. This project seeks to fill the gaps in the pedestrian infrastructure that exist between the residential developments and the City's main commercial center. Additionally, a bus stop that serves Jacobsen Middle School and Tompkins Elementary School (located within

☑ Includes ADA Improvements ☑ Includes Bike/Ped Improvements

Component	Implementing Agency
PA&ED	City of Tehachapi
PS&E	City of Tehachapi
Right of Way	City of Tehachapi
Construction	City of Tehachapi

Purpose and Need ☐ See page 2

The City's current vacant housing stock is very high and so new development in this area is very unlikely to occur. Furthermore, much of the alignment flows through a County of Kern area (right-of-way owned by City) that is not part of the City. County island development is next to impossible without annexation. While the forecast for growth in the Tehachapi City Limits is anticipated to be steady but slow at approximately 2%, the added burden of annexation associated with development will likely spur further in-fill development of vacant parcels within the City' Limits rather than an expansion of the City Limits. As such, while the land is developable, it is very unlikely to develop in the next 15 years.

Project Benefits ☐ See page 2

The project closes three gaps. By closing these gaps in the pedestrian infrastructure, a barrier to mobility will be removed. Thus providing pedestrians with a continuous and safe path of travel that connects the City's commercial corridor with residential areas. The proposed improvement serves the immediate residential developments. Two of the developments are high density with low-income residents. This project

☐ Supports Sustainable Communities Strategy (SCS) Goals ☐ Reduces Greenhouse Gas Emissions

Project Milestone		Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		03/01/18
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		09/30/18
Begin Design (PS&E) Phase		03/01/18
End Design Phase (Ready to List for Advertisement Milestone)		09/30/18
Begin Right of Way Phase		06/01/18
End Right of Way Phase (Right of Way Certification Milestone)		09/30/18
Begin Construction Phase (Contract Award Milestone)		03/01/19
End Construction Phase (Construction Contract Acceptance Milestone)		08/30/19
Begin Closeout Phase		09/01/19
End Closeout Phase (Closeout Report)		12/01/19

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 1/12/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	KER	Cherry Lane				
Project Title:	Cherry Lane Southside Sidewalk					

Proposed Total Project Cost ($1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E			50					50	
R/W SUP (CT)									
CON SUP (CT)				40				40	
R/W									
CON				422				422	
TOTAL			50	462				512	

Fund No. 1:	ATP								Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				40				40	
R/W									
CON				422				422	
TOTAL				462				462	

Fund No. 2:	Local Funds (General Fund)								Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E			50					50	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			50					50	

Fund No. 3:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 1/12/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	KER	Cherry Lane				
Project Title:	Cherry Lane Southside Sidewalk					

Fund No. 4:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding ($1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

TAHOE METROPOLITAN PLANNING ORGANIZATION

SUBMITTAL

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

December 15, 2017

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

2017 Active Transportation Program Augmentation TMPO Staff Recommendation

Dear Ms. Bransen:

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statues 2013) and Assembly Bill 101(Chapter 354, Statues 2013), to encourage increased use of active modes of transportation, such as walking and biking. The ATP consolidates various transportation programs - including the federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School programs - into a single program. The program funding is segregated into three components and is distributed as follows:

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

The MPO apportionment is funded through various federal and state funds appropriated in the annual Budget Act. Funds must be awarded and programmed based on a competitive process in accordance with the MPO guidelines. The Tahoe Metropolitan Planning Organization's (TMPO's) 2017 ATP Augmentation guidelines are consistent with and support the California Transportation Commission's 2017 ATP guidelines. TMPO's process, specifically its application, evaluation criteria, and evaluation committee do differ slightly from the CTC's process.

TMPO received three applications requesting ATP funds. The applications were reviewed and evaluated by the Regional Grant Program (RGP) evaluation committee of five. The highest scoring application was recommended for funding. The criteria below were taken into account when reviewing all applications.

- Work plan and Timeline
- Demonstrated need and Disadvantage community benefits
- Performance assessment based on ability to achieve Regional Plan Goals
- Potential project success; readiness, public outreach, available funding
- Matching funds

Based on the evaluations conducted, the RGP evaluation committee recommends funding the project identified below through FY 2018/2019.

- Placer County West Shore Pedestrian - Highway Crossing Improvements
  The project will increase safety for pedestrians and vehicles by providing anticipated crossing locations, improve traffic flow along SR89, and connect residential neighborhoods to commercial and recreational attractions.

If you have questions regarding this communication, please do not hesitate to contact Michelle Glickert, Principle Transportation Planner at (775)589-5204.

Regards,

Joanne S. Marchetta
Executive Director

Attachment: 2017 ATP Augmentation Staff Recommendation and Resolution

Tahoe Metropolitan Planning Organization
2017 Active Transportation Program Augmentation Staff Recommendation

Application ID	Dist	Co	Agency	Project Title	Project Description	Total Project Cost	Total ATP Fund Request	Match funds	Type of Match	% of Match	17-18	18-19	PAED	PSE	RW	CON
1. Placer Cty West Shore Pedestrian - Highway Crossing Improvements	3	Placer	Placer County	Placer County West Shore Highway Crossing Improvements	The project will increase safety for pedestrians and vehicles by providing anticipated crossing locations, improve traffic flow along SR89, and connect residential neighborhoods to commercial and recreational attractions.	$426,000	$326,000	$100,000	County Traffic Impact Fees	23.47%	$163,000	$163,000	$75,000	$88,000	$13,000	$150,000

TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION 2017 - 04

TMPO ADOPTION OF THE 2017 ACTIVE TRANSPORTATION PROGRAM
AUGMENTATION PROJECT RECOMMENDATION

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) is the designated metropolitan planning organization (MPO) for the Lake Tahoe Region as defined by the Transportation Equity Act for the 21st Century; and

WHEREAS, TMPO as the MPO, is required to prepare and adopt a Transportation Improvement Program which includes federal funds; and

WHEREAS, the TMPO is responsible for allocating federal funding from the Federal Highway Administration available to the Lake Tahoe Region; and

WHEREAS, the California State Legislature passed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statues 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, per the 2017 Active Transportation Program Statewide Guidelines, TMPO, in collaboration with the California Transportation Commission (CTC), developed the TMPO 2017 California Active Transportation Program Guidelines that are incorporated into the Lake Tahoe Regional Grant Program (RGP) Guidelines; and

WHEREAS, the TMPO released a call for projects for California ATP funds in conjunction with the Lake Tahoe Regional Grant Program; and

WHEREAS, per the 2017 ATP Statewide Guidelines (Section VII, Part 27), TMPO will implement a MPO competitive project selection process consistent with the ATP guidelines adopted by the CTC; and

WHEREAS, an advisory committee evaluates and recommends ATP projects, based on the criteria within the guidelines, for the 2017 ATP Augmentation Project Recommendations; and

WHEREAS, TMPO has prepared the 2017 ATP Augmentation Program of Projects and will submit the approved list to the California Transportation Commission for approval in January 2018; and

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2017 ATP Augmentation Project Recommendation, Placer County - West Shore Highway Crossing Improvements.

BE IT FURTHER RESOLVED that TMPO staff is hereby directed and authorized to work with CTC, Caltrans, and the Federal Highway Administration, to make whatever technical changes or corrections are needed to the format and organization of the grant application to obtain its approval by these agencies.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization at its regular meeting held on December 13, 2017 by the following vote:

Ayes: Ms. Aldean, Ms. Berkbigler, Mr. Bruce, Mr. Cashman, Ms. Faustinos, Mr. Lawrence, Ms. McDermid, Ms. Novasel, Mr. Sass, Mr. Sevison, Mr. Shute, Mr. Yeates

Absent: Mr. Beyer, Mrs. Cegavske

Jim Lawrence, Chair
Tahoe Metropolitan Planning Organization
Governing Board

Exhibit 22-G Project Programming Request (PPR)

Date: 11/17/2017

Project Information:

Project Title:	Placer County West Shore Ped - Highway Crossing Improvements				
District	County	Route	EA	Project ID	PPNO
03	Placer	89			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)					100			100
PS&E					113			113
R/W						13		13
CON						200		200
TOTAL					213	213		426

Notes: Match is not required on ATP, but Placer is providing 23.47% of the total request

ATP Funds	Infrastructure Augmentation cycle							
Proposed Funding Allocation ($1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)					75			75
PS&E					88			88
R/W						13		13
CON						150		150
TOTAL					163	163		326

Program Code: 20.30.720

Funding Agency: Caltrans

Notes:

ATP Funds	Non-Infrastructure Augmentation cycle							
Proposed Funding Allocation ($1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code: 20.30.720

Funding Agency: Caltrans

Notes:

ATP Funds	Plan Augmentation cycle							
Proposed Funding Allocation ($1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code: 20.30.720

Funding Agency: Caltrans

Notes:

ATP Funds	Previous Cycle							
Proposed Funding Allocation ($1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code: 20.30.720

Funding Agency: Caltrans

Notes:

Fund No.1:	Future Cycles							
Proposed Funding Allocation ($1,000s)								
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes: Fund type (if known):

Exhibit 22-G Project Programming Request (PPR)

Date: 11/17/2017

Project Information:

Project Title:	Placer County West Shore Ped - Highway Crossing Improvements				
District	County	Route	EA	Project ID	PPNO
03	Placer	89			

Fund No. 2: Source for Matching

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)					25			25
PS&E					25			25
R/W								
CON						50		50
TOTAL					50	50		100

Program Code:

Funding Agency: Placer County

Notes: County Traffic Impact Fees

Fund No. 3:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 4:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 5:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 6:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 7:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 24

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 - February 1, 2018

Reference No.: 4.20
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Matthew Brady
District 1 - Director

Subject: **NORTH COAST RAILROAD AUTHORITY UPDATE**

SUMMARY:

A presentation on the North Coast Railroad Authority's (NCRA) 2018 Strategic Plan will be given to the California Transportation Commission (Commission) at January 31 – February 1, 2018.

BACKGROUND:

At the June 2017 Commission meeting, NCRA presented an overview of its current business plan and operations to the Commission. NCRA's operator, Northwestern Pacific Railroad Company (NWP Co.), explained that its business interests were focused entirely on the southern portion of the line and would not be extending north of Willits. The Commission requested NCRA to return at a future meeting with a long-term, detailed Strategic Plan.

The California Department of Transportation (Department) anticipates that John McCowen, a Mendocino County Supervisor and NCRA Board Member, will be present at the January/February 2018 Commission meeting to discuss the current NCRA 2018 Strategic Plan and legislation being drafted in coordination with Senator Mike McGuire's office.

The Department has not had an opportunity to review or analyze NCRA's 2018 Strategic Plan.

However, the Department has reviewed the Commission's 2017 Annual Report to the California Legislature and agrees with Recommendation #8: Create a committee of stakeholders to explore potential improvements to the North Coast Railroad Authority, and will be prepared to assist the Commission and Senator McGuire's office in their respective efforts.

Attachment

NORTH COAST RAILROAD AUTHORITY

STRATEGIC PLAN

JANUARY 2018

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EXECUTIVE SUMMARY

The North Coast Railroad Authority (NCRA) was created by the State Legislature in 1989 to ensure the continuation of rail service in north western California. The railroad continues to be an important link in the economic development and transportation infrastructure of the north coast.

NCRA is governed by a nine member board of directors including two members appointed by the Board of Supervisors of each of the counties of Marin, Sonoma, Mendocino and Humboldt, with the final member representing the cities along the line.

Subsequent to its creation, NCRA obtained ownership and/or right-of way to 316 miles of rail corridor extending from the national rail interchange at Lombard, south of Napa, to Humboldt Bay in the north.

NCRA was created without a dedicated source of funding but with considerable deferred maintenance and environmental cleanup issues. The NCRA has also been hindered by the historic choice to construct a rail line through the Eel River canyon, one of the most geologically unstable areas in the world.

NCRA operated from 1992 until 1998 when the line was shut down by FRA Emergency Order 21. Freight service resumed in July, 2011 on the southern 62 miles of the line from Lombard to Windsor.

NCRA is exploring options to improve the overall functionality of the entire rail corridor and improve the financial stability of NCRA and is pursuing a course of action to accomplish the following:

- Railbank a 120 mile portion of the right of way from Willits to South Fork, including the entire Eel River Canyon. Receive one time funding in exchange for railbanking to be used to retire debt.
- Obtain dedicated funding to maintain necessary staffing and resources to manage the maintenance of those portions of the line that do not have freight service and are not yet railbanked.
- Work toward obtaining grant and private funding to complete phased improvements to restore freight service from Cloverdale to Willits and establish a freight belt line and tourist train around Humboldt Bay.

Enabling Legislation and Governance

NCRA was created in 1989 by the North Coast Railroad Authority Act ("the Act") as further amended and codified in Government Code Sections 93000 et seq. The Act was adopted out of concern that rail service might be abandoned by the then current operators and was intended to insure the continuation of rail service in north western California. From its inception, rail service

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has been an important link in the economic development and transportation infrastructure of the region.

NCRA is governed by a nine member board of directors. The Board of Supervisors of the counties of Marin, Sonoma, Mendocino and Humboldt each appoint two directors. The ninth director is appointed by the city/mayor selection committee of one of the counties. At times the board of directors was made up predominantly of railroad enthusiasts who may have lacked a substantial public policy background. For well over a decade the board of directors has included local elected officials who are well grounded in the practical and political implications of the actions of the agency. Current directors include two current county supervisors, one current city councilmember and two former county supervisors. It is a measure of the importance of rail service to northwestern California that current and former elected officials are willing to serve on the NCRA board of directors despite the fiscal challenges faced by the agency.

The Rail Corridor

Subsequent to its creation, NCRA obtained ownership and/or right-of way to 316 miles of rail corridor from the national rail interchange at Lombard, south of Napa, to Humboldt Bay in the north.

NCRA first began operations in 1992 following acquisition of the historic Northwestern Pacific Railroad (NWP) from Willits north to Humboldt Bay. That portion of the line was purchased out of bankruptcy proceedings initiated by Eureka Southern who had purchased it from the Southern Pacific Railroad Company (“Southern Pacific”) in 1984.

In 1996 NCRA acquired the right of way from Willits to Healdsburg and a freight service easement from Healdsburg to Lombard, south of Napa. As part of the same transaction, the Northwestern Pacific Railroad Authority (“NWPRA”), a joint powers agency, acquired ownership of the rail corridor from Healdsburg to Lombard and a passenger service easement between Healdsburg and Cloverdale. The Sonoma Marin Area Rail Transit District (“SMART”) later acquired ownership of the line south of Healdsburg, with NCRA retaining a freight service easement.

NCRA is currently responsible for oversight and maintenance of 280 miles of rail corridor from Healdsburg north to the Port of Humboldt Bay. The northern portion of the line is known as the Eel River Division and the southern portion is known as the Russian River Division. SMART is now responsible for maintenance on their operational segment, a distance of approximately 36 miles of the shared right of way.

Agency Financing

NCRA currently has two sources of consistent revenue: lease of rolling stock and revenue from leases, licenses and encroachment permits. In addition, periodic revenue results from the sale of property, equipment or one-time long term lease arrangements. Annual property revenues collected by the NCRA range from $300,000 to $500,000.

Since freight operations have resumed in July 2011, revenue received from NWP Co. has been limited to repayment of the outstanding RRIF loan, loans to subsidize agency operations and the loans from NWP Company for the capital improvements completed in 2011.

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Recent property sales proceeds have been dedicated to site development in an effort to create an additional source of long-term funding through commercial leases once property improvements are completed. The most recent example is sale of a 4.1 acre portion of the Ukiah Depot property to the Judicial Council of California for construction of a new Mendocino County Courthouse.

NCRA's liabilities include the outstanding RRIF loan, the loan from NWP Company, and outstanding amounts due to contract service providers for legal and engineering services.

In 2005 and 2007 NCRA sought assistance from the State legislature to allow NCRA to utilize State funds that were no longer required for repayment of a federal loan, and instead use the funds to address health and safety issues. In both 2005 and 2007 the legislature approved the requested legislation, but the bills were vetoed by the Governor.

NCRA needs a dedicated source of funding to retain administrative staff and contract service providers, including legal, engineering and accounting. Without stable funding it is difficult for NCRA to effectively oversee freight service, maintain the right of way where trains are not operational, and compete for, and effectively manage, capital grants to repair the line from Cloverdale to Ukiah, Ukiah to Willits, and from South Fork to and around Humboldt Bay. A dedicated source of revenue would allow NCRA to balance its budget, oversee freight operations, address maintenance issues, provide effective land management and grant proceeds oversight and compete for additional funding to reopen those sections of the line where restoration of rail service is feasible.

Operational Challenges

NCRA was created without a dedicated source of funding but with considerable deferred maintenance and environmental cleanup issues. A lack of stable agency funding has hindered NCRA's ability to respond to maintenance and emergency issues, secure payment for use of NCRA property and apply for and secure grants.

NCRA is the land manager for 280 miles of trackway, bridges, signals and tunnels. NCRA is called upon to respond to a wide variety of maintenance and emergency issues, including environmental cleanup, flooding, fire, traffic accidents, track removal, copper thefts, signal vandalism, vegetation removal, homeless encampments and illegal encroachments.

NCRA has also been hindered by the historic choice to construct a rail line through the Eel River canyon, one of the most geologically unstable areas in the world. For example, the day the ceremonial spike was driven at Cain Rock in 1914, completing construction of the line from Willits to Eureka, a landslide prevented the inaugural train from completing the trip to Eureka.

NCRA commenced operations in 1992 but was plagued from the start by line closures due to storm damage and slides in the Eel River canyon, with some closures lasting for months at a time. The entire line was shut down in 1998 by FRA Emergency Order 21("EO21").

NCRA has secured capital grants which have assisted with environmental remediation, signal upgrades, equipment acquisition and the extensive repairs that were necessary to partially lift EO 21 but NCRA has had to absorb the cost of project management, financial planning, and administrative costs needed to effectively manage the grants, including fulfilling reporting requirements.

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NCRA, as steward of a 316-mile railroad line, is required to coordinate with the following regulatory or trustee agencies involved in coordination, permitting and other approvals:

- Federal Emergency Management Agency (FEMA)
- Federal Railway Administration (FRA)
- Federal Highway Administration (FHWA)
- Army Corps of Engineers (USACE)
- Environmental Protection Agency (USEPA)
- United States Fish & Wildlife Service (USFW)
- National Marine Fisheries Service (NMFS)
- Advisory Council on Historic Preservation
- United States Forest Service (USFS)
- United States Coast Guard (USCG)
- California Transportation Commission
- Office of Emergency Services
- California Department of Transportation (Caltrans Districts 1 and 4)
- California Department of Fish & Game (DFG)
- Regional Water Quality Control Boards – North Coast and San Francisco Bay Regions
- Department of Toxic Substance Control
- State Historic Preservation Office
- State Lands Commission
- California Coastal Commission
- California Public Utilities Commission
- San Francisco Bay Conservation and Development Commission (BCDC)
- 15 Cities along the railroad right-of-way
- 6 Counties along the railroad right-of-way
- Regional transportation planning agencies
- SMART
- Numerous private property owners encroaching on and neighboring the rail line

NCRA, despite limited staff and financial resources has worked cooperatively with a wide range of public and private agencies to facilitate the construction of projects that are beneficial to local communities and the environment. These projects have also gone forward in coordination and with the support of NWP Co.

NCRA, with strong support from Humboldt County, led an effort that resulted in a broad based community consensus in the Humboldt Bay area regarding development of rails with trails. In accordance with NCRA's adopted rails with trails guidelines, multi-use trail projects have been constructed within the NCRA right of way in Healdsburg, Ukiah, Arcata, Eureka and Humboldt County. All of these trails have been intentionally designed to work in concert with rail service.

NCRA has worked with Cal-Trout and State Fish & Wildlife to restore important fish-bearing streams along the rail line in the Eel River canyon, particularly Woodman Creek and Bridges (?) Creek. The implementation of these projects further compromised the integrity of the rail line, but the NCRA Board of Directors recognized the importance of these projects for habitat restoration and recovery of listed fish species.

NCRA has also worked with several public agencies to improve rail crossings, some of which include complete rehabilitation with concrete panels. NCRA has also worked with fire

authorities to mitigate fire hazards, local sheriffs to address homeless encampments and cities to address encroachment issues.

Resumption of Rail Service - July 2011

NCRA resumed freight service on the southern 62 miles of the line in July 2011. NCRA overcame numerous challenges in order to secure public and some private funding to complete repairs and capital improvements needed to resume rail operations as far north as Windsor.

The freight service is provided under an operating agreement with Northwestern Pacific Company (NWP Co.). Fund sources for the capital improvements included TCRP allocations, FEMA funding, ICETEA funds, a Railroad Rehabilitation & Improvement Financing (RRIF) loan through the FRA, and loans from the operator. Currently, freight service on this portion of the line consists of twice weekly trips to haul feed grains, barley, wood products and building materials, on a limited basis on the Brazos Branch line between Napa and Sonoma.

Future Operational Options

NCRA is exploring options to improve the overall functionality of the entire rail corridor and improve the financial stability of NCRA. While there are segments of the line that have identified shippers who will use rail if it is restored, there are other areas that may be better suited for multi-use trail purposes.

Freight Rail Service

NWP Co., in conjunction with NCRA, has identified portions of the line where the return of freight service is economically feasible. NWP Co. is preparing a separate business plan which is expected to address the viability of freight rail in the following areas:

- Several companies have expressed interest in shipping with NWP Co. on the Russian River Division north of Windsor, including Mendocino Redwood Company, Mendocino Forest Products, Reuser, Inc., All Coast Forest Products, Redwood Empire Forest Products and Syar Industries.
- From South Fork to Eureka, Arcata, and Samoa, along with a tourist train. Shippers that have expressed interest include Humboldt Redwood Company, gravel operators and contractors, many of whom work with both the County and CalTrans, including Eureka Ready Mix, Mercer Fraser, Thomas R. Bess Inc. and Jack Noble.

Railbanking

The remainder of the rail line, from Willits to South Fork, including the Eel River Canyon, is less suitable for freight rail traffic. The area has a long history of landslides, flooding and heavy maintenance requirements that make it prohibitively expensive to maintain as a rail corridor. Estimates for the restoration of rail service through the Eel River canyon start at $600 million. There is currently no economic justification for making that kind of investment.

However, this scenic area is well suited for a multi-use trail, so long as it is understood that operation and maintenance issues will require dedicated funding to keep the right of way safe to users. Railbanking of this portion of the right of way appears to be a viable option. State Parks or the Coastal Conservancy could purchase and manage this portion of the line for a multi-use trail under the federal railbanking process.

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This option avoids abandonment by the STB, retains the unbroken rail corridor, and protects the corridor from condemnation efforts on the part of adjacent private property owners while simultaneously creating a multi-use trail of unique beauty.

Interim Dedicated Funding to Support Phased Restoration of Freight

Until plans such as those outlined above are implemented, NCRA continues to have responsibility for land management and maintenance emergencies associated with the 254 miles of the right of way that are not presently operational. During this interim period NCRA requires a dedicated source of annual operations and maintenance funding from the state that is sufficient to address these responsibilities and enable NCRA to aggressively pursue and effectively manage additional funding for restoration of rail service where it is practical to do so.

CAPITAL IMPROVEMENT PHASES FOR RESTORATION OF FREIGHT RAIL SERVICE

The restoration of freight service from Windsor to Willits and South Fork to and around Humboldt Bay will likely require phased improvements to the line. Restoration in Humboldt County, where feasible, may proceed independently of restoration from Windsor north, if funding sources are identified and accessed.

Phase 1 - Windsor to Cloverdale

The portion of the rail line from Windsor (MP 62.9) to Cloverdale (MP 85.2) is currently planned by SMART for reconstruction to Class 4 with all new rail and track section using concrete ties. SMART also will be completing significant bridge and other infrastructure improvements to allow for 69 mile per hour passenger service. SMART is expected to complete the reconstruction of this portion of the rail line in 2021.

Phase 2 – Cloverdale to Ukiah

North of Cloverdale to Ukiah, outside the limits of the future SMART passenger service, the track rehabilitation is based on repairs to a level of Class 3 for freight with speeds up to 45mph. Improvements for this 30-mile phase include tunnel repairs, drainage repairs to address geotechnical issues, bridge repairs, public crossing and signal repairs, private crossing modifications and track upgrades totaling an estimated $50 million. A major part of the estimated cost is related to a 1,762 foot tunnel that has significant fire damage, sustained about 5 years ago, that resulted in partial collapse and damage to timber and steel supports. The repair cost includes $12 million in estimated repairs for the tunnel.

Phase 3 – Ukiah to Redwood Valley

Repairs for the 5.3 mile Ukiah to Redwood Valley phase include bridge repairs, culvert cleaning and replacements, public crossing and signal repairs, private crossing modifications and track upgrades for an estimated total of $5.1 million.

Phase 4 – Redwood Valley to Willits

Repairs in this 21.5 mile phase consist of culvert cleaning and replacement, bridge repairs, drainage repairs to address geotechnical issues, public crossing improvements, private crossing modifications and track improvements estimated to total $19.2 million.

DRAFT

PHASE 5 – SOUTH FORK TO EUREKA REHABILITATION

This 46.5 mile section is estimated to cost $47 million and includes vegetation clearing, upgrading of track, culvert cleaning and replacement, replacement of the Van Duzen bridge steel spans, timber bridge repairs, repairs to three tunnels and crossing signal and surface repairs and replacements.

PHASE 6 – NORTH HUMBOLDT BAY RAIL CORRIDOR

Repairs for this 16.5 mile phase include track upgrades, brush cutting and vegetation removal, embankment repairs, culvert repairs and cleaning, timber bridge repairs, crossing and signal repairs and upgrades for a total estimated $15 million.

CONCLUSION

NCRA is pursuing a course of action to accomplish the following:

- Railbank a 120 mile portion of the right of way from Willits to South Fork, including the entire Eel River Canyon. Receive one time funding in exchange for railbanking to be used to retire debt.
- Obtain dedicated funding to maintain necessary staffing and resources to manage the maintenance of those portions of the line that do not have freight service and are not yet railbanked.
- Work toward obtaining grant and private funding to complete phased improvements to restore freight service from Cloverdale to Willits and establish a freight belt line and tourist train around Humboldt Bay.

DRAFT

RECD BY CTC
JAN 16 2018

The Financial Misfortunes

of the

North Coast Railroad Authority

A Review of NCRA Financials
2008-2017

Prepared by
Thomas MacDonald

Presented to

California Transportation Commission

January 2018

A Review of NCRA Financials: 2008-2017

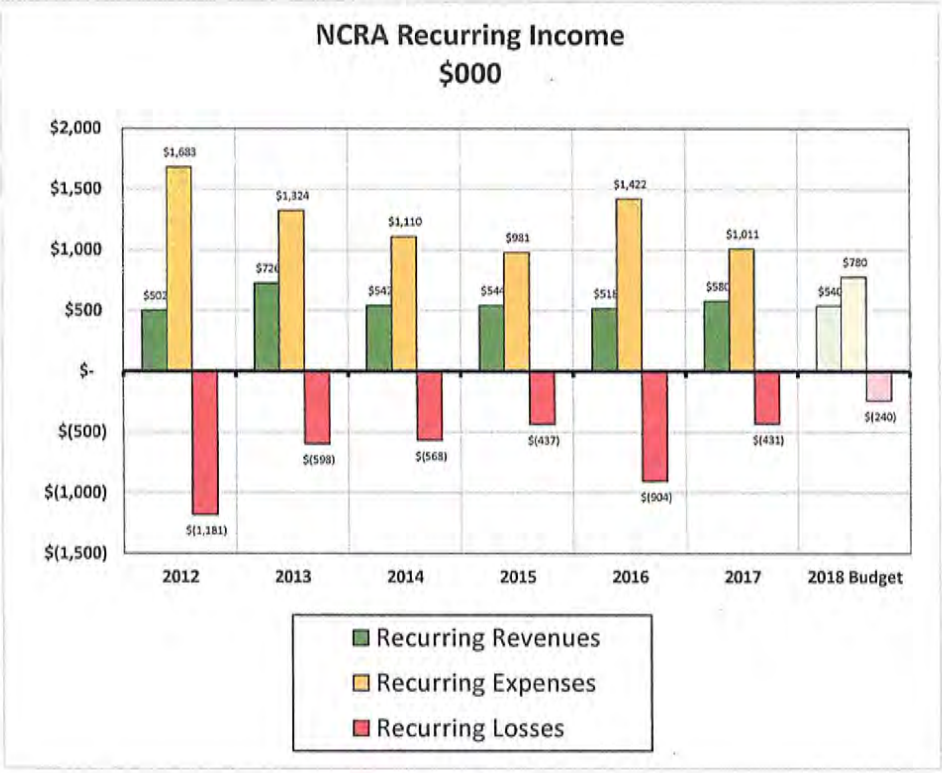
Prepared by Thomas MacDonald
Former Director of NCRA: 2007-2012

This summary review of NCRA financial history from 2008 to 2017 was based on review of audited CPA financial reports, internal financial statements and annual budgets. More detailed histories have been compiled and provided to CTC staff.

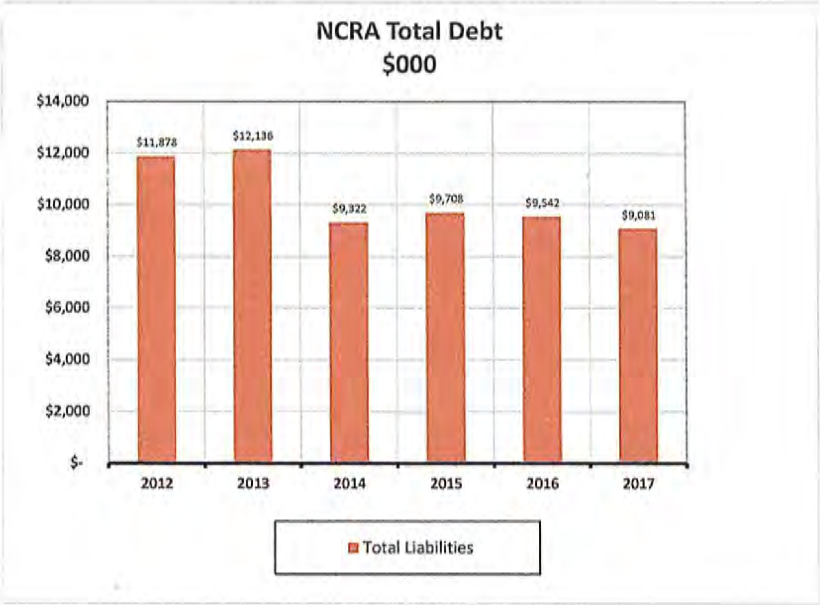
Key findings and observations were:

- Ongoing debt obligations are at the core of why the audit firm, Pisenti & Brinker, has issued a qualified opinion. They state "NCRA has suffered recurring losses from operations and its total current liabilities exceeds its total current assets. This raises substantial doubt about NCRA's ability to continue as a going concern."
- NCRA has had excessive levels of debt going back well over a decade. Total liabilities as of 6/30/2017 exceed $9 million.
- As of 6/30/2017 current assets were $450,000 and current liabilities were in excess of $6.1 million. This distressed liquidity position has persisted for over a decade.
- Operations have generated net losses in each of the past ten years. This has caused the debt situation to get worse and provides no prospect of paying down the debt burden.
    - Annual operating revenues have been in the range of $500,000 to $600,000 throughout the past decade. Most of this revenue derives from property and equipment rental.
    - The 2006 Lease Agreement with NWP has never produced any trackage fee revenue due to net income threshold that has never been attained and likely will not be attained in the foreseeable future.
    - Interest expense on the current debts is over $250,000 per year. This amounts to almost 50% of annual operating revenues. The prospect of covering operating expenses and then paying down principal on the debt is totally out of reach.
- With continuing negative cash flows from ongoing operations, the future debt hole will only get larger.
- In the face of this daunting debt load, NCRA has managed to survive through a combination of debt forgiveness, sale of assets, legal settlements and extensions of credit by related parties.
- Future financial survival will depend on further debt forgiveness, further sale of assets and/or the increases in extension of credit by related parties. At best, these factors will facilitate survival, but they do not provide a realistic prospect for significant pay down of the $9 million of existing debt.
- A realistic and comprehensive solution for NCRA's misfortunes is presented in an accompanying document, *A Plan for the Repurposing and Reorganization of the NCRA*, drafted by T. MacDonald.

- Recurring losses on a cash basis have always exceeded $400,000 annually. The budget for the coming year projects another significant loss of $240,000. Consistent operating gains are necessary if NCRA is ever to make progress on its debt obligations.



In 2011 total debt stood at $10.6 million. In the following two years the debt increased due to operating losses. From 2014 to 2017 total debt decreased slightly despite continued operating losses. This decrease, primarily in 2014, was due to some significant non-operating events.



With the lack of operating gains, the NCRA's salvation over the past decade has been the non-operating revenues. By their very nature they are non-recurring and are not a reliable source for debt repayment. The most significant events were:

NCRA Non-Recurring Sources of Income			
2011	Foregiveness	$ 277,965	Debt forgiveness by SMART
2014	Foregiveness	$ 3,900,000	Car hire foregiven by UP
			In exchange for assumption of environmental remediation
			on Ukiah Depot site.
2016	Foregiveness	$ 272,550	Forgiveness of Humboldt Redwood debt.
			Principal $126,000, Interest $146,551
			In exchange for gravel rights
2016	Sale of Ukiah Depot	$ 1,316,389	Net proceeds from sale of Ukiah Depot & sale of equipment
2016	Loan from NWP	$ 90,000	$15,000 per month for 6 months
Feb 2017	Settlement proceeds	$ 345,000	Settlement proceeds from AT&T utility suit
Sept 2017	Gain on Sale - Schellville Crossing	$ 289,000	
Dec2017	Petaluma Easement	$ 1,000,000	$100,000 has been received in escrow.
			$900,000 due on closing.
			Closing was projected to be 10/1/2017
			Closed in Dec 2017 (?)
		$ 7,490,904	

Without these non-recurring sources of revenue, NCRA's total debt of $9.1 million would be another $7.5 million higher.

RECD BY CTC
JAN 16 2018

A Plan for the

Repurposing and Reorganization

of the

North Coast Railroad Authority

(An alternative to the NCRA Strategic Plan)

Drafted by
Thomas MacDonald

Presented to

California Transportation Commission

January 2018

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A Plan for the Repurposing and Reorganization of the NCRA

Drafted by Thomas MacDonald
Former Director of the NCRA, 2007-2012

Executive Summary

The NCRA was established by legislation in 1989 to "Ensure continuing passenger and freight railroad service to the north coast area." It has been 28 years since the creation of NCRA and its mission. That mission has not been met and is probably unattainable. It is appropriate to reassess the mission, implementation and governance of NCRA and the right of way.

Current situation: Freight operations are currently operating on the 62 mile stretch from Lombard to Windsor in Sonoma County. There is virtually no possibility of resumption of freight or other service over the entire 317 mile line from Lombard to Humboldt Bay. NCRA has over $9 million in outstanding debts with less than $400,000 in liquid assets. NCRA has recurring losses that continue to generate annual cash drains. Environmental damages and geotechnical considerations in Sonoma, Mendocino and Humboldt counties are extensive and daunting.

Plan: This Plan calls for legislative repurposing, financial stabilization and reorganization.

Legislation should revisit the mission of the north coast rail right of way to recognize that future uses of the right of way should be based on the highest and best uses in each segment. A completed Repurposing and Reorganization Plan would have the right of way serving multiple purposes including freight operations, excursion trains, trails, recreational opportunities and appropriate commercial activities.

Administration and ongoing operations would be transferred from the NCRA to local or regional entities. The right of way would be transferred to these entities free of currently existing balance sheet and environmental encumbrances. The local agencies would be responsible for maintaining a financially stable and environmentally responsible ongoing operation.

The current freight operator, NWP, could continue operations but only with a renegotiated contract that would provide for fair and reasonable ongoing fees, and oversight.

Implementation: A Repurposing and Reorganization Plan involves complex assessments and interdependent negotiations. Legislation should provide for a two year sunset on the NCRA.

Whereas:

- The NCRA was established by legislation in 1989 to "Ensure continuing passenger and freight railroad service to the north coast area."
- NCRA received Federal Q-Funds of $5.3 million to purchase Willits to Healdsburg segment
- NCRA used over $60 million in state and federal funds to rehabilitate and resume operation of 62 miles of railroad in Marin and Sonoma
- NCRA has over $9 million in outstanding debts with less than $400,000 in liquid assets
- NCRA has recurring losses that continue to generate annual cash drains in excess of $400,000
- NCRA's 2006 Lease Agreement with NWP has a trackage fee provision which has never generated any revenue
- NCRA currently receives $180,000 in so-calledtrackage fee revenues from NWP
- In reality, the entire $180,000 is for the sole purpose of making payments on a $3.2 million joint loan from theFederal Rail Authority
- Environmental and geotechnical damages in Sonoma, Mendocino and Humboldt counties are extensive
- Remediation of environmental conditions identified in the 1999 Consent Decree have not been implemented. Based on an assessment by Kleinfelder Inc. in 2002 the estimated cost of remediation for existing conditions was $3.8 to $6.2 million at that time.
- Environmental and geotechnical conditions continue to deteriorate, making rehabilitation prohibitively expensive and the resumption of train service through Mendocino and Humboldt improbable
- NCRA has not had any independent economic analysis of the costs and benefits of proposed usages of the right of way
- NCRA has no oversight organization other than CTC & Caltrans oversight which is limited to state funded construction expenditures

It has been 28 years since the creation of NCRA and its mission. It is appropriate to reassess the mission, implementation and governance of NCRA and the right of way. This Plan will address

- Repurposing to address the current situation
- A Reorganization of governance to enhance responsiveness and transparency
- Refinancing to address the financial instability of the NCRA
- Assuming responsibility for environmental stewardship

Current Situation

The current NCRA situation and prospects are:

- Freight operations are currently operating on the 62 mile stretch from Lombard to Windsor in Sonoma County. Much of this right of way is shared with SMART's passenger service.
- The resumption of freight service from Windsor to Cloverdale may eventually be a possibility, probably when and if SMART's service is extended to Coverdale.
- Extension of freight service north of Cloverdale into Mendocino County and Willits might ultimately be feasible if major funding can be secured for rehabilitation of the line into Mendocino.
- There is no independent marketing or economic analysis addressing the costs and benefits of freight service in Mendocino.
- Reconstruction of the rail line north of Willits through the Eel River Canyon to Humboldt Bay would be prohibitively expensive, possibly exceeding a billion dollars.
- Even NCRA and NWP recognize that rehabilitation through the Eel River Canyon is not suitable for freight rail traffic and there is no economic justification for an investment in restoration of rail service.
- There is no apparent commercial freight, excursion or passenger opportunities that could justify these levels of reconstruction expenditures north of Willits.
- There is virtually no possibility of resumption of freight service over the entire 316 mile line from Lombard to Humboldt Bay
- NCRA has over $9 million in outstanding debts with less than $400,000 in liquid assets
- NCRA has recurring losses that continue to generate cash drains in excess of $400,000 per year.
- Environmental damages and geotechnical considerations in Sonoma, Mendocino and Humboldt counties are extensive and daunting
- NCRA controls some non-essential non-transportation assets along the right of way that could be sold to generate one-time sources of revenues
- Local entities have identified numerous trail and recreation opportunities along the entire length of the right of way.

Vision Statement

The authorization and objectives for the Right of Way need to be revisited to recognize and balance multiple objectives:

1. The future uses of the right of way should be based on the highest and best uses in each segment. Usage must serve the public benefit.
2. Freight service is to be continued or resumed, but only to the extent that the public benefit can justify the economic investments and costs.
3. Other trail and recreational uses of the right of way are encouraged and should be allowed as long as they do not interfere with existing or currently planned rail activities.
4. Wherever possible the development of trails would follow Federal railbanking guidelines so that the railway right of way can be preserved.
5. Environmental remediation will be treated with a high priority, even in zones where trains are not actively running.
6. Ongoing governance should primarily serve the public benefit, should reflect local issues, and should be transparent.

A completed Repurposing and Reorganization Plan would have the right of way serving multiple purposes including freight operations, excursion trains, trails, recreational opportunities and appropriate commercial activities.

Administration and ongoing operations would be transferred from the NCRA to local or regional entities. The right of way would be transferred to these entities free of currently existing balance sheet and environmental encumbrances. The local agencies would be responsible for maintaining a financially stable and environmentally responsible ongoing operation.

The current freight operator, NWP, could continue operations but only with a renegotiated contract that would provide for fair and reasonable ongoing fees.

Components in a Plan for Repurposing and Reorganization of the NCRA

A complete plan for repurposing, financial stabilization and reorganization needs to address:

F. Division into Local Authorities

G. Payoff of Debts

H. Responsibility for Environmental Liabilities

I. Lease with NWP

J. The Process of Reorganization

A. Division into Local Authorities

The essential element in the Reorganization Plan will be the transfer of ongoing administration to local agencies. Right of Way usage and benefits will vary by segment. The efficient realization of these benefits will be best achieved by localization of resources, control, administration and responsibility.

The necessity of a single administrator for the overall right of way may have made sense in 1989 when the sole priority was resumption of train service over the entire 316 mile right of way. But, that is no longer the sole priority. Now, the right of way is best in local hands so that their unique priorities and situations are handled locally.

Ideally, each new local administrator would receive a right of way that is free of debt and environmental encumbrances upon the transfer of responsibility from the NCRA.

Each local entity will receive NCRA revenue streams that are associated with their region (trackage fees, land lease revenue, crossing fees, storage fees, etc).

Local administrators should be sought and negotiated in each region. Some of the unique considerations for each region are highlighted below.

- **Sonoma/Marin Counties and SMART**

  NWP currently operates on 62 miles from Lombard, through Marin up to Windsor in Sonoma County. They operate on right of way jointly with SMART. It is likely that freight operations will be extended to Cloverdale in northern Sonoma when SMART eventually extends its services there.

  Thus future administration in this region should reflect that NWP is actively servicing freight clients and that freight shares the line with the passenger service of SMART. Trail and recreational priorities are secondary.

  Sources of revenues:
  - This local administrator will be the primary recipient of NWP's trackage fees since NWP operates exclusively in this region.
  - This local administrator should receive all or most of the rail car lease revenue to compensate for their high operating expenses associated with the oversight of NWP operations.
  - Some minor additional revenue will be derived through crossing fees and property leases, storage fees and possibly excursion fees, mostly in Sonoma.

  Governance:
  The most likely candidates for new administrators are (1) SMART, (2) Marin County and Sonoma County, or (3) transportation authorities associated with the counties and cities.

- **Mendocino County**

It is possible that someday freight service may be extended to Ukiah or Willits, but the prospect seems distant. The return of train service to Mendocino would require substantial capital investment in repairs to the right of way.

There has been considerable interest and progress on trail activity in Ukiah. Until rail service returns to Mendocino, the primary use of the right of way is likely to be trails and recreation.

Sources of revenues:
- A major source of revenue could be the sale of the remaining Ukiah Depot property and other excess property in the county. It would be a negotiation issue whether these revenues remain with the County, or would accrue to the State of California..
- Some ongoing revenue will be derived through crossing fees and property leases.

Governance:
The most likely potential administrators are (1) Mendocino County, or (2) Mendocino Council of Governments (MCOG), the regional transportation planning agency that represents the County and cities.

- **Humboldt County**

There has been considerable activity in the Humboldt Bay area in establishing trails and tour trains. The opportunities to support recreation and tourism would be well served with local control and promotion. There are numerous options for repurposing of the right of way.

The level of environmental and geotechnical damage is extensive in Humboldt, especially in the Eel River Canyon. If the issues are resolved in the canyon, the potential for trail and recreational use is significant.

Sources of revenues:
- A source of revenue could be the sale of depot property in Eureka and other excess property in the county. It would be a negotiation issue whether these revenues remain with the County, or would accrue to the State.
- Revenue from excursion trains, possible commuter trains, trail concessions and other recreational uses
-Some ongoing revenue will be derived through crossing fees and property leases.

Governance:
The most likely potential administrators are (1) Humboldt County, (2) the Humboldt Bay Harbor District, or (3) Humboldt County Association of Governments (HCAOG), the regional transportation planning agency that represents the County and cities.

B. Payoff of Debts

As part of a reorganization, the right of way assets and the operations should to be delivered to the local entities unencumbered by debt.

Total debts are $9.1 million and NCRA has no liquid assets or realistic prospects of future cash flow from operations to payoff this debt. Many of the liabilities are delinquent and others are vulnerable to collection demands by the creditors.

There are three major components to the $9.1 million

- $2.7 million owed to the Federal Rail Authority on a 25 year note running through 2036
- $4.2 million owed to NWP
- $2.2 million in accounts payable, accrued expenses, accrued interest and other liabilities

NCRA's only realistic means for repayment are either sale of NCRA right of way assets, forgiveness by creditors, or bailout by the State of California.

- Sale of right of way assets to pay off past debts should be avoided. These assets should be preserved either for future rail operations or to finance future right of way operations.
- Forgiveness of current loans is probably not realistic. In the past 10 years there have been some significant cases of forgiveness. Those were the low hanging fruit. There were issues with those loans that provided negotiation leverage for the NCRA. Those leverages and opportunities may not exist on the remaining loans.
- Bailout by the State of California is necessary if the reorganized right of way is to be delivered unencumbered. Total payout would be $9.1 million.

The specific payoff options for the three major components are:

- The $2.7M owed to the FRA can either be paid off immediately by the State or the State could assume responsibility and continue to make the payments including interest for the life of the loan through 2036.
- The negotiation to repay the $4.2M owed to NWP should be included with the renegotiation of the 2006 Lease agreement.
- The $2.2M in other liabilities should be validated, and then either be paid off immediately by the State, or payment schedules should be negotiated.

C. Responsibility for Environmental Liabilities

There are existing environmental liabilities which are not formally recognized on financial balance sheets as liabilities. But, they are liabilities and need to be remediated.

One example of off balance sheet environmental liability is the 1999 Consent Decree and Stipulated Judgment that arose from a lawsuit filed by the California Department of Fish and Game, California Department of Toxic Substance Control and the California Regional Water Quality Control Board. The Consent Decree required numerous remedial actions, most of which have not been accomplished to this day. An assessment report completed by Kleinfelder Inc. in July, 2002 estimated that remediation costs at that time were in the range of $3.8 to $6.2 million. As costs have changed and conditions deteriorated since then, it is not known what costs for remediation would be in 2018.

Since 1999 there have been numerous additional reports of deteriorating environmental and geotechnical conditions along the full length of the right of way. There is no comprehensive enumeration of the current conditions or authoritative assessment of the costs of remediation.

This Reorganization Plan calls for the transfer of assets, operations and responsibilities to local entities along the right of way. It is unrealistic to expect that the local entities would be willing or able to assume responsibilities for remediation of past environmental damages. The liabilities would be large and fraught with uncertainties.

In light of these environmental considerations the Reorganization Plan needs to:

1. Update the assessment report for current cost estimates of the 1999 Consent Decree remediations.
2. Perform an assessment report on all other environmental and geotechnical conditions that have developed since the 1999 Consent Decree.
3. Comply with CEQA in performing any remediation projects.
4. Provide for funding by the State of California to perform the above remediations.
5. Assign responsibility for carrying out the remediations to the CTC, Caltrans or some other appropriate state agency.

D. Lease with NWP

The core of NCRA's recurring and ongoing problem of operating losses is that the NCRA receives virtually no recurring revenues from the train operator, NWP. The 2006 Lease Agreement with NWP provides that NWP will make lease payments of $500,000 per year. But this payment will only triggered when NWP has net income in excess of $5 million during the year. This trigger has never been made and likely will not be made any time in the foreseeable future.

This 2006 lease provision was based on a vision of robust freight operations from Lombard to Humboldt Bay. That vision apparently included the hope that Humboldt Bay would become a deep water port with substantial trade activity with China. The vision also included reaching a quarry at Island Mountain resulting in substantial gravel hauling operations, and hauling regional waste to locations in other regions of the country. Those visions have turned out to be unrealistic and any trackage fees predicated on those visions are equally unrealistic.

As signified by the closed session agendas for many years, the NCRA has recognized the need to renegotiate the fee provision. These attempts at renegotiation have not yet been fruitful.

The success of ongoing operations after this Repurposing and Reorganization Plan will require a fair and reliable source of revenues from the freight operator, NWP. This can only be accomplished with a renegotiated the 2006 Lease Agreement. At a minimum, the renegotiation needs to address and accomplish the following:

- Payment of ongoing trackage fees by NWP that has no minimum trigger tied to NWP's Net Income.
- The trackage fee structure should be tied to NWP's Gross Revenue, not Net Income.
- The trackage fee levels should recognize the current and reasonably attainable levels of freight activity of the NWP.
    - The NWP should provide evidence of its recent Gross Revenue and Net Income levels in order to provide a factual basis for negotiations. This is not a new requirement. The 2006 Lease Agreement, Section XVII, requires that NWP is to provide audited financial statements to NCRA.
- Payment of trackage fees that are designed to compensate the successor agency for:
    - A significant portion of the new agency's reasonable operating expenses, and
    - A fee that recognizes that the State of California has purchased and improved a right of way that is being used for the commercial advantage of the NWP
- Trackage fees of other short line freight operations should be used as guidelines. A fair and realistic fee agreement should be consistent with best practices and industry norms of other short line operators.
- A reasonable trackage fee might be in the range of 5-15% of gross revenues and yield approximately $500,000 to $1,000,000 when full operational levels are attained.

- Modify the administration of the Lease Payment Fund to give exclusive control of Fund administration to the new local districts.
- Prioritize expenditures of the Lease Payment Fund so that any use for capital projects gives high priority to funding of remediation of 1999 consent Decree or other environmental conditions.
- With the payment of trackage fees tied to freight and other activity, NWP would be relieved of its current obligation to pay fees covering the FRA loan. This is a relief to NWP of $180,000 annually.

The renegotiation of trackage fees should be concurrent with renegotiation of the payoff of $4.2 million of debt owed to NWP. The prospect of reliable and certain payoff of the debt will provide leverage in the renegotiation of fees.

In the event that lease provisions are not successfully renegotiated, then NWP will be left with less desirable options and uncertainties that may include some of the following:

- Continued obligation to make FRA loan payments totaling $180,000 per year
- No scheduled principal payments on the $4.2 of debt owed to NWP
- With administration in Mendocino and Humboldt transferred to local agencies, agency revenues transferred to them may become unavailable to make debt payments to NWP
- Marin/Sonoma's only remaining sources of revenue would be crossing and lease fees located in Marin/Sonoma.
- These remaining revenues would be prioritized to cover NCRA agency operating expenses. Remaining funds, if any, would be the only source of principal and interest payments on NWP debt obligations.
- The basis of the NWP debt will be carefully audited.

E. The Process of Reorganization

Implementation of this plan requires passage of legislation which redefines the NCRA mission and authorizes its reorganization.

Prior to passage of legislation, two sets of tasks should be carried out:

1. As proposed by CTC, a committee of stakeholders would explore alternatives
   - Seek public input on a revised mission and priorities
   - Seek independent economic analysis of proposed extensions of freight service
   - Seek independent environmental analysis of proposed extensions of service
   - Conduct economic analysis of impacts of other proposed uses of the right of way
   - Inquire whether other existing state or local government entities are able to assume responsibilities for the right of way
   - Negotiation with local entities for transfer of control
   - Recommend legislation that addresses a revised mission
   - Recommend legislation that retains or revises governance of the right of way

2. Appropriate state agencies or experts would review and make recommendations on:
   - Financial review or audit of NCRA
   - Renegotiation and payoff of debts
   - Assessment of Environmental Issues
   - Review and make recommendations on the NWP Lease Agreement
   - Review and assess other current contracts of the NCRA
   - Parcel assets among the local agencies
   - Parcel revenue sources among the local agencies

Implementation of a Repurposing and Reorganization Plan involves complex assessments and interdependent negotiations. A one year time period is probably optimistic and two years is more realistic. Legislation should provide for a two year sunset on the NCRA.

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

RECD BY CTC
JAN 16 2018

January 17, 2018

Re: CTC January 31-February 1, 2018 Meeting, NCRA Item

Dear Chair Alvarado and Commissioners:

I served on the NCRA Board as a Marin County appointee from 2006 until 2013. In my opinion, NCRA has *not* been a well-governed agency that has only recently and inadvertently fallen on hard times. Unfortunately, from its 1989 inception, this agency's charter (Gov. Code Sections 93000 - 93024) lacked several important good governance requirements, including:

- To immediately conduct independent financial and economic analyses of the line, and each of its segments, repeat the analyses decennially, and act in accordance therewith;
- Be as transparent as possible;
- Have independent oversight; and,
- Not engage in actions involving a conflict of interest or the appearance of impropriety.

Exacerbating these omissions was the belief that the line offered only benefits to the four Counties that appoint NCRA Board members, at no County cost. There was little concern for, and no oversight of, its actions, by those most directly affected.

My colleague, former NCRA Director Tom MacDonald (an experienced financial expert) offers a program that I agree may save the line. While his program places primary emphasis on the future vision, I believe it is necessary to examine past governance so that past errors are not perpetuated. As to most of my other former Director colleagues, I believe they were simply misguided in their efforts to steer the agency between the shoals of unattainable economics, and an unforgiving lease and lessee.

Since at least 2006, the perfect storm has hit NCRA. Without conducting an economic or financial analysis, it encumbered the line with a lease lasting up to 104 years, with little oversight and the prospect of receiving **no** rental fees. There has been no analysis of whether the lease is fiscally prudent and economically viable. The lease is vastly different from similar leases between a state and a private rail line operator. Even if NCRA were to receive fees, under the lease its lessee ("NWP") controls how the fees are spent. NWP was formed just as the lease was entered into, having one owner who was a predecessor of NCRA's Executive Director and another who was the Executive Director's prior employer for many years. Since then, NCRA has lost money each year, and has grown heavily in debt to NWP and others. NCRA is not only broke - compounding its problems are:

- NCRA's lack of transparency (including apparent violations of the Brown Act);
- Its inability to adhere to its obligations and promises (for example, it promised the CTC that it would conduct an EIR, spent 3 years and $3 million doing so, yet at NWP's request, NCRA renounced the EIR; it may be the longest running Caltrans "High Risk Agency" after having misspent funds approximately 20 years ago and has not removed the designation (resulting in NCRA's borrowing funds from NWP to meet Caltrans requirements and now owes over $1 million in interest);
- It has shunned public bidding on contracts it awards (instead it awards contracts to NWP and associates, resulting in work coming in well over agreed-upon prices and well beyond agreed finish dates); it agreed that prior NWP payments to NCRA be changed to a NWP *loan*, years after the payments were made);
- It has failed to comply with a 1999 State Consent Decree;
- It has been selling off its property to finance its activities (for which there is no authority in its authorizing legislation), with NWP determining which properties to sell and who will benefit from the proceeds (including NPW); and,

- NWP and NCRA jointly applied for a $3 million federal loan, but NWP withheld the underlying economic information from the NCRA Board. The list goes on.

Before any further taxpayer funds are awarded to NCRA, there needs to be a review of NCRA's past actions (say, by the Legislative Auditor), and economic and financial analyses of the line to determine what should be done in the future. NWP's business is to make a profit running freight trains, storing railcars, and by other commercial ventures. It does so (although it does not share information with the Board). Some of that money should be paid to NCRA, which paid many tens of millions of taxpayers' dollars to provide the tracks NWP utilizes, before NCRA seeks funds from the State. Unlike public agencies that directly tax or charge constituents to obtain funding, NCRA can draw on the public treasury, supposedly for public benefit. Its insular status, with circumscribed oversight, has yielded an aberrant result.

A careful examination should be made of NCRA and its goals to determine whether the initial expectations can be achieved, and, if not, what alternatives are available. A committee composed of only stakeholders will not likely produce the required independent examination. There needs to be a fresh, factual review. There should be an equal number of disinterested professionals, including those with environmental expertise, transportation/railroad experience, economists, and a lawyer with railroad expertise.

Additional information and documentation are available. If I can be of any assistance, please do not hesitate to let me know.

Thank you,

Bernard H Meyers, Novato, CA

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 25

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 – February 1, 2018

Reference No: 4.4
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Karla Sutliff, Deputy
Project Delivery

Subject: **CALTRANS' INTERIM EFFICIENCIES REPORT**

SUMMARY:

The California Department of Transportation (Department) will present to the California Transportation Commission (Commission) its "Interim Efficiencies Report" at the January 31-February 1, 2018, meeting. This will be an informational item.

BACKGROUND:

In April 2017, Governor Brown, signed into law Senate Bill 1 (SB1), also known as the "Road Repair and Accountability Act of 2017." SB1 increases revenue for California's transportation system by approximately $5.2 billion annually, over the next ten years. SB1 requires that the Department implement efficiency measures with the goal of generating at least $100 million annually in savings to invest in maintenance and rehabilitation of the state highway system. SB1 also requires that the Department report the savings to the Commission.

This interim report outlines the efficiencies the Department identified for Fiscal Year 2017-18. The Department intends to generate an annual report and present it to the Commission no later than September 30th of every year.

DISCUSSION:

Although the Department has worked hard to maintain its transportation assets, it has not always had the resources to keep up with the wear and tear on an aging system used by millions of cars and trucks throughout the State. The passage of SB1 will allow Department to fix California's roads, repair aging bridges, reduce traffic congestion and improve the movement of goods.

While SB1 requires specific efficiency measures, the Department has been pursuing new approaches in the delivery of transportation projects that reduce costs and increase efficiency.

Attachment

INTERIM REPORT on EFFICIENCIES

January 2018

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Interim Report - SB1 Efficiencies

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Executive Summary

Senate Bill 1 (SB1), also known as the Road Repair and Accountability Act of 2017, was enacted by the Legislature and signed by Governor Brown into law in April 2017. SB1 increases revenue for California's transportation system by an average of $5.2 billion annually, over the next ten years and requires that the California Department of Transportation (Caltrans) implement efficiency measures with the goal of generating at least $100 million annually in savings. As required by SB1, Caltrans will generate an annual report to present efficiency savings from the prior fiscal year to the California Transportation Commission (CTC) no later than September 30th of each year.

This is an interim report outlining the efficiencies Caltrans identified for fiscal year 2017-18. Caltrans will analyze, evaluate, and monitor the following efficiencies throughout the year to determine the extent of monetary savings or cost avoidance.

Efficiency Description:	**Estimated Savings Range:**
1. Reduced Overhead in Project Delivery	$40 to $45 million
2. Savings due to Acceleration of work	$30 to $35 million
3. Innovative Contracting Tools • Construction Manager/ General Contractor • Design-Build • Accelerated Bridge Delivery • Concurrent Environmental and Preliminary Design	$10 to $50 million
4. Individual Project Efficiencies – Value Engineering	$20 to $50 million
5. Streamlining Environmental Reviews	$20 to $25 million
6. New Technology • Mobile Field Devices in Construction • Smart Controllers for Irrigation • Highway Lighting LED Retrofit Project • Reflective Signs on the State Highway • High Reflective Material for Striping	$25 to $30 million
7. Process Improvements through Lean 6 Sigma	$1 to $3 million
Total Estimated Savings	**$146 to $238 million**

Some of these efficiencies, such as reducing the overhead, streamlining the environmental reviews and permits, and using innovative contracting tools will also benefit local agencies in their delivery of projects. In addition to the monetary savings and process improvements, Caltrans considered efficiencies with potential for significant savings but requiring legislative action. These efficiencies are also described in this interim report.

I. Introduction:

Senate Bill 1 (SB1), also known as the Road Repair and Accountability Act of 2017, was enacted by the Legislature and signed by Governor Brown into law in April 2017. SB1 increases revenue for California's transportation system by an average of $5.4 billion annually, over the next ten years.

SB1 requires that the California Department of Transportation (Caltrans) implement efficiency measures with the goal of generating at least $100 million annually in savings. The $100 million in savings are to be redirected towards maintaining and rehabilitating the state highways. Caltrans is required to report the savings to the California Transportation Commission (CTC) annually. This is the first report outlining the efficiencies Caltrans has identified for fiscal year 2017-18 and for future reporting. Caltrans will generate an annual report to present efficiency savings from the prior fiscal year to the CTC no later than September 30th of each year.

II. Background:

Caltrans is responsible for the planning, design, construction, maintenance and operation of California's state highway system, as well as for the portion of the interstate highway system within the boundaries of the State. Caltrans accomplishes its mission to "provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability," through 12 district offices geographically located throughout the State and support programs located at its headquarters in Sacramento. Although Caltrans has worked hard to maintain its transportation assets, it hasn't had the resources to keep up with the wear and tear on an aging system used by millions of cars and trucks throughout the State. The passage of SB1 will allow Caltrans to fix California's roads, repair aging bridges, reduce traffic congestion and improve the movement of goods.

While SB1 requires specific efficiency measures, Caltrans has been pursuing new approaches in the delivery of transportation projects that reduce costs and increase efficiency. For example, employees are encouraged to be innovative and can be rewarded for their ideas in developing continuous improvements related to business practices and product development. The Office of Innovation, Risk and Strategic Management within the Office of the Director, has programs designed to encourage employees to drive innovative ideas, practices and processes, including the Lean 6-Sigma (L6S), and value engineering process. Some of the process improvements detailed in this report came as a result of the L6S process.

Caltrans has also been using project-level value analysis to improve value and reduce costs in project delivery. Value analysis has been traditionally applied to projects and products. Caltrans has achieved outstanding results in applying value analysis methods to internal business processes, organizational challenges, strategic planning, and large group facilitation involving consensus building and decision making.

Furthermore, additional savings in streamlining environmental reviews and permits are expected with the passage of AB 1282. AB 1282 was signed by Governor Brown in October 2017, and requires the California State Secretary of Transportation, in consultation with the Secretary of the Natural Resources Agency, to establish a Transportation Permitting Task Force (Task Force.) The Task Force will develop a process for early engagement of all parties in the development of transportation projects; reduce permit processing time by establishing reasonable deadlines for permit approvals, and provide for greater certainty of permit approval requirements. The Task Force is expected to report its findings to the Legislature by December 1, 2019.

III. Methodology:

The efficiencies outlined in this report were developed by the Deputies from the various programs and approved by Caltrans' Executive Board. Each program area was asked to come up with efficiency measures that resulted in monetary savings or process improvements that resulted in cost avoidance. Even though Caltrans has been working on delivering projects more efficiently for years, this is the first time the process will be formalized.

Some of the efficiencies are the result of finding new technology, innovative tools to do more work with less, or the result of analyzing process improvements and monetizing them. Efficiencies identified as innovative ways of doing business or process improvements have the potential of monetary savings and those using the Lean 6-Sigma (L6S) approach, could produce substantial results by improving productivity and reducing backlogs and/or error. Caltrans also considered efficiencies with potential for significant savings but requiring legislative action. For example, Caltrans currently has limited authority for using innovative methods for project delivery such as Design Build and Construction Manager/ General Contractor. Unlimited authority for using these innovative tools would extend the savings Caltrans is already seeing when using these tools in project delivery.

In addition, Caltrans engaged CTC & Associates to conduct preliminary research on best practices and to identify other state departments of transportation (DOTs) who have implemented efficiencies as part of an investment strategy. CTC & Associates identified six State DOTs (Colorado, Minnesota, Missouri, Utah, Washington and Wisconsin) that are actively monitoring efficiencies and documenting cost savings. CTC & Associates also identified state best practices and national guidance on efficiencies. Caltrans will be reviewing this information and consulting with the six States to learn about their successes and challenges in monitoring efficiencies.

This interim report provides information on current strategies being employed for efficiencies. A number of other strategies have been identified that may become the focus of strategies to be employed in upcoming years. Caltrans will continue to evaluate new technologies, innovative contracting methods, and resource efficiencies as they come to light in day-to-day activities.

IV. Summary of Efficiencies:

1. **Reduced Overhead in Project Delivery** – Caltrans incurs overhead costs to manage the Capital Outlay Support Program. Overhead consists of activities that are not directly charged to a project in design, environmental, project management, right of way, and construction. The reduction in overhead is due to improved monitoring tools and workload management.

   Estimated Savings: $40 to $45 million

2. **Savings due to Acceleration of Work** - Caltrans estimates that the cost of each project increases by 4.2 percent annually for escalating costs. The current annual escalation rate was approved by the California Transportation Commission at the August 2017 meeting. By delivering projects sooner, Caltrans estimates it will save capital costs over the next several years as follows:

   - 18 projects from the 2016 SHOPP were accelerated into Fiscal Year (FY) 2017-18, saving an estimated $9.4 million in escalation costs.
   - Caltrans uses more robust maintenance strategies by broadening the scope of existing pavement projects scheduled for delivery in FY 2017-18. The use of more robust strategies will extend the life of the pavement and Caltrans will achieve savings by not performing preventative maintenance as frequently. The estimated savings are approximately $23 million.

   Estimated Savings: $30 to $35 million

3. **Innovative Contracting Tools** - Caltrans begun using innovative contracting tools to achieve cost savings in the delivery of projects. These innovative tools have already proven to have significant savings in escalation costs by faster delivery.

   Estimated Savings: $10 to $50 million

   - ***Construction Manager/ General Contractor (CMGC)*** – CMGC is a delivery method that allows Caltrans to engage the contractor during the design process. The team works collaboratively to develop the project scope, optimize design, improve quality, manage costs, and share risks. The savings are achieved due to contractor's input during the design, resulting in more constructible project and a reduction in change orders. The following projects are examples of savings in CMGC projects during FY 2016-17:

     - Fresno 99 Realignment Project – estimated savings $42 million
     - SFOBB Foundation Removal Project - estimated savings $50 million

     Additional savings are expected at project close-out which takes approximately one year from construction completion.

- ***Design-Build (DB)*** - Caltrans selects projects that can benefit from collaboration between designer and contractor, whose scope can be described early in design, and that have flexibility in design solutions. The savings are achieved by design competition during the procurement and by faster delivery of the projects. The Devore Project is an example of a DB project and it was completed 30 months earlier with estimated savings of $16 million.

- **Accelerated Bridge Delivery (ABD)** – This freight corridor improvement program addresses freight bottlenecks due to bridge height or weight restrictions. Currently, oversized trucks have to make "out of direction" travel to deliver freight. The program will direct travel saving travel time and freight shipping costs. The program will use innovative contracting techniques such as Design-Bid-Build, Construction Manager-General Contractor, and Design-Build to accelerate project delivery. Cost efficiencies will be achieved through reducing construction capital cost escalation due to accelerated project delivery schedules.

- **Concurrent Environmental & Preliminary Design** – When appropriate, Caltrans can expand preliminary design activities to include some specific activities that are allowed to be performed concurrent with the environmental process. The objective is to identify risks and address them early on to reduce the overall project delivery time and provide efficiency in project delivery.

4. **Individual Project Efficiencies – Value Engineering -** Caltrans analyses and improves value in individual projects by ensuring all alternatives are reviewed and implemented when projects are in design. The value analysis method is used on Federal aid projects with an estimated value of over $50 million. Caltrans estimates the savings to be in the range of $20 to $50 million annually.

   Estimated Savings: $20 to $50 million

5. **Streamlining Environmental Reviews and Permits** – Currently, Caltrans has delegation to streamline the environmental reviews through the NEPA delegation for a term of five years. Studies have shown that there is an average savings of 12 months or more in completion of environmental documents. Savings are realized in projects being delivered sooner which saves on construction cost escalation. Caltrans estimates annual savings of $20 to $25 million.

   Estimated Savings: $20 to $25 million

6. **New Technology** – Caltrans has been pursuing new technologies that achieve savings by maximizing efficiencies and increasing productivity.

   Estimated Savings: $25 to $30 million

- Mobile field devices in construction (e-Construction) – Caltrans plans on supplying field engineers with mobile devices (iPads) to use as tools for the administration of construction projects. The iPads will assist resident engineers in collecting and retrieving data electronically instantly when they are in the field. Efficiencies are expected to be achieved from increased mobility and communications resulting in better resolution of potential claims. This initiative is currently being rolled out to construction field offices and there are no identified efficiencies for the current fiscal year. Some savings are estimated for FY2018-19 but most of the savings are estimate to start in FY 2019-20.

- Smart Controllers for Irrigation – Caltrans is replacing old irrigation meters with smart controllers that will allow for remote management of water usage. The smart controllers will allow staff to monitor water usage and adjust, as necessary, reducing water consumption. Estimated Savings: $6 to 7 million

- Highway Lighting LED Retrofit Project – Caltrans is replacing existing high pressure sodium fixtures with LED lighting on highways statewide. The new lighting has a longer life span resulting in replacement savings. Additional savings will occur in staff time who normally spent time replacing the lighting. Estimated Savings: $4 to 5 million

- Reflective Sign Sheeting – Caltrans is replacing sign panels with an innovative product that makes signs more visible during the day and night. The efficiencies are achieved by a reduction in energy of approximately 75 percent and staff's time to inspect lights, electrical components, and cleaning up graffiti. Estimated Savings: $2 to $2.5 million

- High Reflective Material for Striping – Caltrans started using high reflective durable material for striping instead of the conventional paint and thermoplastic method. Efficiencies will be realized from the longer-life span of the material used. Estimated Savings: $12 to $13 million

7. **Process Improvements through Lean Six Sigma** (L6S) – Caltrans has been working on innovative ways of doing business or process improvements by using the L6S approach. These process improvements have seen substantial results by improving productivity and reducing backlogs and/or error.

   Estimated Savings: $1 to $3 million

- Federal Authorization Improvements (E-76) – Streamlined the review and preparation process of the federal authorizations and adjustments submitted by local agencies to the Division of Local Assistance. The revised process is anticipated to reduce processing time from 42 days to 14 days.
- Local Assistance Progress Invoice Improvements – Eliminates unnecessary reviews that cause delays for Caltrans and local agencies.

- Discrimination Investigations Unit – Identified process improvements that will significantly reduce the number of days to complete discrimination complaint investigations.
- Discipline Process Improvement – Identified process improvements reducing the number of days it takes to process formal disciplinary actions from 73 to 17 working days.
- Streamline the Architectural & Engineering (A&E) Contracting Process – By streamlining the A&E process from the planning phase to an executed contract, Caltrans will achieve a 13 percent reduction in processing time.
- Payroll Salary Advances – Reduced the number of salary advances not collected within the first pay period. Clearing salary advances in a timely manner saves Caltrans time and money.

Note: Reducing the overhead, streamlining the environmental reviews and permits, and using innovative contracting tools also benefits local agencies on their delivery of projects.

V. Efficiencies Requiring Legislative Action

The following efficiencies were identified as having potential for significant savings but would require legislative action in order to achieve monetary savings.

- Permanent NEPA delegation – Currently, Caltrans has authority to use NEPA delegation for a term of five years. Retaining NEPA delegation will help avoid delays, capital escalation, and related support costs. Studies have shown that there is an average savings of 12 months or more in completion of environmental documents. This results in projects being delivered sooner which results in savings on construction cost escalation.

- Job Order Contracting in Maintenance – Using individual work orders for services needed with competitively bid task items based on unit prices would save staff time during the preliminary engineering phase. Caltrans estimates savings to be in the $30 million range which represents 10 percent of the combined cost of pavement and bridge highway maintenance projects.

- Unlimited Authority for Construction Manager/ General Contractor – Caltrans has limited authority to use this method of project delivery. Significant savings would be achieved with unlimited authority to use this method, as appropriate.

VI. Conclusion – Future Efficiencies

As required by SB1, Caltrans will implement efficiency measures with the goal of generating at least $100 million dollars per year in savings and report to the CTC annually. Caltrans will evaluate and monitor the efficiencies contained in this interim report and provide actual saving to the CTC no later than September 30th of each year.

A number of the efficiencies identified in this interim report, such as CMGC and DB, will yield more savings in future years. Also, the Director's office of Innovation, Risk and Strategic Management will continue to implement training to obtain L6S expertise throughout the department. Caltrans intends to continue training Greenbelts and Blackbelt L6S practitioners throughout the department. The L6S practitioners will continue identifying process improvements statewide.

The interim report provides information on current strategies being employed for efficiencies. A number of other strategies have been identified that may become the focus of strategies to be employed in upcoming years. In the future, Caltrans will continue to evaluate and deploy new technologies, innovative contracting methods, and resource efficiencies as they come up in the day-to-day activities in the department.

Caltrans will also determine how to apply best practices identified by CTC & Associates, and reach out to the six State department of transportation who have implemented efficiency measures as part of their investment strategy.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 26

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 – February 1, 2018

Reference No.: 4.6
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Michael Johnson
State Asset Management Engineer

Subject: **ADOPTION OF THE TRANSPORTATION ASSET MANAGEMENT PLAN**

ISSUE:

Senate Bill (SB) 486 requires that the California Department of Transportation (Department) prepare a robust Transportation Asset Management Plan (TAMP) to inform and guide the project selection process for the State Highway Operation and Protection Program (SHOPP). Under Government Code Section 14526.5, the California Transportation Commission (Commission) is to review and approve the TAMP.

Therefore, in compliance with SB 486 and Government Code Section 14526.5, should the Commission approve the Department's final TAMP being presented to the Commission for adoption?

RECOMMENDATION:

The Department recommends that the Commission adopt the final TAMP, in compliance with the requirement of SB 486 and Government Code Section 14526.5.

BACKGROUND:

Federal regulation (Fix America's Surface Transportation – FAST Act) and California Government Code Section 14526.4 (SB 486) require the development of a robust Transportation Asset Management Plan.

In compliance with these requirements, the Department has been working with its regional transportation partners, Commission staff, the Federal Highway Administration, City and County transportation owners and transportation advocacy groups, over the past 18 months, to collect input for the TAMP. These stakeholder engagement efforts include six half day workshops on specific key requirements of the TAMP.

The TAMP presents the existing inventory and condition of the current state highway infrastructure, performance targets, financial plans, investment strategies, a risk mitigation plan, life cycle planning documentation and identified areas of improvement. The TAMP also presents similar components for the National Highway System that is inclusive of portions of State and Local Agency transportation infrastructure.

At the October 2017 Commission meeting, the Department presented the Draft TAMP to the Commission. At the December 2017 Commission meeting, the Department received the Commission comments for incorporation into the Draft TAMP. In addition, during the draft comment period from October through November 2017, the Department received comments from regional transportation agencies and other interested stakeholders on the draft TAMP. And the Department has incorporated those appropriate comments into this Final TAMP document being presented to the Commission at its January-February 2018 meeting. A listing of the comments received and changes made to the TAMP as a result of these comments is included in the appendix of the Final TAMP.

Attachment

California Transportation Asset Management Plan

Fiscal Years 2017/18-2026/27

Caltrans

January 2018

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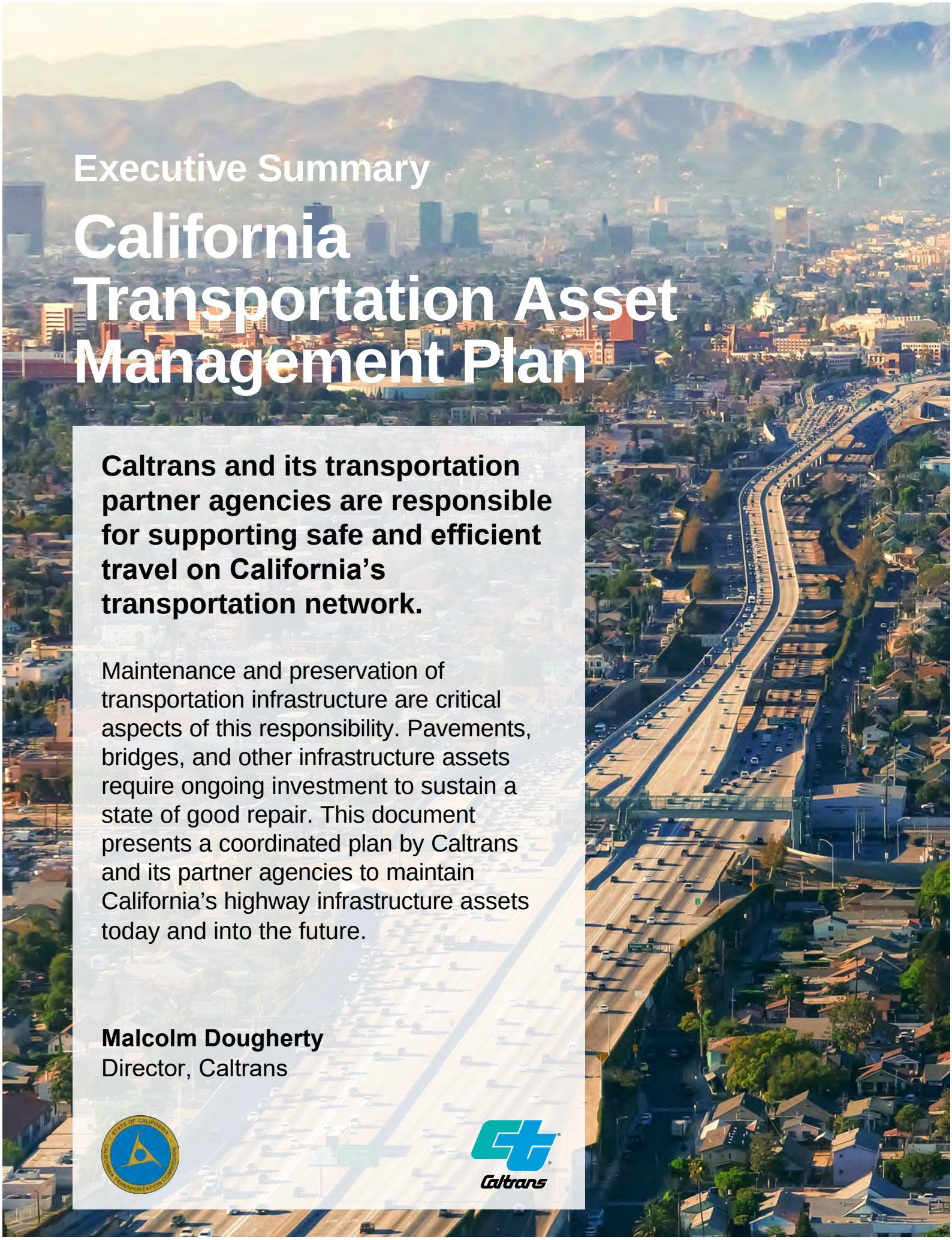


Executive Summary

California Transportation Asset Management Plan

Caltrans and its transportation partner agencies are responsible for supporting safe and efficient travel on California's transportation network.

Maintenance and preservation of transportation infrastructure are critical aspects of this responsibility. Pavements, bridges, and other infrastructure assets require ongoing investment to sustain a state of good repair. This document presents a coordinated plan by Caltrans and its partner agencies to maintain California's highway infrastructure assets today and into the future.

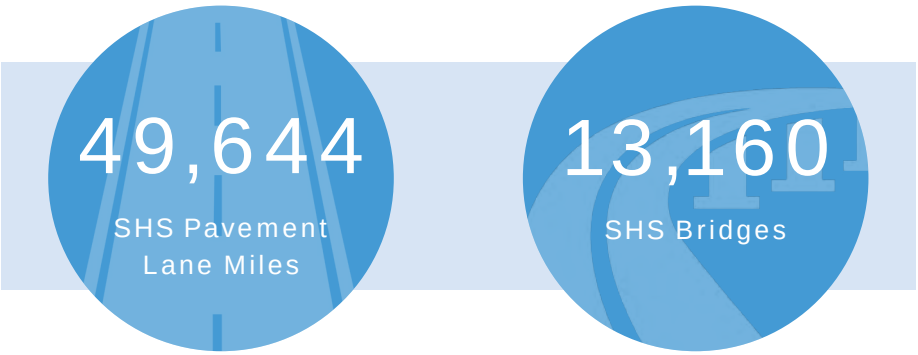
Malcolm Dougherty
Director, Caltrans

California's Transportation Assets

California's multimodal transportation system consists of a wide variety of physical assets. The most significant assets on the system, in terms of their cost and extent, are pavements and bridges. However, many other interconnected systems are needed to support mobility and improve safety, as depicted in the illustration below.

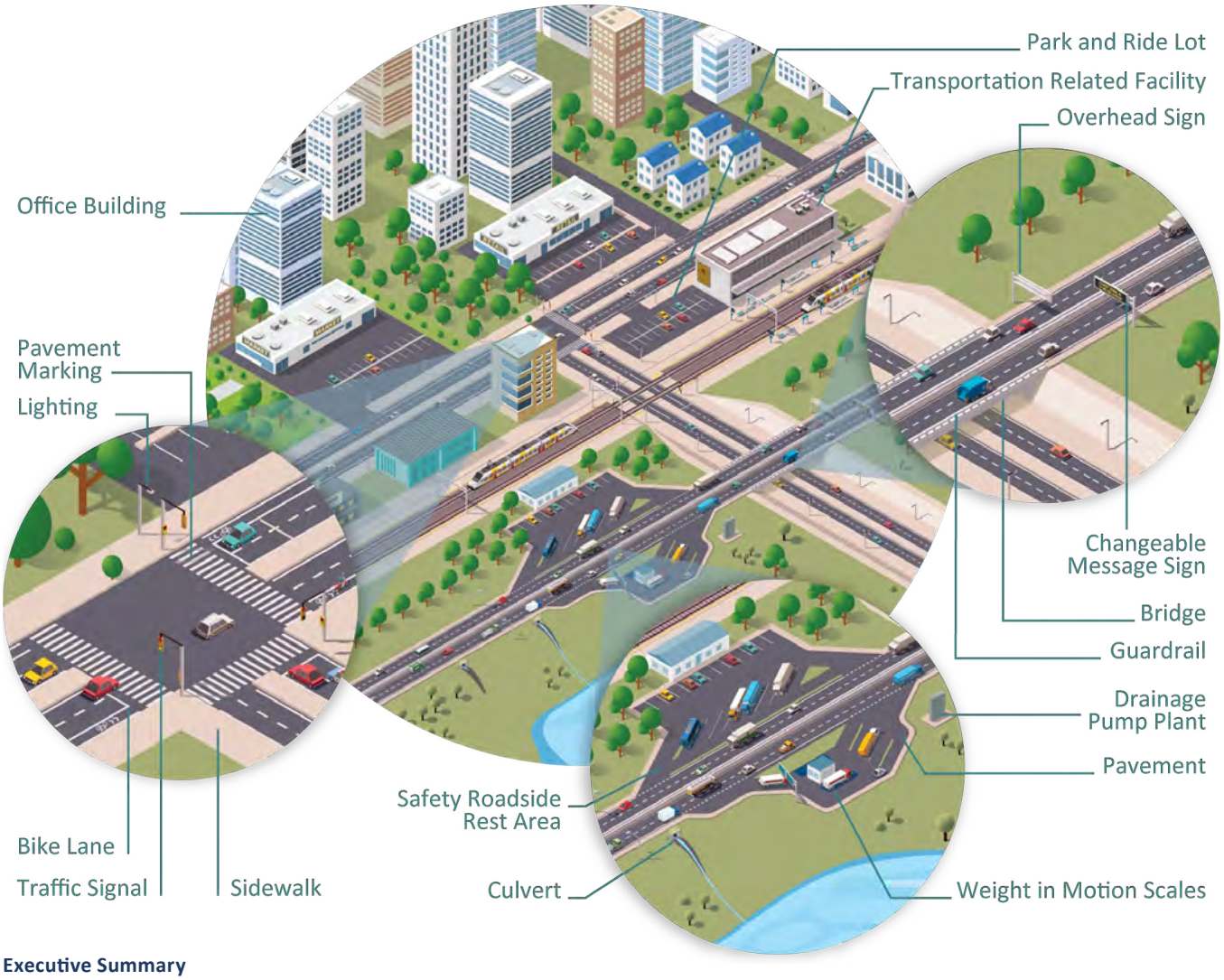
California's State Highway System

The California State Highway System (SHS) includes all assets within the boundaries of the highway system including 49,644 lane miles of pavements, 13,160 bridges, 205,000 culverts and drainage facilities, and 18,837 Transportation Management System (TMS) assets. Caltrans is the state agency responsible for planning, developing, maintaining and operating the legislatively designated SHS.



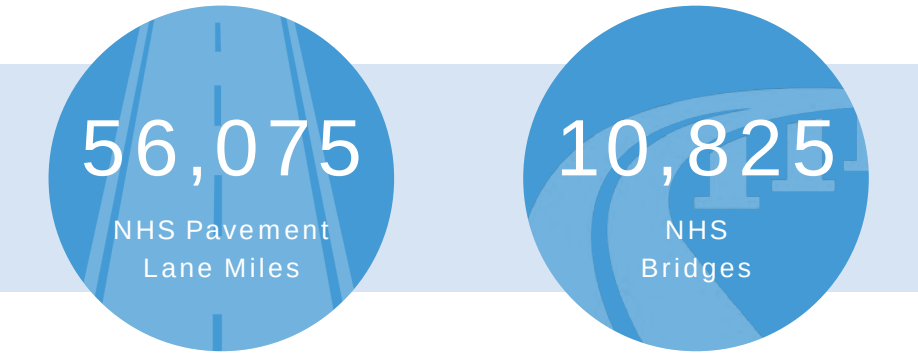
California's Multimodal Transportation System

The highway assets described in the California TAMP are an integral part of California's multimodal transportation system



The National Highway System

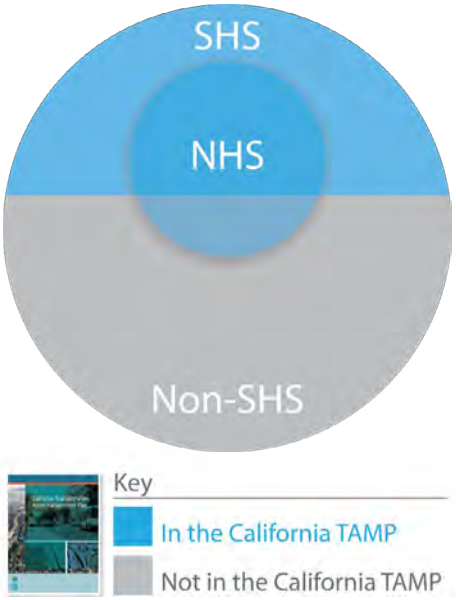
The National Highway System (NHS) in California is owned by Caltrans as well as local, tribal governments, federal, and other state agencies. The system consists of 56,075 lane miles of pavements and 10,825 bridges totaling 234,285,883 square feet of bridge deck area.



A Coordinated Approach

California's transportation system includes assets owned by the state, cities and counties, toll authorities, tribal governments, and state and federal agencies. These assets intersect across federal, state and local ownership, meaning that a statewide-view of the system is critical to maintaining and improving asset condition and meeting national and state performance goals. In particular, a significant number of NHS bridges and pavements are under local control in California. Caltrans and its partners can maximize limited resources by understanding the inventory and condition of the California transportation system.

California TAMP Scope



The scope of the California Transportation Asset Management Plan (TAMP) is primarily determined by federal and state requirements.

The California Transportation Commission (Commission) adopted TAMP guidelines in 2017, following the requirement of Senate Bill 486. These guidelines require that the California TAMP include pavement, bridge, drainage, TMS, as well as a list of supplementary assets on the SHS.

The Federal Highway Administration (FHWA) requires that California's TAMP include a summary listing of NHS pavements and bridges, including a description of the condition of these assets.

Managing California's Transportation Assets

Transportation asset management (TAM) is defined by United States Code (23 U.S. Code § 101) as "a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost."

Caltrans and its transportation partners have long recognized the importance of asset management, using asset performance targets to drive investment decisions as part of performance management and asset management best practice. State law requires the development of a state highway system needs assessment that uses performance targets to estimate current needs. Performance measures and targets are used to track progress and guide state and local agencies towards short, medium, and long-term objectives.

Strong asset management practices help to ensure Caltrans and its partners continue to make the best use of resources by carefully balancing multiple competing needs for infrastructure preservation and improvement.

Federal & State Requirements

FHWA requires that a state's TAMP include pavements and bridges on the NHS. The Commission requires inclusion of pavements, bridges, drainage, and TMS, in addition to nine supplementary SHS asset classes. The Commission's approval authority in the TAMP is limited to assets on the SHS.

System	Asset Class				
	Pavement	Bridges	Drainage	TMS	Supplemental Assets
NHS Federal Requirements	✔	✔			
SHS State Requirements	✔	✔	✔	✔	✔

Roles & Responsibilities

Four key stakeholders (Caltrans, MPOs/RTPAs, Commission, and FHWA) play a coordinated role and share a common vision in assuring that strategies for achieving performance targets in the TAMP are sound.

FHWA

- Establish national standards for performance measures for bridges and pavement.
- Adopt targets and performance measures reflecting state transportation goals and objectives.
- Review and approve the TAMP.
- Monitor progress of the State towards achieving 2 and 4 year performance targets.

Caltrans

- Prepare a robust TAMP to guide transportation investments through the SHOPP to achieve performance targets.
- Ensure the TAMP is consistent with applicable state and federal requirements.
- Establish 10-year performance targets to support long-range investment strategies.
- Develop 2 and 4-year performance targets.
- Plan, design, and oversee construction of projects.

Commission

- Approve SHS assets for inclusion in the TAMP.
- Adopt targets and performance measures.
- Review and approve the TAMP.
- Report progress to the state legislature on Caltrans' progress towards meeting SHS performance targets.
- Review and adopt the SHOPP, consistent with the TAMP.

MPOs/RTPAs/Local Agencies

- Establish 4-year performance targets, or adopt the state DOT's performance targets.
- Develop long-range transportation plans relective of TAMP goals.
- Plan, design, and oversee construction of local projects.

Asset Condition at a Glance

California's transportation asset information is summarized in two ways: for the entire Caltrans-maintained SHS (portions of which are on the NHS), and for the entire NHS (which includes a portion of the state system and a portion of the local system managed by regions, cities, counties as well as tribal governments). This approach is used to provide a complete picture of SHS assets to meet state mandates, as well as to meet federal requirements for all NHS pavements and bridges in the TAMP.

Inventory and Conditions for NHS and SHS Assets in California

Whether based on age, condition, level of service, or simply frequency of repair, a performance measure is critical to actively managing the preservation of an asset. In the California TAMP, asset performance refers to asset condition and performance measures to report on the percentage of the asset classes in good, fair, and poor condition.

NHS	Asset Inventory	Good	Fair	Poor
Pavement	56,075 Lane Miles	30.4%	63.5%	6.1%
Bridges	234,285,883 Square Feet	66.5%	28.7%	4.8%
SHS	**Asset Inventory**	**Good**	**Fair**	**Poor**
Primary Asset Classes				
Pavement	49,644 Lane Miles	40.8%	53.5%	5.7%
Bridges	245,756,328 Square Feet	74.9%	21.8%	3.3%
Drainage	10,647,900* Linear Feet	65.0%	23.5%	11.5%
TMS	18,837* Assets	58.8%	n/a	41.2%
Supplementary Asset Classes				
Drainage Pump Plants	290 Locations	24.1%	29.3%	46.6%
Highway Lighting	89,829 Assets	40.2%	13.9%	45.9%
Office Buildings	2,778,299 Square Feet	41.9%	31.6%	26.5%
Overhead Signs	16,470 Assets	74.4%	21.8%	3.8%
Roadside Rest Facilities	86 Locations	32.6%	38.4%	29.0%
Sidewalks, Park & Ride and ADA Infrastructure	208,216 Locations	0.0%	n/a	100.0%
Transportation-Related Facilities	3,986,339 Square Feet	21.2%	15.1%	63.7%
Weigh in Motion Scales	176 Stations	2.8%	97.2%	0.0%

**Inventory incomplete.*

Risks to the System

Managing transportation assets entails managing risk. California must balance a wide variety of transportation related risks on an ongoing basis. This includes day-to-day concerns such as risks that assets will deteriorate faster than expected or projects will cost more than budgeted, to the potentially catastrophic risks of asset failure caused by factors such as natural disasters. Climate change also presents a looming risk that will exacerbate all weather-related damage. Caltrans and its partners are undertaking a number of activities to better characterize and help reduce or potentially avoid risk to the transportation system such as vulnerability assessments to identify potential stressors.

California's Investment Strategies

Asset management best practices emphasize the use of performance management for transportation programs, shifting the decision-making framework towards data-driven, proactive, goal-oriented investment choices. Asset management investment strategies are the policies for resource allocation that will deliver the best asset performance given available funds and the goals and objectives of state and local agencies. Strategies documented in the California TAMP represent an investment philosophy of prioritizing preservation activities, seeking progress towards broad goal areas, focusing on selected asset classes, implementing sustainable practices, and promoting bicycle, pedestrian and transit modes. Caltrans' investment strategies are:

- Focus on preventive maintenance through Stewardship activities, also known as a "fix it first" approach.
- Focus on selected asset classes: pavement, bridge, drainage, and TMS. These were designated as focus areas by the Commission, as they represent a significant portion of SHS maintenance and rehabilitation investments in California. (A cumulative analysis for all Commission-approved assets will be included in the 2020 TAMP.)
- Leverage investments to support the full range of Caltrans goals: Safety and Health; Stewardship and Efficiency; Sustainability, Livability and Economy; System Performance; and Organizational Excellence.

TAMP documents complementary strategies for local transportation agencies:

- Implement sustainable pavement practices (e.g., using reclaimed or recycled pavements).
- Adopt Complete Streets policies, requiring that roadways be designed for all users.

Making an Impact

California, through the recent passage of Senate Bill 1 (SB1) in 2017, has provided Caltrans and its partners with critically-needed resources, increasing funding specifically for system preservation to help support an asset management approach. Through SB1, California is providing a significant new consistent funding source for transportation, investing $54 billion over the next decade for infrastructure, maintenance, and public transit.

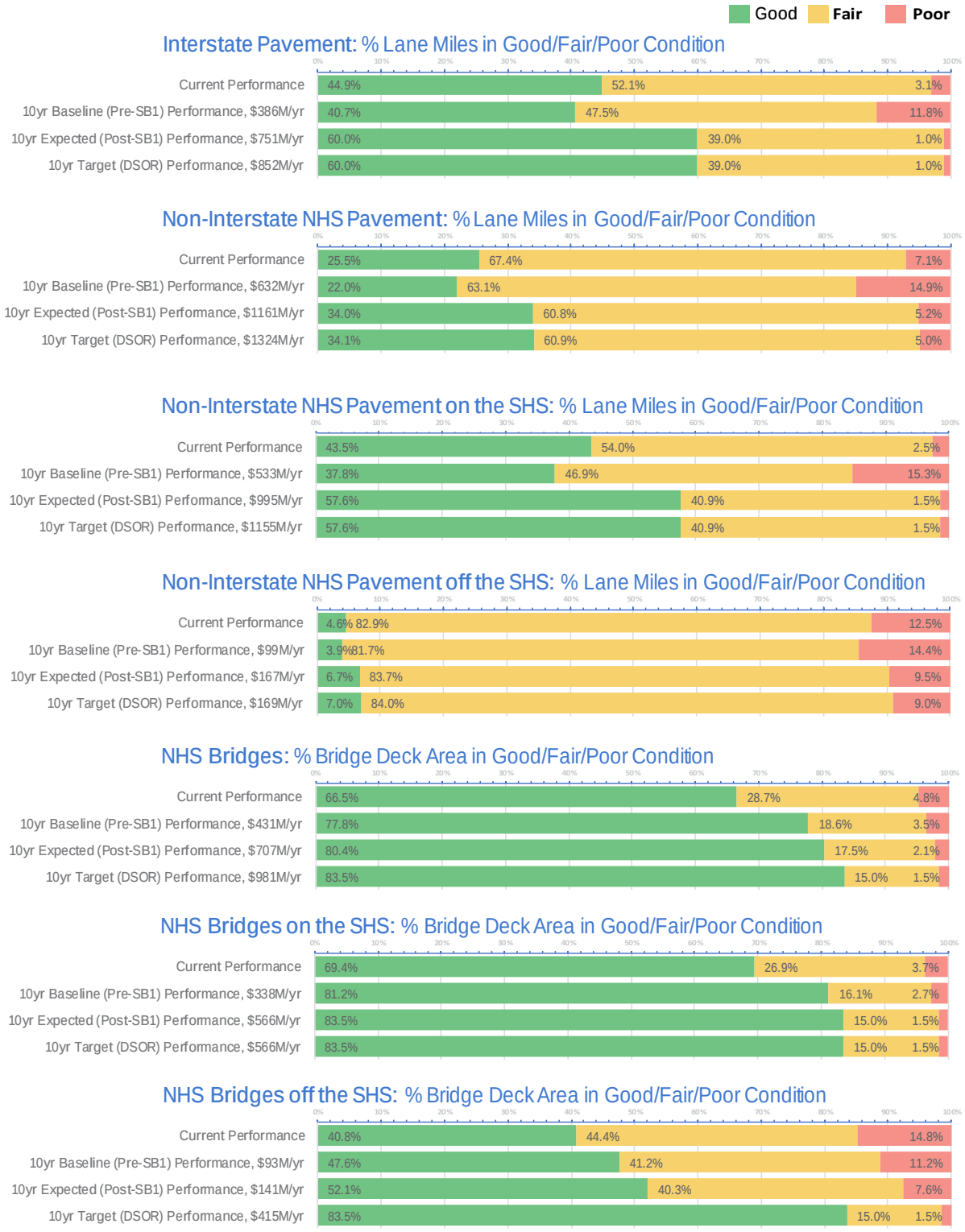
California's NHS and SHS will require substantial investment to achieve established Desired State of Repair 10-Year Targets. However, California is on track to achieve these targets for all of its SHS while narrowing the gap for NHS pavements and bridges under current funding expectations. The additional investment in preservation provided by SB1 is crucial to attaining these ambitious targets; the performance projections show the impact of SB1 funds over a 10-year timeframe.

The development of the TAMP will help California to direct this major investment in its transportation infrastructure assets and will also help to wisely achieve established performance objectives.

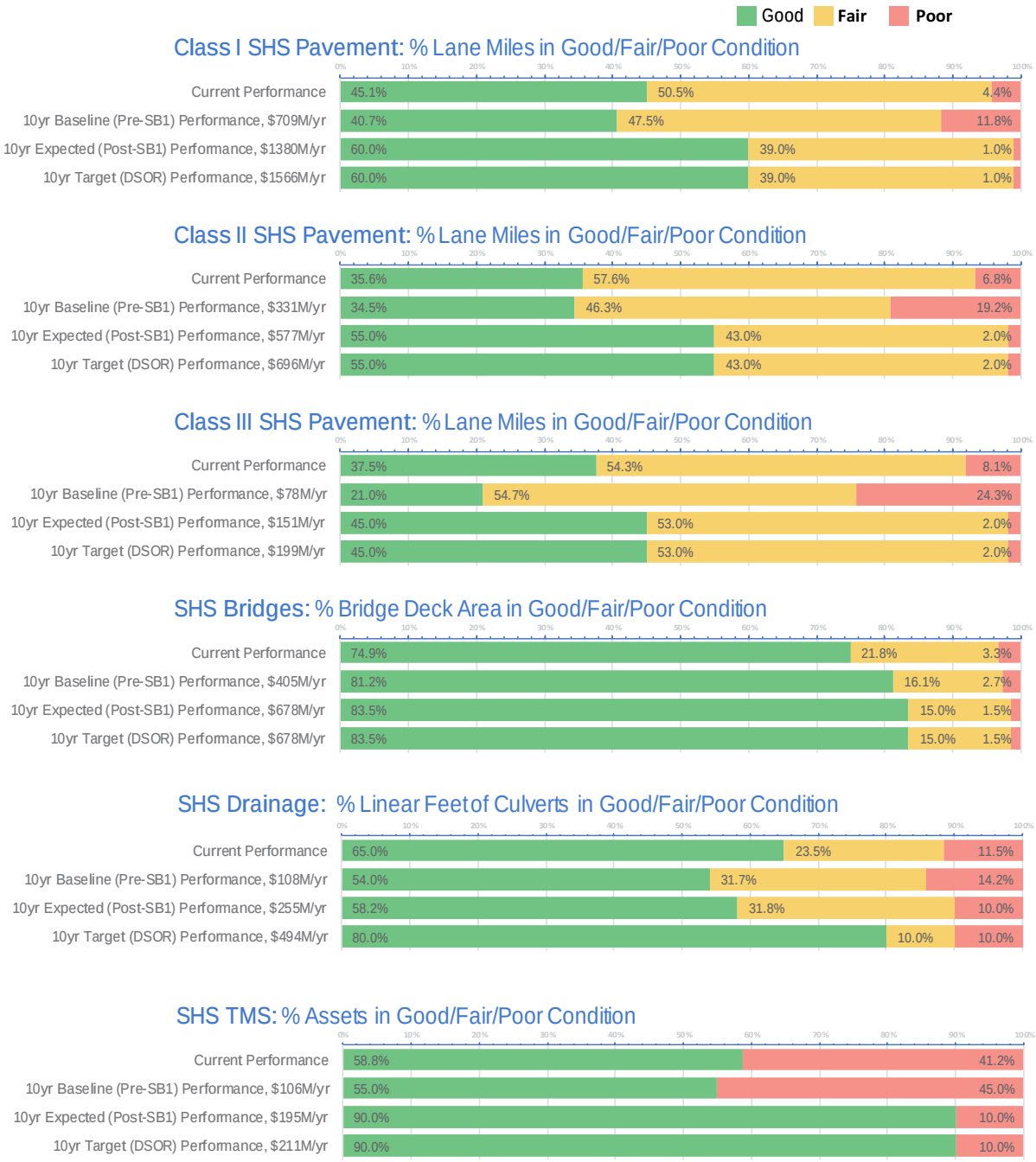
National Highway System and State Highway System Projected Asset Conditions

Current Performance, 10-Year Baseline (Pre-SB1) Performance, 10-Year Expected (Post-SB1) Performance, and 10-Year Target Desired State of Repair (DSOR) Performance are summarized for NHS and SHS asset classes. Note, the 10-Year Target includes additional maintenance funding required to sustain the target level of performance over the long term.

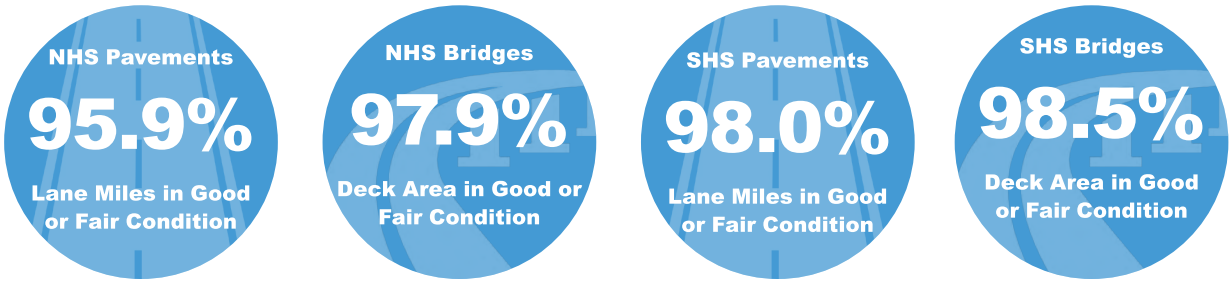
Summary of NHS Projected Asset Conditions



Summary of SHS Projected Asset Conditions



Expected Accomplishments of SB1: 10-Year Projections



About the California TAMP

The California TAMP describes the vision for how good asset management will help to deliver broad transportation goals and fundamental objectives supported by information on current asset conditions, the desired conditions in the future, and the likely conditions given future funding scenarios.

The TAMP is also a key requirement of federal regulation and Calilfornia law. Federal regulation (23 CFR 515) requires an asset management plan by April 30, 2018, for pavements and bridges on the NHS, including those owned by Caltrans and other federa, state and local agencies. California law (Senate Bill 486) requires Caltrans to develop an asset management plan by 2020 for the SHS. This document is intended to meet both sets of requirements.

The TAMP was produced through the collaborative effort of numerous stakeholders, structured around a regular series of workshops, and a robust feedback loop with our transportation partner entities. The TAMP is a living document. It will be regularly reviewed and updated, using performance outcomes and drawing from the 10-year project plan coming from the State Highway System Management Plan.

Improving Asset Management Practice

Good transportation asset management is a continuously improving set of practices. California has been improving TAM programs and data, making progress towards aligning them with state goals and targets. Several opportunities for future improvements were identified and documented in the course of developing the California TAMP:

- Strengthening local, regional, and state coordination
- Improving transportation infrastructure management through better information, more transparent sharing of information, and collaboration
- Addressing the need for better data and software tools
- Achieving better reporting of transportation expenditure information
- Enhancing asset modeling capabilities

Progress in these areas, along with subsequent improvements to TAM processes, will be documented in future updates to the California TAMP.

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1. Introduction

California's state highway and local roadway network serves as the transportation backbone that supports a $2.6 trillion economy, greater than any other state, and places California as having the world's sixth largest economy. This transportation infrastructure connects communities serving approximately 40 million residents and over 35 million registered vehicles, providing vital links that move goods through some of the busiest ports in the United States.

The demands on the transportation system lead to ongoing deterioration of our roadways and bridges that must be repaired, rehabilitated or replaced to preserve the integrity and reliability of the transportation system. Transportation managers must continually evaluate system safety, performance, condition, and vulnerabilities in the context of available funding to make good transportation investment decisions. Although varied in their approach, the majority of California jurisdictions have been managing pavement assets for a long time. The use of formal bridge management systems by local agencies is much less common than for pavement.

The ongoing costs associated with preserving the condition and performance of existing transportation assets are significant. Billions of dollars are spent each year by state and local government agencies to hold deterioration at bay, so the transportation system can continue to support its users reliably, safely, and with minimal disruption. Similar to maintaining a home or an automobile, doing the right preventative maintenance at the right time can significantly extend the service life and avoid costlier repairs in the long run. The need to efficiently manage transportation system investments has led to a recognition of the benefits of managing assets using a data-driven systematic approach generally referred to as Transportation Asset Management (TAM).

To maximize the benefit of available federal transportation funding, the United States Congress established regulations that require each state to develop an initial Transportation Asset Management Plan (TAMP) by April 30, 2018, for all roadways on the National Highway System (NHS) and a state-approved TAMP meeting all requirements by June 30, 2019. The NHS is a collection of significant routes that includes all interstate highways and many non-interstate routes managed by Caltrans and many cities and counties. Federal regulations require state departments of transportation to coordinate with local transportation agencies in the development of the TAMP, addressing both state and local pavement and bridge assets using national performance metrics. The NHS in California includes portions of the SHS and the local road network.

California Government Code (pursuant to Senate Bill 486, Statutes of 2014[1]) requires the development of a TAMP by 2018 to guide the investments made on the State Highway System (SHS). Maintenance, rehabilitation and operation of the entire SHS are the responsibility of Caltrans. Though the scope of the transportation system addressed by federal and state regulations differs, both exist to improve transportation investment decision making through the implementation of sound asset management principles to achieve state goals and objectives.

1.1. What is in the TAMP?

The TAMP documents current system conditions, establishes condition targets, quantifies the gaps in condition, evaluates risks that could impact the system condition or reliability, documents life cycle planning strategies, defines available transportation funding, evaluates funding scenarios relative to established targets, and identifies areas of potential improvement in the management of transportation assets.

Long-term performance targets for both state and local NHS stakeholders were established in the TAMP through a collaborative process. The resulting shared vision for maintaining the transportation system is expected to bring about opportunities for improved coordination in transportation planning and investment.

Transportation Asset Management

A strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.

The financial plan for California has recently changed dramatically with the passage of the Road Repair and Accountability Act of 2017, Senate Bill 1 (SB1)[2] and with passage of local transportation funding measures. The additional funding has provided Caltrans and its local partners with critically-needed resources and increased funding for system repair and rehabilitation to help support an asset management approach. Through SB1, California is providing a significant new consistent funding source for transportation, investing $54 billion over the next decade for infrastructure, maintenance, and public transit.

The TAMP aligns with strategic investment strategies by taking a network view of assets and evaluating investment decision trade-offs over a 10-year period. The systematic framework put forth in the TAMP provides a solid basis for decision making that is transparent and defensible.

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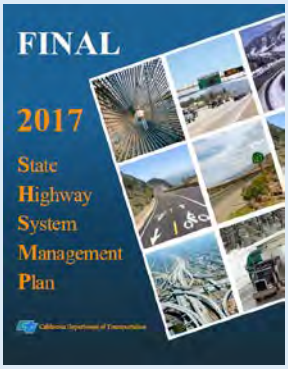
[1] Senator DeSaulnier, Senate Bill 486, Statutes of 2014, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB486

[2] Senator Beall, "Road Repair and Accountability Act of 2017", Senate Bill 1 (SB1), 2017, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1

1.2. Making Progress

Significant progress has already been made towards the development and implementation of asset management in California. New processes and changes to business practices have been put in place to bring greater transparency to the decision-making process. Federal and local agencies have been actively engaged to strengthen partnerships which will facilitate the transition towards improved asset management practices.



The ***State Highway System Management Plan*** implements a performance management framework for the SHS.

The *2017 State Highway System Management Plan* (SHSMP)[3] was published by Caltrans, implementing a performance management framework for the SHS. The SHSMP integrated maintenance and rehabilitation activities performed on the SHS through a performance-based approach that aligns with Caltrans' strategic goals from the *Caltrans Strategic Management Plan 2015-2020*[4]. The SHSMP defined the inventory and condition of assets, established condition targets, determined the magnitude of condition gaps, developed cost estimates to close the gaps and defined a constrained investment plan for the entire State Highway Operation and Protection Plan (SHOPP). The SHSMP addressed the majority of the asset management requirements for a TAMP. The SHSMP went beyond the TAMP requirements to implement a performance-driven approach for the SHOPP, reflective of the contributions being provided by the *2015 Five-Year Maintenance Plan*[5]. All project planning initiated after July 2017 is based on SHSMP performance objectives. This ensures that projects that begin the planning process will collectively accomplish enough work to achieve the condition goals established by SB1 which are included in this TAMP.

Caltrans has also made structural changes to how funding is distributed within SHOPP programs. The silo-based funding approach that had been in place for decades has been replaced with a performance-driven allocation methodology that facilitates more comprehensive project solutions by combining numerous assets into a corridor-type project. This approach provides the opportunity to develop projects that have less negative impact to users with better economies of scale for traffic control and environmental costs. The new structure of the SHOPP has also led to earlier collaboration with local partners and opportunities to find mutually beneficial project opportunities to avoid potentially overlapping work, enhance efficiency, and maximize the effectiveness of limited funding

The application of multi-objective decision analysis (MODA) methods to project selection processes was explored and tested in the 2014 and 2016 SHOPP cycles[6]. MODA provides an objective and transparent basis for decision-making, accounts for benefits of multi-asset project solutions, and provides a mechanism to communicate the alignment of project priorities with strategic objectives. Work is currently underway to refine the MODA

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[3] Caltrans, "2017 State Highway System Management Plan (SHSMP)", 2017, http://www.dot.ca.gov/assetmgmt/documents/SHSMP.pdf

[4] Caltrans, "Caltrans Strategic Management Plan 2015-2020", 2015, http://www.dot.ca.gov/perf/library/pdf/Caltrans_Strategic_Mgmt_Plan_033015.pdf

[5] Caltrans, "2015 Five-Year Maintenance Plan", 2015, http://www.dot.ca.gov/docs/2015_Five-Year_Maintenance_Plan.pdf

[6] Caltrans, 2014 and 2016 SHOPP cycles, http://www.dot.ca.gov/assetmgmt/multi-objective.html

methodology and establish a SHOPP project prioritization process that aligns with Caltrans' performance-based asset management approach.

Federal requirements for the TAMP have led to a significant increase in collaboration with local and regional transportation partners. Caltrans has hosted a number of workshops over the past 18 months to bring federal, state, regional and local transportation managers together to discuss key aspects of asset management. A list of those workshops and the transportation partner entities represented is available in Appendix A.

Feedback and information gathered from these workshops provided a foundation for the draft TAMP. Once the final draft was prepared, it too was sent out for review. The public comment period began October 31, 2017, and continued through November 24, 2017. Caltrans' Public Information Office issued a press release announcing the availability of the draft TAMP and requested public input through a dedicated online survey tool, accessible through the Caltrans Asset Management website[7]. Caltrans' Local Assistance Program sent an announcement to all statewide partners, and the Caltrans' Asset Management Office reached out to all prior workshop attendees to submit feedback online.

Caltrans also established a Transportation Asset Management Advisory Committee (TAMAC) with our transportation partners and has worked closely with a majority of the stakeholders on the NHS. These workshops and meetings have provided a platform to begin the dialog between transportation stakeholders in California.

1.3. Transportation Asset Management Plans are Living Documents

TAMPs are intended to evolve over time as changes in condition, budgets, risks, constraints, and strategic priorities are identified. Throughout the development of this initial TAMP for California, opportunities for improvement were determined. As these improvements are realized, the TAMP will be updated to reflect better information or improved processes. Federal regulation (23 CFR 515.13(c))[8] requires that the TAMP and its development processes be updated at least every four years to incorporate improvements and re-evaluate conditions, targets, and performance. This provision in federal regulation ensures that close collaboration between state and regional planning agencies continues. Future versions of the TAMP will be influenced by the establishment of targets related to federal performance measures in the areas of safety, congestion, freight, and air quality. All updates to the TAMP will require approval from the California Transportation Commission (Commission) approval as defined in California Government Code section 14526.4[9] and the Commission's Transportation Asset Management Plan Guidelines[10] (TAMP Guidelines).

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[7] Caltrans Asset Management website, http://www.dot.ca.gov/assetmgmt/

[8] Federal regulation (23 CFR 515.13(c)), https://www.federalregister.gov/documents/2016/10/24/2016-25117/asset-management-plans-and-periodic-evaluations-of-facilities-repeatedly-requiring-repair-and

[9] Senator Monning, SB 486, chapter 308 statutes of 2017, California Government Code section 14526.4, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB486

[10] Commission, "Transportation Asset Management Plan Guidelines", June 29, 2017, http://catc.ca.gov/programs/shopp/docs/TAMP_Guidelines_062917_FINAL.pdf

The California TAMP presents a coordinated plan by Caltrans and its partner agencies to maintain California's highway infrastructure assets today and into the future. This TAMP meets the requirements of both federal and state regulations for TAM and provides a solid foundation to build upon and improve the management of transportation in California into the future by providing a defined inventory, current conditions, established targets, determination of performance gaps, and development of investment strategies to close the gaps. Investment strategies consider risks to the system condition and long term costs of ownership.

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2. Asset Inventory and Conditions

California's transportation system contains a wide variety of asset classes, including pavements, bridges, drainage, TMS, signs, bicycle/pedestrian infrastructure, signals, and others. California's TAMP addresses pavement and bridge assets on the NHS, and, on the SHS, expands the asset core to include drainage, TMS, and supplementary assets. This chapter presents summary information on asset inventory and conditions for these assets.

2.1. Overview

Asset inventory and condition data are the foundation for managing transportation assets. Inventory and condition data are essential for communicating the extent of California's transportation infrastructure assets and their current condition state. These data are also the building blocks for other asset management processes. Accurate inventory and condition data are needed for supporting asset management processes, such as life cycle planning, projecting funding needs, prioritizing projects, and monitoring asset performance.

California's transportation system includes assets owned by cities and counties, toll authorities, tribal governments, and state and federal agencies. These assets intersect across federal, state and local ownership, meaning that a statewide-view of the system is critical to maintaining and improving asset condition and meeting national and state performance goals. In particular, a significant number of NHS pavements and bridges are under local control in California. Caltrans and its partners can maximize limited resources by understanding the inventory and condition of the California transportation system.

2.2. Federal and State Requirements

Federal Requirements

FHWA requires that a state's TAMP include a summary listing of NHS pavements and bridges, including a description of asset condition. FHWA defines NHS pavements and bridges as "Interstate System pavements; NHS pavements (excluding the Interstate System); and NHS bridges carrying the NHS." Interstate pavements are part of the Interstate Highway System, a highway network which is part of the NHS.

FHWA requires that a state's TAMP include a summary listing of NHS pavements and bridges, including a description of asset condition.

States are encouraged to include other assets on the NHS or other public roads in the TAMP. If a state chooses to include additional assets, the TAMP must include all assets in the following chapters: inventory and condition, performance measures, targets, performance gap analysis, life cycle planning, risk management, financial plan, and investment strategies.

In addition to providing inventory and condition data, states must also have documented procedures for collecting, processing, storing, and updating inventory and condition data for NHS pavement and bridge assets. States are required to use pavement and bridge management systems that, in addition to other capabilities, collect, process, store, and update inventory and condition data. These procedures and systems are discussed in Chapter 4. Life Cycle Planning.

State Requirements

As required by Senate Bill 486 (SB486), the Commission developed and published draft TAMP Guidelines in May 2017, conferred with the Department to address comments and concerns, and subsequently adopted the TAMP Guidelines in June 2017. The Commission is an independent public agency responsible for programming and allocating funds for the construction of highway, passenger rail, transit and active transportation improvements throughout California[11]. The Commission also advises and assists the California State Transportation Agency (CalSTA)[12] Secretary and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is an active participant in the initiation and development of State and Federal legislation to secure financial stability for the State's transportation needs.

Commission guidelines define the four primary and nine supplementary SHS asset classes to be included in the TAMP.

The TAMP Guidelines developed by the Commission, attached in Appendix C, require that the California TAMP include selected assets on the SHS.

[11] Commission, http://www.catc.ca.gov/

[12] California State Transportation Agency (CalSTA), https://calsta.ca.gov/

Commission TAMP Guidelines state that the TAMP must include the same analysis for primary assets on the SHS as for pavements and bridges on the NHS.

Commission TAMP Guidelines defined the four primary and 16 supplementary SHS asset classes to be included in the TAMP. In June 2017 the Department requested and the Commission approved consolidation of the 16 classes into nine classes. The primary asset classes are subject to all analyses required of NHS assets in the TAMP.

Primary Asset Classes

- Pavements
- Bridges
- Drainage
- TMS

Supplementary assets located on the SHS are included in the TAMP to a limited extent and are not required for a federally-compliant TAMP. Supplementary asset classes reflect highway components that collectively account for a relatively small portion of funding invested annually. Additionally these assets have less mature data and condition assessment systems. In light of the data maturity and annual costs associated with these items the TAMP is limited to reporting progress towards achieving targets. Thus while the four primary asset classes on the SHS are included in all chapters of the TAMP, the supplementary assets are only included in selected chapters. Commission TAMP Guidelines require only inventory, conditions (shown in Chapter 2. Asset Inventory and Conditions) performance targets, and performance gaps (shown in Chapter 3. Asset Performance Targets) for the nine supplementary assets.

Supplementary Asset Classes

- Drainage pump plants
- Highway lighting (poles, foundations, luminaries, etc.)
- Office buildings
- Overhead signs (structures that support overhead sign panels)
- Park and Ride facilities (These assets are grouped and referred to as “Sidewalks and Park and Ride Americans with Disabilities Act (ADA) Infrastructure” in the California TAMP. This asset group refers to pedestrian facilities on the SHS currently noncompliant with ADA regulations.)
- Roadside rest facilities
- Sidewalks (These assets are grouped and are also referred to as “Sidewalks and Park and Ride ADA Infrastructure” in the California TAMP. This asset group refers to pedestrian facilities on the SHS currently noncompliant with ADA regulations.)
- Transportation-related facilities
- Weigh-in-motion scales

2.3. California's Transportation System

California's multi-modal transportation system consists of a wide variety of physical assets, as depicted in Figure 2-1. The most significant assets on the system, in terms of their cost and extent, are pavements and bridges. However, many other supporting systems are needed to support mobility and improve safety. In many cases, replacement or rehabilitation of roads and bridges includes replacement or upgrades to other supplementary assets depicted in Figure 2-1. For instance, the cost of reconstructing or replacing a bridge includes the cost of guardrail, and pavement projects often include upgrades to associated traffic and safety assets. Where applicable, costs associated with these supplementary assets are included in the costs of maintaining pavements and bridges.

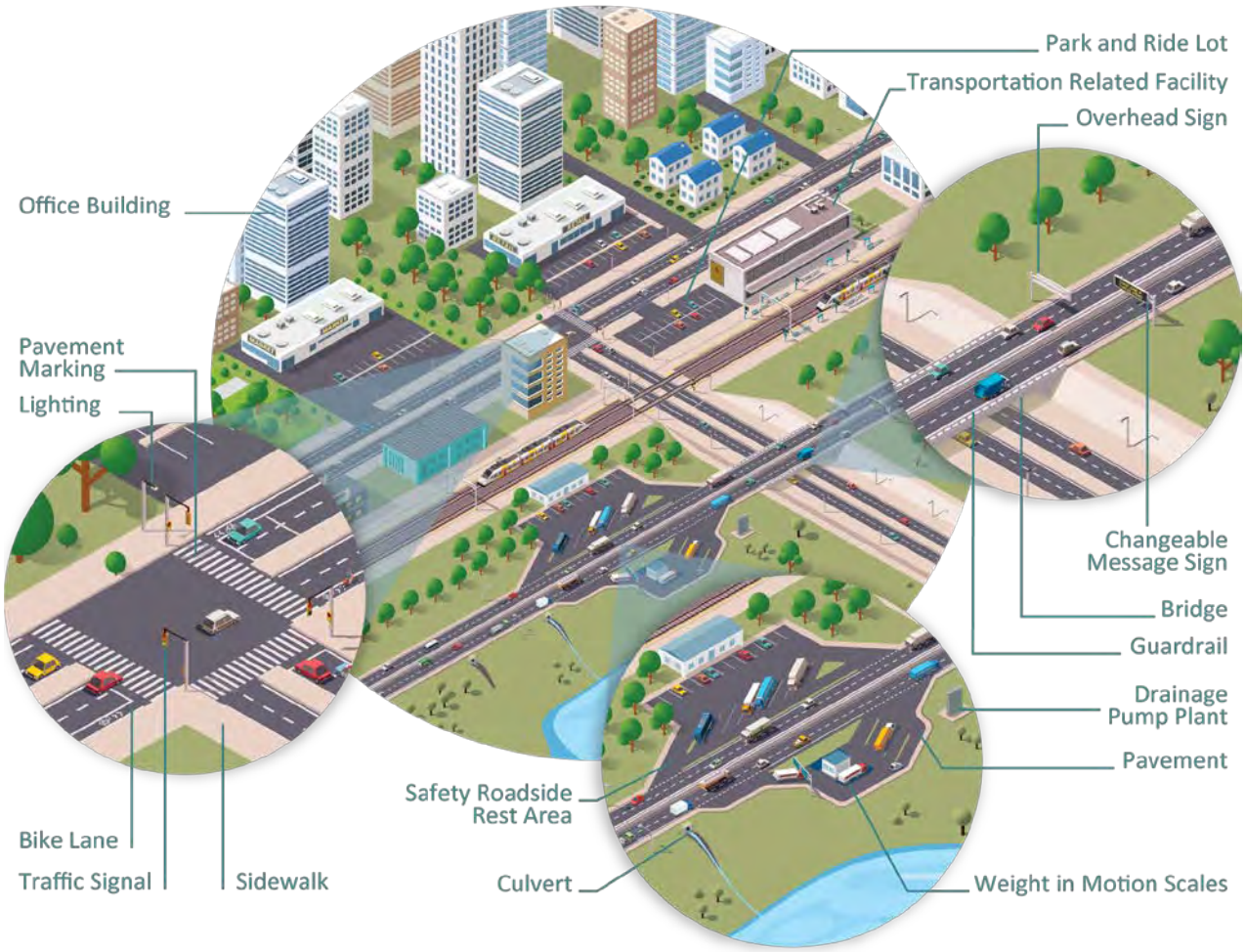

Figure 2-1. Typical Highway Assets

The TAMP addresses assets on two overlapping highway systems: SHS and NHS. The SHS is the highway system managed by Caltrans. The SHS includes all assets within the boundaries of the highway system and is largely managed through Caltrans maintenance and the State Highway Operation and Protection Program (SHOPP)[13]. The NHS includes portions of the SHS, as well as roads and bridges managed by a variety of other

[13]State Highway Operation and Protection Program (SHOPP), http://www.dot.ca.gov/hq/transprog/shopp.htm

owners, including California cities and counties, toll authorities, tribal governments and federal agencies. Roads on the NHS are defined by FHWA to be important to the nation's economy, defense, and mobility, and may include:

- Interstates
- Principal arterials
- The Strategic Highway Network (STRAHNET), another federally-defined network
- Major strategic highway connectors
- Intermodal connectors

FHWA requirements dictate that the TAMP includes all NHS pavements and bridges. State TAMP Guidelines from the Commission require that the California TAMP include selected asset classes on the SHS. As stated earlier in this chapter, the Commission approved four primary asset classes and nine supplementary asset classes for inclusion in the TAMP. The four primary asset classes on the SHS are subject to the same analysis as the NHS pavements and bridges. The supplementary asset classes on the SHS are included to a limited degree. The overlapping federal and state requirements for this plan are depicted in Figure 2-2.

	Asset Classes				
System	Pavement	Bridge	Drainage	TMS	Supplementary Assets
NHS Federal Requirements	✓	✓			
SHS State Requirements	✓	✓	✓	✓	✓

Figure 2-2. Federal and State TAMP Requirements

Throughout the TAMP document, asset information is summarized in two ways: (1) the entire Caltrans-maintained SHS, portions of which are on the NHS; and (2) the entire NHS, which includes a portion of the state system and a portion of the local system managed by regions, cities, counties as well as tribal governments. This approach is used to provide a complete picture of SHS assets to meet state mandates, as well as to meet federal requirements for all NHS pavements and bridges in the TAMP.

In addition, all performance data for pavements and bridges presented in the tables throughout the TAMP (i.e., good, fair, and poor condition) are based on the Notice of Proposed Rulemaking, which were the performance measures reflected in the data at the time of the analyses.

National Highway System

The National Highway System (NHS) in California is owned by Caltrans as well as local, tribal governments, federal, and other state agencies. The system consists of 56,075 lane miles of pavement and 10,825 bridges totaling 234,285,883 square feet of bridge deck area. A map of the NHS is shown in Figure 2-4.

State Highway System

The California State Highway System (SHS) includes all assets within the boundaries of the highway system including 49,644 lane miles of pavement, 13,160 bridges, 205,000 culverts and drainage facilities, and 18,837 Transportation Management System (TMS) assets. Caltrans is the state agency responsible for planning, developing, maintaining and operating the legislatively designated SHS.

These inventories are based on the best information available as of August 2016 when the 2017 SHSMP was developed.

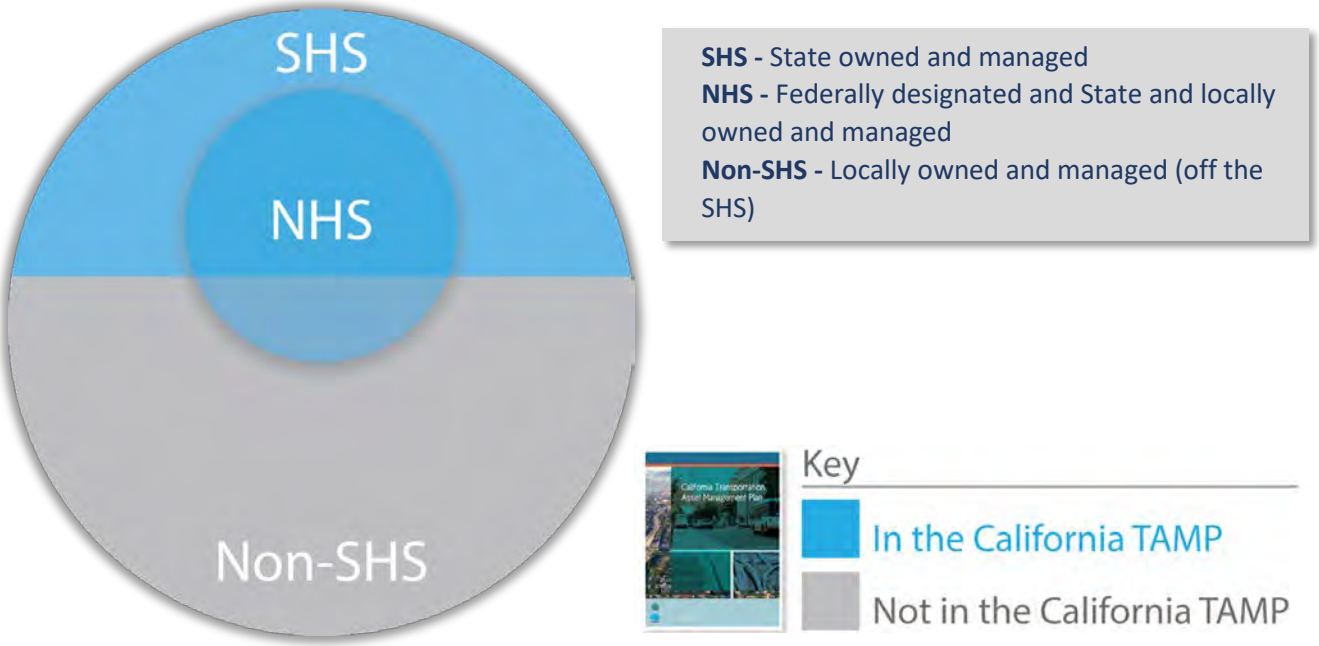

Figure 2-3. Assets Included in the California TAMP

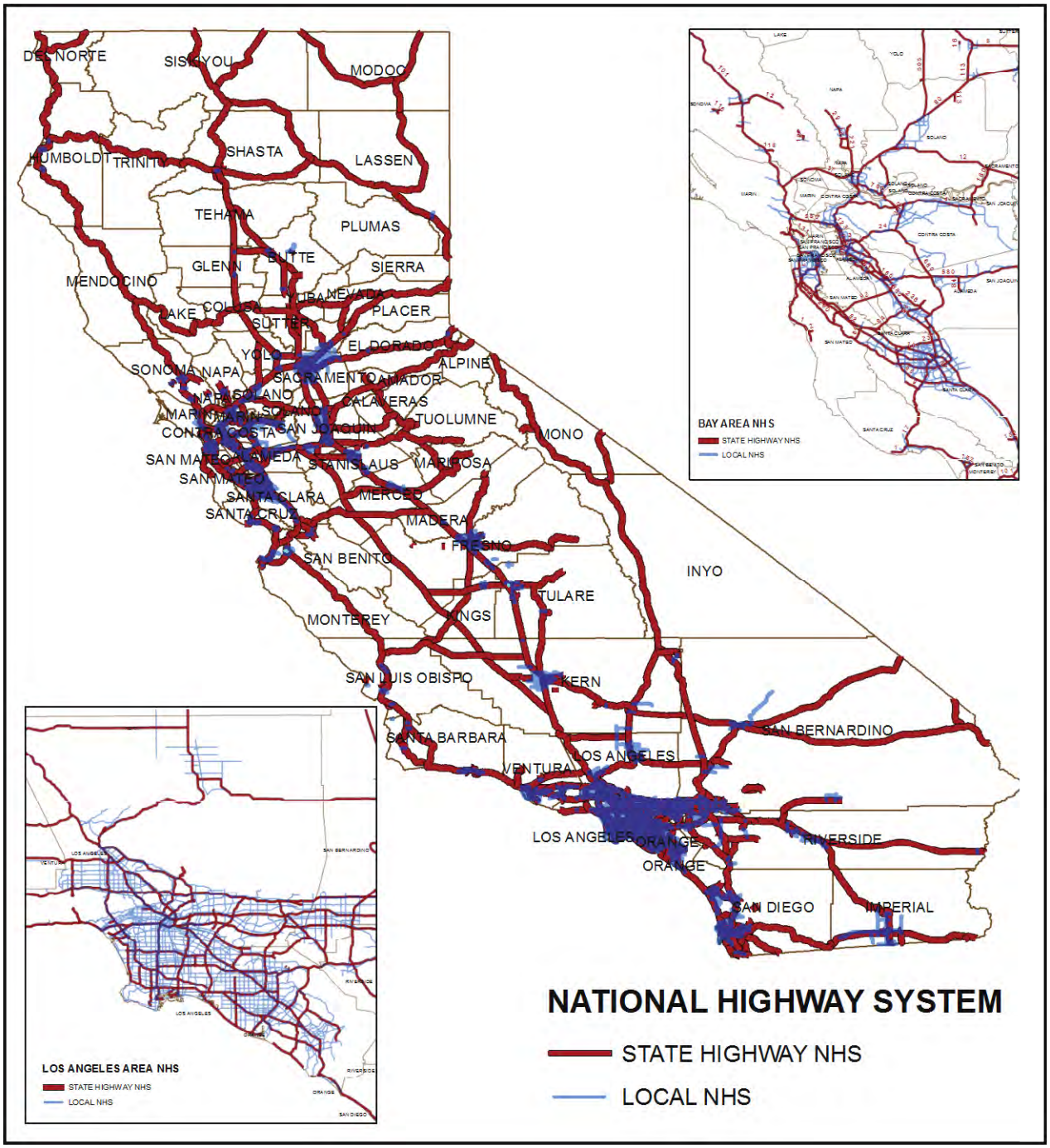

Figure 2-4. California NHS Map

2.4. Inventory and Condition

Monitoring and measuring transportation asset condition helps California's transportation agencies assess the performance of the transportation system, predict future needs, allocate funding, and schedule projects. Asset condition is also an important public-facing measure users of the transportation network notice and experience every day. Users can be very responsive to changes in asset condition.

FHWA developed national-level condition performance measures for NHS pavements and bridges outlined in the Pavement and Bridge Performance Management Final Rule (23 CFR Part 490[14]). Caltrans recommended and the Commission adopted the national performance measures for SHS pavements and bridges. Caltrans recommended and Commission also established state performance measures for other assets on the SHS such as drainage, TMS, and supplementary assets. Federal and state performance measures are explained in greater detail for each asset in this chapter.

Condition data collection cycles vary depending on the asset. Pavement condition data are collected annually and bridges are inspected and their condition measured every two years. Caltrans inspects 8,000-12,000 drainage assets and performs roughly 52,000 preventive maintenance checks on TMS asset annually.

Primary Assets

Table 2-1 summarizes asset inventory and conditions in California for the four primary asset classes of this TAMP. The table is organized by system and by asset class. Data for pavements on the NHS came from the 2017 Highway Performance Monitoring System (HPMS) submittal reflecting pavement inventory and condition as of December 31, 2016. Data for bridges on the NHS came from the 2017 National Bridge Inventory (NBI) data and reflects bridge inventory and condition as of April 1, 2017. Data for all assets on the SHS came from the 2017 SHSMP and reflects available data as of June 26, 2017. Caltrans continues to capture inventory data on drainage and TMS assets with expected completion by 2027 and 2018 respectively.

Table 2-1. Inventory and Conditions for NHS and SHS Assets in California

Primary Assets					
	Inventory	Good	Fair	Poor	
On the NHS (State and local)					
Pavements	56,075 Lane Miles	30.4%	63.5%	6.1%	
Bridges	234,285,883 Square Feet	66.5%	28.7%	4.8%	
On the SHS (State)					
Pavements	49,644 Lane Miles	40.8%	53.5%	5.7%	
Bridges	245,756,328 Square Feet	74.9%	21.8%	3.3%	

[14] Federal Regulations in 23 CFR Part 490, https://www.federalregister.gov/documents/2017/01/18/2017-00681/national-performance-management-measures-assessing-performance-of-the-national-highway-system

Primary Assets	Inventory	Good	Fair	Poor
Drainage	10,647,900 Linear Feet	65.0%	23.5%	11.5%
TMS	18,837 Assets	58.8%	n/a	41.2%

Supplementary Assets

Commission TAMP Guidelines require the inclusion of supplementary asset classes in the California TAMP. The TAMP Guidelines require inventory, condition, performance targets, and gaps for these assets. Inventory and condition are presented in this section. Performance targets and gaps are presented in Chapter 3. Asset Performance Targets. Table 2-2 summarizes asset inventory and conditions for the supplementary asset classes based on data from the 2017 SHSMP.

Table 2-2. Inventory and Conditions for State Supplementary Asset Classes

Supplementary Assets	Inventory	Good	Fair	Poor
On the SHS (State)				
Drainage Pump Plants	290 Locations	24.1%	29.3%	46.6%
Highway Lighting	89,829 Assets	40.2%	13.9%	45.9%
Office Buildings	2,778,299 Square Feet	41.9%	31.6%	26.5%
Overhead Signs	16,470 Assets	74.4%	21.8%	3.8%
Roadside Rest Facilities	86 Locations	32.6%	38.4%	29.0%
Sidewalks and Park and Ride (Including ADA Infrastructure)*	208,216 Locations	0.0%	n/a	100.0%
Transportation-Related Facilities	3,986,339 Square Feet	21.2%	15.1%	63.7%
Weigh in Motion Scales	176 Stations	2.8%	97.2%	0.0%

*Combined asset categories

2.5. Pavements

Pavements are designed to support anticipated traffic loads and provide a safe and relatively smooth driving surface. Keeping pavements in good condition lengthens their life, enhances safety and helps reduce road users' operating costs and reduces vehicle emissions. On the other hand, rough roads cause more wear and tear on vehicles, increasing user costs and in some cases reducing mobility.

Pavement Data

Caltrans collects pavement inventory and condition data for all NHS and SHS pavements through an Automated Pavement Condition Survey (APCS)[15]. The APCS uses high definition images and lasers to measure pavement condition for every 0.1 mile for NHS and SHS pavements. Caltrans began this data collection effort in 2015 and has data for 2015 and 2016. Caltrans reports pavement data to the Highway Performance Monitoring System (HPMS)[16], a national database maintained by FHWA with data on the nation's highways and their conditions. Additional discussion of data collection is included in Chapter 4. Life Cycle Planning.

Pavement Performance Measures

Caltrans recommended and the Commission has adopted FHWA's four pavement condition performance measures:

- Percentage of pavements on the Interstate System in Good condition
- Percentage of pavements on the Interstate System in Poor condition
- Percentage of pavements on the NHS (excluding the Interstate System) in Good condition
- Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition

Caltrans uses these performance measures on both NHS and SHS pavements. Each of the performance measures can be calculated based on data reported in the HPMS. The four measures are calculated using quantitative data on the following metrics:

- **Pavement roughness,** an indicator of discomfort experienced by road users traveling over pavements, is measured using the International Roughness Index (IRI).
- **Rutting** is quantified for asphalt pavements by measuring the depth of ruts along the wheel path. Rutting is commonly caused by a combination of heavy traffic and heavy vehicles.
- **Cracking** is measured in terms of the percentage of cracked pavement surface.

Caltrans collects pavement inventory and condition data for all NHS and SHS pavements through an Automated Pavement Condition Survey (APCS).

[15] Automated Pavement Condition Survey (APCS), http://dot.ca.gov/hq/maint/Pavement/Offices/Pavement_Management/index.html

[16] Highway Performance Monitoring System (HPMS), https://www.fhwa.dot.gov/policyinformation/hpms.cfm

Cracks can be caused or accelerated by excessive loading, poor drainage, frost heaves or temperature changes, and construction flaws.

- **Faulting** is quantified for concrete pavements. Faulting occurs when there is loose base material at the transverse joints and fine aggregates are pumped up onto the pavement surface, resulting in non-uniform slab support. It can also be caused by slab curling and warping.

A graphic depiction of the four pavement condition metrics is shown in Figure 2-5.

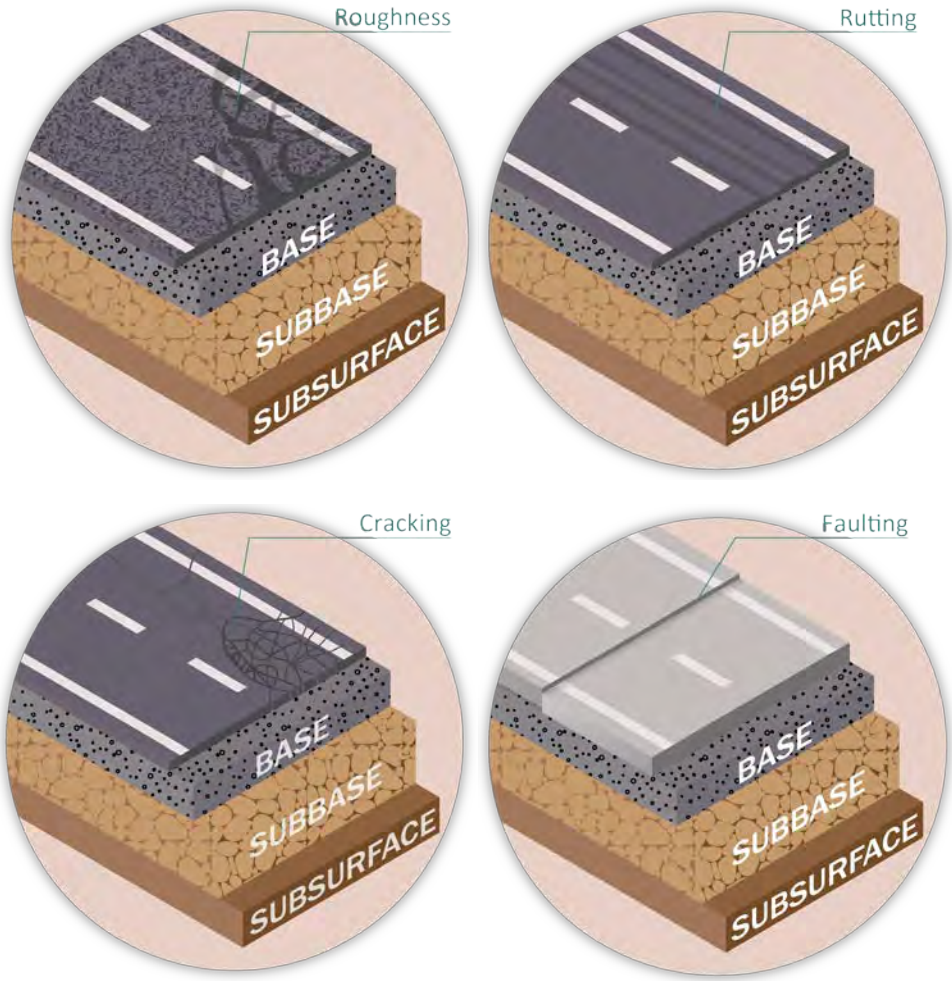

Figure 2-5. Pavement Condition: Four Metrics

Map-21 pavement metrics are new requirements and have not historically been used by either Caltrans or local agencies in the management of pavement.

For each of the above metrics FHWA has established thresholds for good, fair and poor condition. The pavement condition metrics are used to calculate the FHWA performance measures for pavement condition. Conditions are assessed using these criteria for each 1/10-mile long pavement section. An individual section is rated as being in good overall condition if all of the metrics are rated as good, and poor when two or more are rated as poor. All other combinations are rated as fair. Lane miles in good, fair and poor condition are

tabulated for all sections to determine the overall percentage of pavement in good, fair and poor condition. These thresholds are summarized in Table 2-3.

In addition to the federal performance measures summarized in Table 2-3 (below), Caltrans recommends and Commission sets targets for fair condition for assets on the SHS, as required by Commission TAMP Guidelines, using condition thresholds set by FHWA.

The majority of local jurisdictions in California utilize an alternative performance measure called the Pavement Condition Index (PCI) to measure pavement condition. The Pavement Condition Index (PCI) is a numerical index between 0 and 100 used to indicate the general condition of a pavement section. Because FHWA metrics for NHS pavements do not include PCI as a performance measure, local agencies expressed concern that this may be causing inaccurate reflection of condition on the locally-owned system. Their concern is that PCI is more effective in monitoring conditions on local streets and roads because of slower speed and other physical features that impact condition. Chapter 9. TAMS Process Improvements, has listed this item for further action.

Table 2-3. Pavement Condition Thresholds

Condition Thresholds			
Metric	**Good**	**Fair**	**Poor**
IRI (inches/mile)	**<95**	**95-170**	**>170**
Cracking (%)			
- Asphalt	<5	5-20	>20
- Jointed Concrete	<5	5-15	>15
- Continuously Reinforced Concrete	<5	5-10	>10
Rutting (inches)	**<0.20**	**0.20-0.40**	**>0.40**
Faulting (inches)	**<0.10**	**0.10-0.15**	**>0.15**

Note: All performance data for pavements and bridges presented in the tables throughout the TAMP (i.e., good, fair, and poor condition) are based on the Notice of Proposed Rulemaking, which were the performance measures reflected in the data at the time of the analyses.

Pavement Inventory and Conditions

Pavement inventory is organized by system, divided into NHS and SHS pavements. The NHS is broken down into Interstate and Non-Interstate NHS pavements. Interstate pavements are part of the Interstate Highway System, a highway network which is part of the NHS. All other pavement subsystems on the NHS are represented as “Non-Interstate NHS.”

SHS pavements are owned by Caltrans. “Non-SHS” or “locally-owned” refers to pavements owned by other agencies, including cities, counties, tribal governments, federal agencies and other state agencies. Figure 2-3 shows the ownership and network of the assets included in the California TAMP.

The NHS in California consists of 56,075 lane miles of pavement. 36,649 of those lane miles are also on the SHS, representing 65.4 percent of NHS lane miles in California. The remaining 19,427 lane miles are owned by local agencies and represent 34.6 percent of NHS lane miles in California.

Table 2-4 summarizes California's NHS pavement inventory and conditions by lane miles, organized by owner and system from the 2017 HPMS. A centerline mile is a measure of the total length (in miles) of pavement, as measured along the roadway centerline. A lane mile is the federal and state required unit of measure for performance and is a measure of the total length of traveled pavement surface for each lane. Lane miles is the centerline length (in miles) multiplied by the number of lanes. Lane miles is a more complete metric of pavement surface, because it reflects the area of the pavement and is used for calculating performance measures and targets.

California pavement condition is presented in terms of the percent of pavements in good, fair and poor condition, weighted by lane miles. As indicated in Table 2-4, 30.4 percent of pavements on the NHS are in good condition, 63.5 percent in fair condition, and 6.1 percent are in poor condition. 44 percent of the SHS pavements on the NHS are in good condition, 53.2 percent are in fair condition, and 2.7 percent are in poor condition, while 4.6 percent of the non-SHS pavements on the NHS are in good condition, 82.9 percent are in fair condition, and 12.5 percent are in poor condition.

Table 2-4. Inventory and Conditions of NHS Pavements in California, by lane mile

Pavements on the NHS					
	Lane Miles	Good	Fair	Poor	
On the SHS (State NHS)					
All NHS	**36,649**	**44.0%**	**53.2%**	**2.7%**	
Interstate	14,159	44.9%	52.1%	3.1%	
Non-Interstate NHS	22,490	43.5%	54.0%	2.5%	
Off the SHS (Local NHS)					
Non-Interstate NHS	19,427	4.6%	82.9%	12.5%	
Total (State and Local NHS Pavements)					
All NHS	**56,075**	**30.4%**	**63.5%**	**6.1%**	
Interstate	14,159	44.9%	52.1%	3.1%	
Non-Interstate NHS	41,917	25.5%	67.4%	7.1%	

Table 2-5 presents inventory and condition of locally-owned NHS pavements. These data correspond to the "Off the SHS (Local NHS) Non-Interstate NHS" row in Table 2-4. The table is organized by geographical jurisdiction, grouping pavement by Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA). A large portion of the locally-owned NHS pavements is

in the areas covered by the Southern California Association of Governments or Metropolitan Transportation Commission. The Southern California Association of Governments has jurisdiction over 11,658 lane miles of NHS pavements, which represent 20.8 percent of total NHS lane mileage in California. The Metropolitan Transportation Commission has jurisdiction over 2,995 lane miles of NHS pavements or 5.3 percent of total NHS lane mileage in California.

3.7 percent of pavements under the Southern California Association of Governments' jurisdiction are in good condition, 81.9 percent are in fair condition, and 14.4 percent are in poor condition. 1.7 percent of pavements under the Metropolitan Transportation Commission's jurisdiction are in good condition, 87.2 percent are in fair condition, and 11.1 percent are in poor condition. 4.6 percent of all non-SHS NHS pavements are in good condition, 82.9 percent are in fair condition, and 12.5 percent are in poor condition.

Table 2-5. Inventory and Conditions of Non-SHS NHS Pavements, Listed by Geographical Jurisdiction

Locally-Owned Pavements on the NHS					
Jurisdiction	Lane Miles	Good	Fair	Poor	
MPO / RTPA					
Butte County Association of Governments (BCAG)	69	7.3%	80.0%	12.7%	
Fresno Council of Governments (FCOG)	479	13.3%	82.4%	4.3%	
Glenn County Transportation Commission (GCTC)	6	9.8%	90.2%	0.0%	
Humboldt County Association of Governments (HCAOG)	35	100.0%	0.0%	0.0%	
Kern Council of Governments (Kern COG)	586	19.4%	76.7%	4.0%	
Kings County Association of Governments (KCAG)	35	16.2%	83.8%	0.0%	
Lassen County Transportation Commission (LCTC)	8	100%	0%	0%	
Madera County Transportation Commission (Madera CTC)	3	0.0%	89.6%	10.5%	
Merced County Association of Governments (MCAG)	87	2.1%	82.6%	15.3%	
Metropolitan Transportation Commission (MTC)	2,995	1.7%	87.2%	11.1%	
Association of Monterey Bay Area Governments (AMBAG)	218	7.8%	84.0%	8.3%	
Sacramento Area Council of Governments (SACOG)	1,149	3.2%	82.3%	14.5%	

Locally-Owned Pavements on the NHS					
Jurisdiction	Lane Miles	Good	Fair	Poor	
MPO / RTPA					
San Diego Association of Governments (SANDAG)	991	2.1%	89.1%	8.8%	
San Joaquin Council of Governments (SJCOG)	545	7.2%	86.1%	6.7%	
San Luis Obispo Council of Governments (SLOCOG)	43	10.4%	78.1%	11.6%	
Santa Barbara County Association of Governments (SBCAG)	131	3.8%	88.3%	7.9%	
Shasta Regional Transportation Agency (SRTA)	9	13.3%	71.3%	15.4%	
Southern California Association of Governments (SCAG)	11,658	3.7%	81.9%	14.4%	
Stanislaus Council of Governments (StanCOG)	219	13.1%	73.4%	13.5%	
Tahoe Metropolitan Planning Organization (TMPO)	5	100%	0%	0%	
Tulare County Association of Governments (TCAG)	102	14.4%	83.2%	2.4%	
Other	54	16.7%	81.5%	1.9%	
Total					
All Locally-Owned NHS	**19,427**	**4.6%**	**82.9%**	**12.5%**	

Caltrans defines three classes of pavement on the SHS based on usage and other considerations. Caltrans reports pavement condition and targets based on this classification. Table 2-6 presents an inventory of SHS pavements by class, using data from the 2017 SHSMP.

Class I, which includes Interstates, other principal arterials, and urban freeways and expressways, represents 52 percent of the network. Class II, which includes: rural freeways and expressways, and minor arterials and represents 34 percent of the SHS network. Class III, major and minor collector routes, represents 14 percent of the network. The NHS includes all Class I roads, and a portion of the Class II roads.

Table 2-6 also presents the conditions of SHS pavements, as reported in the 2017 SHSMP. 40.8 percent of pavements on the SHS are in good condition, 53.5 percent are in fair condition, and 5.7 percent are in poor condition.

Table 2-6. Inventory and Condition of SHS Pavements

Pavements on the SHS					
	Lane Miles	Good	Fair	Poor	
Pavement Class					
Total	**49,644**	**40.8%**	**53.5%**	**5.7%**	
Class I	26,014	45.1%	50.5%	4.4%	
Class II	16,759	35.6%	57.6%	6.8%	
Class III	6,871	37.5%	54.3%	8.1%	

2.6. Bridges

Bridges provide road network connectivity, spanning water bodies and other natural features, rail lines, and other roadways. New bridges are designed to last at least 75 years, and in practice, many bridges remain in service for much longer. However, bridges require periodic maintenance to replace individual components (such as decks) that have a shorter life than the bridge as a whole. If preservation work on a bridge is deferred, the deterioration may accelerate to the point where more costly repairs are needed. In extreme cases deteriorated conditions may require restricting the loads the bridge can carry or closing the bridge until needed repairs are complete–which can mean costly detours for road users. Thus, maintaining bridges in good condition pays off–resulting in the lowest long-term costs both to transportation agencies and road users. Bridges in good condition allow access to essential services and have a positive impact on the economy.

Bridge asset data are reported by Caltrans annually to the FHWA to support the NBI, a FHWA database that includes data on all bridges and culverts longer than 20 feet on public roads in the nation.

Bridge Data

Bridge asset data are reported by Caltrans annually to the FHWA to support the National Bridge Inventory (NBI)[17], an FHWA database that includes data on all bridges and culverts longer than 20 feet on public roads in the nation. Bridges with a span shorter than 20 feet are excluded from the NBI.

Caltrans also records an inventory of bridges in the SHSMP. This inventory has minor differences from NBI data. Notably, the SHSMP inventory includes shorter bridges and pedestrian bridges that don't

[17] National Bridge Inventory (NBI), https://www.fhwa.dot.gov/bridge/nbi.cfm

meet NBI requirements. The California TAMP uses the NBI data as the source of NHS bridge inventory and condition and uses the SHSMP data as the source of SHS bridge inventory and condition.

Bridge Performance Measures

FHWA has established two measures of bridge condition:

- Percentage of NHS bridges classified as in good condition (weighted by deck area)
- Percentage of NHS bridges classified as in poor condition (weighted by deck area)

FHWA requires that states use these measures in their TAMP to describe condition, set targets, and analyze performance gaps of NHS bridges. All other bridges are considered fair.

Caltrans and local agencies follow FHWA NBI standards for inspecting all California bridges. Caltrans staff perform inspections for all Caltrans bridges and many of California's locally-owned bridges. Inspectors record overall ratings for a bridge's deck, superstructure and substructure on a scale from 0 (worst condition) to 9 (best condition). Structures classified as culverts are included in the inventory if they span more than 20 feet. For these structures, a single culvert rating is recorded using the same 0-9 scale.

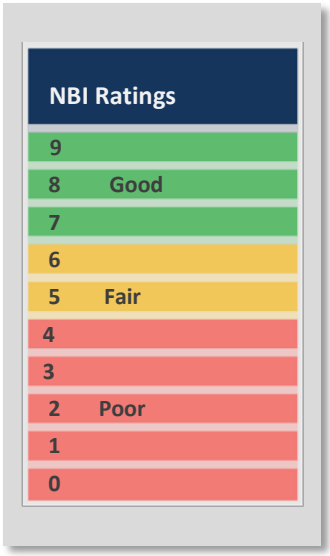

Figure 2-6. NBI Ratings for Bridge Condition

Bridge condition ratings are used to classify the bridge as being in good, fair or poor condition. The lowest of the three ratings for deck, superstructure, and substructure determines the overall rating of the bridge. If this value is 7 or greater, the bridge is classified as being in good condition. If it is 5 or 6, the bridge is classified as being in fair condition, and if it is 4 or less, the bridge is classified as being in poor condition. A bridge in poor condition is considered structurally deficient (SD). Thus, if any major component is classified as being in poor condition, the bridge will be considered SD. Note that the fact that a bridge is classified as SD does not imply that the bridge is unsafe, just that deficiencies have been identified that require maintenance, rehabilitation or replacement. A graphical depiction of the three bridge components is shown in Figure 2-6.

Caltrans also performs element-level inspections that provide additional detail on what portions of a bridge are deteriorated. Element-level information can be used to derive the NBI deck, superstructure, and substructure ratings.

In addition to the federal performance measures above, Caltrans also measures fair condition for assets on the SHS using the condition thresholds set by FHWA. The California TAMP includes fair condition targets to focus on the preservation of bridges in addition to the rehabilitation and replacement of poor bridges.

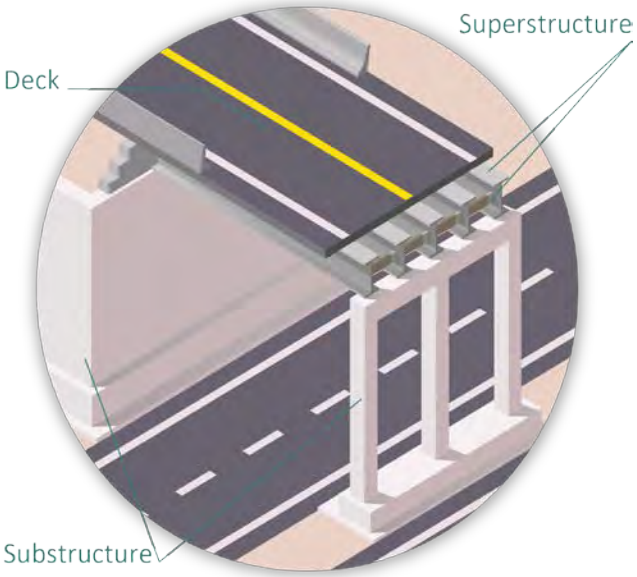

Figure 2-7. Bridge Components

Bridge Inventory and Conditions

Table 2-7 summarizes California's NBI bridge inventory by bridge count and by deck area, organized by owner and system. Including deck area in addition to bridge count helps account for differences in bridge size, and is consistent with FHWA TAMP requirements. NBI excludes all non-vehicle bridges (pedestrian/railroad crossings etc.) and bridges less than 20 feet in length that are still Caltrans' maintenance responsibility.

Based on 2017 NBI data, Caltrans manages 12,413 bridges, 9,196 of which are on the NHS, representing 90 percent of total NHS deck area in California. There are 1,629 locally-owned NHS bridges in California, representing 10 percent of total NHS deck area in California. In total, there are 10,825 bridges on the NHS in California. Table 2-7 excludes non-NBI bridges.

Table 2-7 also summarizes the condition of California's NBI bridge inventory in terms of the percent of bridges in good, fair and poor condition, weighted by deck area. On the NHS, 66.5 percent of bridge deck area is in good condition, 28.7 percent is in fair condition, and 4.8 percent is in poor condition.

Table 2-7. Inventory and Conditions of NBI Bridges on the NHS, weighted by deck area

NBI Bridges on the NHS						
System	Count	Deck Area (ft^2)	Good	Fair	Poor	
On the SHS (State)						
NHS	9,196	210,774,774	69.4%	26.9%	3.7%	
Off the SHS (Local)						
NHS	1,629	23,511,109	40.8%	44.4%	14.8%	
Total (State and Local Bridges)						
NHS	**10,825**	**234,285,883**	**66.5%**	**28.7%**	**4.8%**	

Table 2-8 shows a breakdown of locally-owned NHS bridges by regional transportation agencies. These data correspond to the "Off the SHS (Local) NHS" row in Table 2-7. The table organizes the assets by geographical jurisdiction, grouping the bridges by MPO and RTPA. A large portion of the bridges listed in the table is in areas under the jurisdiction of the Southern California Association of Governments or Metropolitan Transportation Commission. The Southern California Association of Governments has jurisdiction over 13,766,178 square feet of bridge deck area (963 bridges), which represents 5.9 percent of total NHS bridge deck area in California. The Metropolitan Transportation Commission has jurisdiction over 4,641,759 square feet of bridge deck area (288 bridges), which represents two percent of total NHS bridge deck area in California.

Table 2-8 also summarizes the condition of locally-owned NHS bridges in California. It shows percent of bridges in good, fair and poor condition, weighted by deck area, with bridges grouped by jurisdiction. As indicated in the table, 40.8 percent of non-SHS NHS bridges are in good condition, 44.4 percent are in fair condition, and 14.8 percent are in poor condition.

Table 2-8. Inventory and Conditions of Non-SHS NHS Bridges, Listed by Geographical Jurisdiction

Locally-Owned Bridges on the NHS					
Jurisdiction	Count	Deck Area (ft^2)	Good	Fair	Poor
MPO / RTPA					
Butte County Association of Governments (BCAG)	7	40,085	23.3%	76.7%	0.0%
Fresno Council of Governments (FCOG)	33	389,427	31.2%	68.0%	0.8%
Humboldt County Association of Governments (HCAOG)	2	5,113	0.0%	100.0%	0.0%
Kern Council of Governments (Kern COG)	70	859,612	63.2%	31.9%	4.9%
Merced County Association of Governments (MCAG)	10	52,958	33.3%	65.0%	1.7%
Metropolitan Transportation Commission (MTC)	288	4,641,759	45.7%	33.4%	20.9%
Association of Monterey Bay Area Governments (AMBAG)	11	121,969	11.1%	88.9%	0.0%
Sacramento Area Council of Governments (SACOG)	97	1,272,986	51.9%	44.6%	3.5%
San Diego Association of Governments (SANDAG)	68	1,265,363	33.7%	45.7%	20.6%
San Joaquin Council of Governments (SJCOG)	33	539,939	77.8%	12.4%	9.8%
San Luis Obispo Council of Governments (SLOCOG)	5	33,497	0.0%	100.0%	0.0%
Santa Barbara County Association of Governments (SBCAG)	27	167,659	48.1%	33.7%	18.2%
Shasta Regional Transportation Agency (SRTA)	3	133,860	94.1%	5.9%	0.0%
Southern California Association of Governments (SCAG)	963	13,766,178	36.1%	49.1%	14.8%
Stanislaus Council of Governments (StanCOG)	9	188,185	24.6%	60.7%	14.7%
Tulare County Association of Governments (TCAG)	3	32,518	100.0%	0.0%	0.0%
Total					
All Locally-Owned NHS	**1,629**	**23,511,109**	**40.8%**	**44.4%**	**14.8%**

Table 2-9 presents an inventory of bridges on the SHS, as reported in the 2017 SHSMP. Bridge data in the SHSMP vary slightly from the NBI because they include all bridges managed by Caltrans whether they are in the NBI or not. According to the SHSMP, 13,160 bridges are on the SHS, representing 245,756,328 square feet of bridge deck area.

Table 2-9 also presents the conditions of SHS bridges, as reported in the 2017 SHSMP. 74.9 percent of bridges on the SHS are in good condition, 21.8 percent are in fair condition, and 3.3 percent are in poor condition.

Table 2-9. Inventory and Conditions of SHS Bridges

Bridges on the SHS (State)						
	Count	Deck Area (ft^2)	Good	Fair	Poor	
Total	**13,160**	**245,756,328**	**74.9%**	**21.8%**	**3.3%**	

Bridges, like all transportation assets, are constantly deteriorating, which is reflected in decreasing condition ratings. Other threats to bridge operation include seismic activity and scour. These risks and others are discussed further in Chapter 8. Risk Management.

2.7. Drainage

Drainage, including culverts and other related assets, is one of the four primary SHS asset classes selected by the Commission for inclusion in the California TAMP. As such, drainage assets are subject to the same data requirements and analysis as NHS assets and other primary SHS assets in the TAMP.

Drainage assets channel rainwater, streams, rivers, and other waterways away from roads via structures that direct water flow under the road. These assets prevent water from flooding roadways and interrupting the transportation system and damaging public and private property.

Drainage Performance Measures

Caltrans' Maintenance Program is responsible for the inspection of drainage on the SHS. Drainage assets are inspected during and after each major storm. Inspectors assess drainage asset condition as good, fair, or poor. This asset class is not required under federal regulation and has no defined national performance metric. Caltrans developed three performance measures for drainage assets which the Commission has adopted:

- Percentage of drainage assets in good condition, weighted by linear feet
- Percentage of drainage assets in fair condition, weighted by linear feet
- Percentage of drainage assets in poor condition, weighted by linear feet

Drainage Inventory and Conditions

Caltrans is currently building the inventory of drainage assets that run under or drain the SHS. The typical drainage asset is a 12-60 inch diameter (or width) steel or concrete pipe or box culvert. Any culvert with a width that spans 20 feet or longer is classified as a bridge and recorded on the NBI.

Ongoing inspections are adding between 8,000 and 12,000 drainage assets to the statewide inventory annually and should be complete by 2027. Roughly 110,000 drainage totaling 10,647,970 linear feet have been inspected and inventoried to date, but the network includes an estimated 205,000 systems totaling almost 20.3 million linear feet, according to the 2017 SHSMP.

Performing a drainage asset inspection involves taking inventory of drainage assets and doing a condition assessment of those assets. The condition assessment is based on a visual inspection of five attributes:

1. Waterway adequacy
2. Joints
3. Material
4. Shape
5. Alignment

Each attribute is scored on a five point scale from 0 to 4, where 0 is new condition, 1 is good condition, 2 is fair condition, 3 is poor condition, and 4 is attribute failure. Asset condition is calculated using a weighted average of the attribute scores.

According to the 2017 SHSMP, 65 percent of the drainage network, measured in linear feet, is in good condition, 23.5 percent is in fair condition, and 11.5 percent is in poor condition. Table 2-10 shows the current condition of Caltrans drainage assets.

Table 2-10. SHS Drainage Asset Inventory and Conditions

Drainage Assets on the SHS (State)					
	Linear Feet	Good	Fair	Poor	
Total	**10,647,970**	**65.0%**	**23.5%**	**11.5%**	

2.8. Transportation Management Systems

Transportation management systems (TMS) are one of the four primary asset classes selected by the Commission for inclusion in the California TAMP. As such, TMS are subject to the same data requirements and analysis as NHS assets and other primary SHS assets in the TAMP.

TMS are a broad class of technology assets on the highway system dedicated to improving operational efficiency and user interactions FHWA defines TMS as complex, integrated amalgamations of hardware, technologies, and processes for performing an array of functions, including data acquisition, command and control, computing, and communications. Disruptions or failures in the performance of these functions can impact traffic safety, reduce system capacity, and ultimately lead the traveling public to lose faith in the transportation network. System failures also have the potential to cause measurable economic loss and increase congestion, fuel consumption, pollutants, and traffic crashes. The problem is further complicated by the fact that today's systems, subsystems, and components often are highly interdependent, meaning that a single malfunction can critically impact the ability of overall systems to perform their intended functions. Examples of TMS assets include vehicle detection, ramp meters, changeable message signs, highway advisory radios, fiber optic line, and software that powers traffic

management centers. As defined by the Commission, Intelligent Transportation Systems (ITS) is a subset of TMS; a narrower class of technology assets dedicated to improving the efficiency and safety of the highway system. ITS are a small subset of the assets under TMS measured by count, but ITS represents the bulk of TMS asset value and ongoing expenditures. The Commission originally approved ITS assets for inclusion in the TAMP. For the purposes of the TAMP, this document will consider TMS in its entirety.

TMS assets help reduce traveler delay, enhance safety, improve communication, and collect data on traffic behavior. These assets are an integral part of the SHS, performing critical functions that keep people, vehicles and goods moving. TMS assets also support Integrated Corridor Management (ICM) and help to move freight around the state efficiently. The TAMP includes information on TMS assets on the SHS.

TMS Performance Measures

To monitor TMS conditions, each asset is classified as in good or poor condition. Good condition indicates the asset is operational and not obsolete. Poor condition indicates the asset is obsolete or non-operational. Fair condition is not used for TMS assets because condition is binary: an asset is either operational; not obsolete and thus in good condition, or the asset is obsolete or non-operational and thus in poor condition.

TMS Inventory and Conditions

According to the 2017 SHSMP, there are 18,837 TMS assets on the Caltrans system. This includes:

- Closed circuit televisions
- Changeable message signs
- Traffic monitoring detection stations
- Highway advisory radios
- Freeway ramp meters
- Roadway weather information systems
- Traffic signals
- Traffic census stations
- Extinguishable message signs

According to the 2017 SHSMP, 58.8 percent of TMS assets are in good condition and 41.2 percent are in poor condition. Table 2-11 shows the current condition of Caltrans' TMS assets.

Table 2-11. Caltrans TMS Inventory and Conditions

TMS on the SHS (State)					
	Assets	Good	Fair	Poor	
Total	**18,837**	**58.8%**	n/a	**41.2%**	

2.9. Asset Valuation

FHWA requires state DOTs to include an estimate of asset value for NHS pavements and bridges in the TAMP. The following tables summarize NHS pavement and bridge asset values, as well as asset values for the four primary asset classes on the SHS, as required by Commission-adopted TAMP Guidelines. California uses a replacement value methodology for asset valuation: asset inventory multiplied by unit replacement cost equals asset replacement value.

Table 2-12 shows a breakdown of pavement asset value on the NHS. Unit replacement costs by SHS pavement class from the 2017 SHSMP are used to estimate asset value for NHS pavements on the SHS. Interstate pavements are entirely Class I SHS. Non-Interstate NHS includes the remainder of Class I SHS, as well as a portion of Class II SHS. Total estimated asset value for NHS pavements on the SHS is $42 billion. Non-SHS NHS pavements use a unit replacement cost based on the 2016 Local Streets and Roads Needs Assessment with an estimated asset value of $7.2 billion. The estimated asset value of NHS pavements in California is $49.3 billion.

Table 2-12. NHS Pavement Asset Valuation

Pavements on the NHS			
System	Lane Miles	Unit Replacement Cost	Replacement Value
On the SHS (State)			
All State NHS	**36,649**		**$42,025,520,400**
Interstate	14,159	$1,323,600	$18,740,852,400
Non-Interstate NHS (Class I portion)	11,855	$1,323,600	$15,691,278,000
Non-Interstate NHS (Class II portion)	10,635	$714,000	$7,593,390,000
Non-Interstate NHS (Combined)	22,490		$23,284,668,000
Off the SHS (Local			
Non-Interstate NHS	**19,427**	**$372,768**	**$7,241,763,936**
Total (State and local)			
All NHS (State and Local)	**56,075**		**$49,267,284,336**
Interstate	14,159		$18,740,852,400
Non-Interstate NHS	41,917		$30,526,431,936

Table 2-13 shows a breakdown of bridge asset value on the NHS, using unit replacement costs from the 2017 SHSMP and from the *2016 California Statewide Local Streets and Roads Needs Assessment Report*[18]. Total estimated asset value for NHS bridges on the SHS is $133.8 billion. Non-SHS NHS bridges have an estimated asset value of $14.9 billion. The estimated asset value of NHS bridges in California is $148.8 billion.

Table 2-13. NHS Bridge Asset Valuation

Bridges on the NHS			
System	Deck Area (ft²)	Unit Replacement Cost	Replacement Value
All NHS (State and Local)	**234,285,883**	**$635**	**$148,771,535,521**
On the SHS (State)	210,774,774	$635	$133,841,981,448
Off the SHS (Local)	23,511,109	$635	$14,929,554,073

Table 2-14 shows asset valuations for the four primary asset classes on the SHS, using unit replacement costs from the 2017 SHSMP. Note that replacement values for drainage and TMS assets vary from the SHSMP, because this estimate uses current inventory, while the SHSMP uses projected inventory in 2027.

Table 2-14. SHS Asset Valuation

SHS			
	Inventory (unit)	Unit Replacement Cost	Replacement Value
All SHS (State)			**$229,245,313,047**
Pavement Class I	26,014 Lane Miles	$1,323,600	$34,432,130,400
Pavement Class II	16,759 Lane Miles	$714,000	$11,965,926,000
Pavement Class III	6,871 Lane Miles	$480,000	$3,298,080,000
Pavement Subtotal	49,644 Lane Miles		$49,696,136,400
Bridge	245,756,328 Deck Area (ft²)	$635	$156,055,268,280
Drainage	10,647,900 Linear Feet	$2,000	$21,295,800,000
TMS	18,837 Assets	$116,691	$2,198,108,367

[18] NCE, "California Statewide Local Streets and Roads Needs Assessment", 2016, http://www.savecaliforniastreets.org/wp-content/uploads/2016/10/2016-CA-Statewide-Local-Streets-and-Roads-Needs-Assessment-Final-Report.pdf

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3. Asset Performance Targets

Asset management best practices emphasize the use of performance management for transportation programs, shifting the decision-making framework towards data-driven, proactive, goal-oriented investment choices. FHWA defines transportation performance management as "a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals."

3.1. Overview

The cornerstone of FHWA's highway program transformation is the transition to a performance and outcome-based program. States now must measure condition and set performance targets for their transportation assets. These targets should be aligned with state goals and objectives, as well as national goals. Following the targets will help states make investment decisions that achieve individual targets while making progress toward national goals.

California uses asset performance targets to drive investment decisions as part of performance management and asset management best practice. California law requires the development of a SHS needs assessment that uses performance targets to estimate current needs. Performance measures and targets are used to track progress and guide state and local agencies towards short, medium, and long-term goals.

3.2. Federal and State Requirements

Federal Requirements

FHWA requires states to include asset management measures and State DOT targets for asset condition for NHS pavements and bridges in their TAMPs, as defined in 23 CFR Part 490.313[19]. States may choose to include additional measures as well. Any asset included in the TAMP must have accompanying measures and targets.

Using the measures of condition defined by FHWA, State DOTs must specify their desired state of repair for the 10-year analysis period of the TAMP consistent with state asset management objectives. The desired state of repair must also support progress towards achieving national goals.

As part of a separate FHWA final rule on performance management, under 23 CFR Part 490.105[20], states must set 2- and 4-year asset condition performance targets. These targets shall be included in the TAMP, but will also be reported separately to FHWA. As part of this performance management rule, states are also required to maintain NHS pavements and bridges to meet federally-established minimum condition levels:

- States must maintain bridges on the NHS so that the percentage of deck area of bridges classified as Structurally Deficient (SD) does not exceed 10 percent of the overall deck area in a state. (Note that according to FHWA NBI standards for bridge inspection, a bridge in poor condition is considered SD.)
- States must ensure that no more than five percent of pavement lanes miles on the interstate system are in poor condition.

California currently meets these minimum requirements for NHS pavements and bridges.

According to FHWA's TAMP Processes Certification Guidance, "State DOTs are not required to include their 2- and 4-year performance management targets for pavement and bridge conditions in their initial TAMP. This one-time exclusion applies because the target setting deadline is less than six months before the initial TAMP submission deadline (April 30, 2018)." Therefore the initial California TAMP does not include 2- and 4-year targets.

State Requirements

In addition to federal requirements regarding the NHS, SB1 and Commission-adopted TAMP Guidelines require that the California TAMP include performance measures and targets for the four primary assets and nine supplementary assets on the SHS.

SB1 and the Commission-adopted TAMP Guidelines also include two additional targets that are not required under federal regulations. These additional targets include:

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[19] 23 CFR Part 490.313, https://www.federalregister.gov/documents/2017/01/18/2017-00550/national-performance-management-measures-assessing-pavement-condition-for-the-national-highway

[20] 23 CFR Part 490.105, https://www.federalregister.gov/documents/2017/05/19/2017-10092/national-performance-management-measures-assessing-performance-of-the-national-highway-system

- **A requirement to "fix an additional 500 bridges" over the ten year period 2017-2027.** This performance metric most closely aligns with the bridge condition measure adopted by the Commission prior to the passage of SB1. The Department plans to track these accomplishments on a project by project basis and report progress to the Commission as required by Commission Guidelines.
- **A requirement to maintain a minimum level of service (LOS) for pavement potholes, spalls and cracking.** The Department has an existing program to measure the maintenance level of service of the highways. Visual assessments are conducted annually on a sample of the highway system. The pothole metric applies exclusively to flexible pavements (asphalt) and the spalling metric applies only to concrete pavement segments. Pavement cracking is applicable to both pavement materials although at different thresholds of cracking.

Table 3-1. Level of Service Metrics

Existing Level of Service Scores and Target Levels Established in SB1		
Level of Service Metric	Existing Score (100 max)	Target Score
Cracking (combined)	43	90
Spalling	53	90
Potholes	88	90

LOS scores shown in Table 3-1 are expected to improve over time through the completion of highway crew work, major maintenance projects, and SHOPP projects. The LOS measures will reflect the combination of work done through all three preservation channels.

3.3. Asset Performance

Whether based on age, condition, LOS, or simply the frequency of repair, a performance measure is critical to actively managing the preservation of an asset. By understanding the impact of investment of that performance measure, policy makers are able to establish funding priorities and set targets they can reasonably expect to achieve. In this TAMP, asset performance means asset condition. California uses performance measures to report condition for the four primary asset classes as well as the supplementary asset classes in this TAMP. Condition information is presented in Chapter 2. Asset Inventory and Conditions, in Tables 2-1 through 2-11.

3.4. Asset Performance Targets

Asset performance targets specify conditions California seeks to achieve and sustain over a 10-year period to support agency goals and objectives and meet federal requirements. California's targets reflect state priorities and will be used to guide strategic planning decisions. The 10-year desired state of repair aligns with the 10-year scope of the TAMP. Targets presented in this chapter serve as fixed benchmarks against which present and future performance can be evaluated.

Federal regulations require state DOT's establish 2- and 4-year performance targets for pavements and bridges. Caltrans is required to establish these targets by May 20, 2018. Within 180 days after this date,

MPOs must document with Caltrans whether they: 1) agree to plan and program projects so that they contribute toward the accomplishment of the established statewide target for that performance measure; or 2) commit to a quantifiable 4-year target for that performance measure for their metropolitan planning area. Caltrans has discussed this opportunity with our partners, and they are evaluating these options. To the extent that California MPOs establish their own condition targets, the NHS target for pavements and bridges will be influenced according to the proportion of the NHS inventory that MPOs manage.

These targets are not required for the initial April 2018 TAMP submittal, but will be included in the June 2019 final TAMP submittal.

In accordance with the SB1 and the Commission approved TAMP Guidelines, Caltrans will provide reporting for mandated targets and performance measures. Caltrans will establish milestones following the adoption of the TAMP, by March 2018. This will include milestones for federal 2- and 4-year performance targets.

3.5. NHS Asset 10-Year Performance Targets

Caltrans' August 2017 Target Setting Workshop assisted in establishing statewide 10-year performance targets for all of California's NHS pavements and bridges. Materials from TAMP workshops are available online.[21] MPOs and RTPAs who have NHS pavements and bridges within their jurisdictions provided valuable information in the workshop. There were three potential methods presented for setting the statewide performance targets, but the outcome of the workshop by consensus of the participants was to use a hybrid approach that allows agencies to tailor their target-setting method to the available resources and to the extent of the NHS each agency owns. Most local transportation agencies own less than two percent of local NHS pavements and less than half a percent of local NHS bridge deck area, so they elected to adopt a statewide weighted-average NHS performance target. Those local agencies able to provide financial information to Caltrans used a statewide investment model to calculate targets that considered initial conditions, predicted deterioration, and the cost and quantity of work to fix assets in fair and poor condition. Agencies who opted to perform a full financial deterioration and target setting analysis could submit that analysis for targets applied to their respective NHS inventories.

Factors for Setting NHS Performance Targets

- Starting or initial conditions
- Available funding
- Cost of repair
- Deterioration rates
- Likelihood of improvement
- Reasonableness of improvement

[21] Caltrans, Transportation Asset Management Home Page, http://www.dot.ca.gov/assetmgmt/

Not only were targets set by considering the factors above, the effects of different funding levels and the maximum amount of funding that could be reasonably expected for local pavements was a key factor which contributed to the difference in the 10-year desired state of repair for non-Interstate NHS pavement on the SHS (1.5 percent poor) versus off the SHS (nine percent poor). In addition, the difference in the targets was set acknowledging that the MAP-21 pavement condition measure tends to result in a fair classification for urban pavements off the SHS that would otherwise be classified as being in good condition, primarily due to the threshold for roughness. For further information on predicting future conditions, see Chapter 5. Performance Scenarios and Gaps.

Table 3-2 below presents the statewide asset performance targets for NHS pavements and bridges. NHS pavements are broken down into Interstate and Non-Interstate NHS. All Interstate pavements are also SHS Class I pavements and thus have the same target as SHS Class I pavements. Targets are also broken out by ownership. Non-Interstate NHS pavements are owned by state and non-state entities and use a weighted average performance target, as described above.

Table 3-2. NHS Asset Performance Targets

10-Year Desired State of Repair				
Asset (unit of measure)	**Good**	**Fair**	**Poor**	
Interstate Pavement (lane miles)	**60.0%**	**39.0%**	**1.0%**	
Non-Interstate NHS Pavement (lane miles)	**34.2%**	**60.9%**	**5.0%**	
On the SHS	57.6%	40.9%	1.5%	
Off the SHS	7.0%	84.0%	9.0%	
NHS Bridge (deck area)	**83.5%**	**15.0%**	**1.5%**	
On the SHS	83.5%	15.0%	1.5%	
Off the SHS	83.5%	15.0%	1.5%	

3.6. SHS Asset 10-Year Performance Targets

As part of the TAMP development process, Caltrans recommended asset performance targets for the four primary assets on the SHS. The Commission adopted the targets and they were published in the 2017 SHSMP.

SHS asset targets were influenced by a number of factors, including the rate of inventory growth, deterioration rates, cost-performance curves, project delivery time frames, and consequence of inaction. The targets, which reflect statewide stewardship objectives, are consistent with safety, system performance and sustainability objectives.

Poor condition targets consider the potentially negative consequences of inaction along with practical realities that makes realizing a zero-percent poor condition impossible.

Fair condition targets were established by considering the rate of new inventory and needs being identified, project delivery timeframes and cost versus performance analysis. Activities targeting fair condition assets have a strong preservation focus that serve to delay major rehabilitation or replacement and minimize the life cycle costs of the assets.

As an example, a 10-year cost performance chart for SHS bridges is shown below in Figure 3-1. Costs reflect SHOPP and major maintenance investments needed to achieve fair and poor targets.

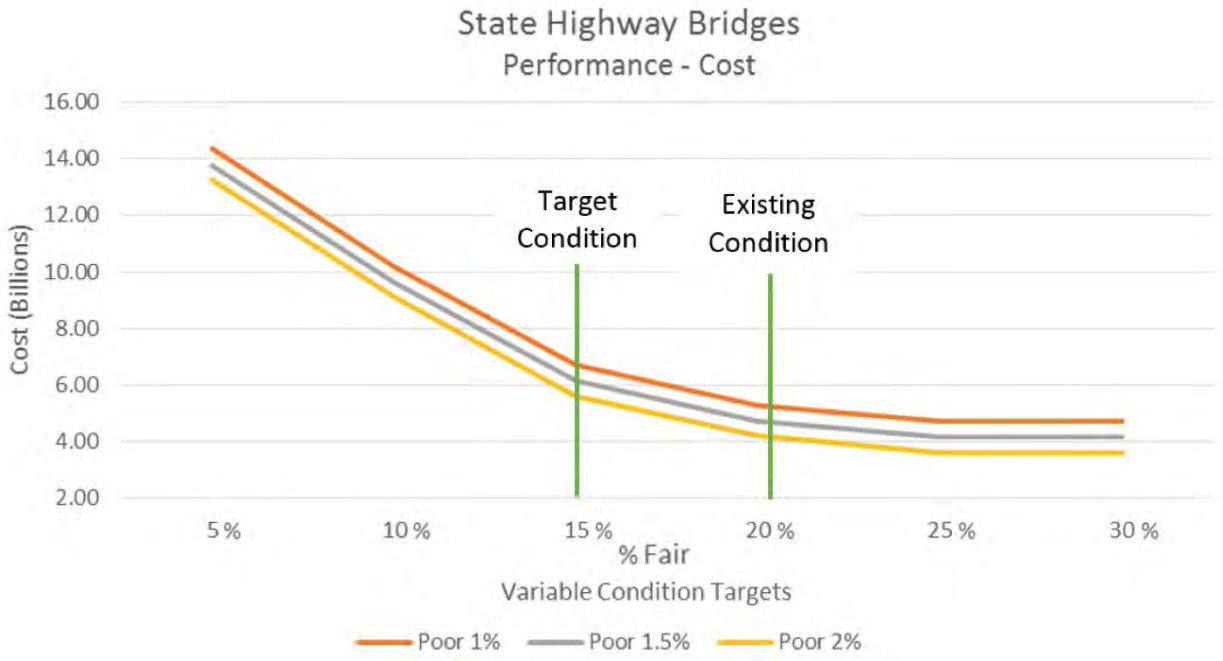

Figure 3-1. Example Performance – Cost Curve for SHS Bridges

Fair targets also have a practical minimum level. For example, in the bridge chart above, the five percent fair performance level has an associated cost of approximately $14 billion. This performance level is not achievable, because of the rate of needs being identified annually and typical project delivery time frames. Finally, the estimated costs to achieve the targets were calculated to assess the impact on statewide needs. All of these factors were considered in the asset performance targets.

The 10-year desired state of repair performance targets shown in Table 3-3 represents for SHS assets developed by Caltrans and accepted by the Commission.

Table 3-3. SHS Asset Performance 10-Year Targets

10-Year Desired State of Repair				
Asset (unit of measure)	**Good**	**Fair**	**Poor**	
Pavement Class I (lane miles)	**60.0%**	**39.0%**	**1.0%**	
Pavement Class II (lane miles)	**55.0%**	**43.0%**	**2.0%**	
Pavement Class III (lane miles)	**45.0%**	**53.0%**	**2.0%**	

10-Year Desired State of Repair			
Asset (unit of measure)	Good	Fair	Poor
Bridge (deck area)	83.5%	15.0%	1.5%
Drainage (linear feet)	80.0%	10.0%	10.0%
TMS (assets)	90.0%	n/a	10.0%

3.7. Supplementary Asset 10-Year Performance Targets

Table 3-4 shows 10-Year Desired State of Repair performance targets for the supplementary assets on the SHS. These targets come from the 2017 SHSMP. In general, we are striving to have no poor-condition assets and to manage the assets in good and fair conditions. Target percentages are based on expert judgment and in some cases have minimal historic data for target development at this time. In the case of Sidewalks and Park and Ride ADA Infrastructure, the inventory reflects the number of deficient locations with respect to the ADA regulations. These deficiencies are usually addressed on an ongoing basis, for example, through pavement, bridge, and many other projects. The poor target for this supplementary asset is set at 75 percent only to ensure that we address the court settlement which requires Caltrans to spend a pre-determined fund each year on stand-alone ADA projects.

Table 3-4. Supplementary SHS Asset Performance 10-Year Targets

10-Year Desired State of Repair			
Asset (unit of measure)	Good	Fair	Poor
Drainage Pump Plants (locations)	80.0%	20.0%	0.0%
Highway Lighting (assets)	0.0%	100.0%	0.0%
Office Buildings (square feet)	60.0%	40.0%	0.0%
Overhead Signs (assets)	0.0%	100.0%	0.0%
Roadside Rest Facilities (locations)	80.0%	20.0%	0.0%
Sidewalks and Park and Ride ADA Infrastructure (locations)	25.0%	n/a	75.0%
Transportation Related Facilities (square feet)	60.0%	40.0%	0.0%
Weigh in Motion Scales (stations)	90.0%	10.0%	0.0%

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4. Life Cycle Planning

One of the core principles of asset management is making investment decisions that consider the full life cycle and associated costs of an asset or system of assets. Transportation asset management involves developing life cycle plans for pavements, bridges, and other assets included in the TAMP.

4.1. Overview

This chapter describes California's life cycle planning (LCP) for its pavement, bridge, drainage, and TMS assets. A life cycle plan is a strategy for managing an asset over its life to achieve a target level of performance while minimizing life cycle costs.

LCP focuses on general network-level asset management strategies that is, the best sequence of maintenance and rehabilitation treatments for a given asset type. Life cycle cost analysis (LCCA) complements LCP. LCCA is a technique for comparing cost alternatives over the life cycle of a project, allowing agencies to minimize life cycle cost. FHWA defines life cycle cost as "the cost of managing an asset class or asset sub-group for its whole life, from initial construction to its replacements."[22] LCCA can be utilized for project level decisions to select the design option that minimizes the initial and discounted future agency, user, and other relevant costs over an analysis time period. The basic principle underlying both LCP and LCCA is fundamental to asset management: timely investments in an asset can result in improved condition and lower long-term cost. This principle is illustrated by Figure 4-1. Proactive Maintenance vs. Reactive Maintenance below. The graphs show condition and costs over

[22] Asset Management Plan Definitions. 23 CFR § 515.5. October 24, 2016, https://www.federalregister.gov/documents/2016/10/24/2016-25117/asset-management-plans-and-periodic-evaluations-of-facilities-repeatedly-requiring-repair-and

time for two example scenarios: an asset management approach of regular preventive maintenance (top panel) and a more costly reactive approach (bottom panel).

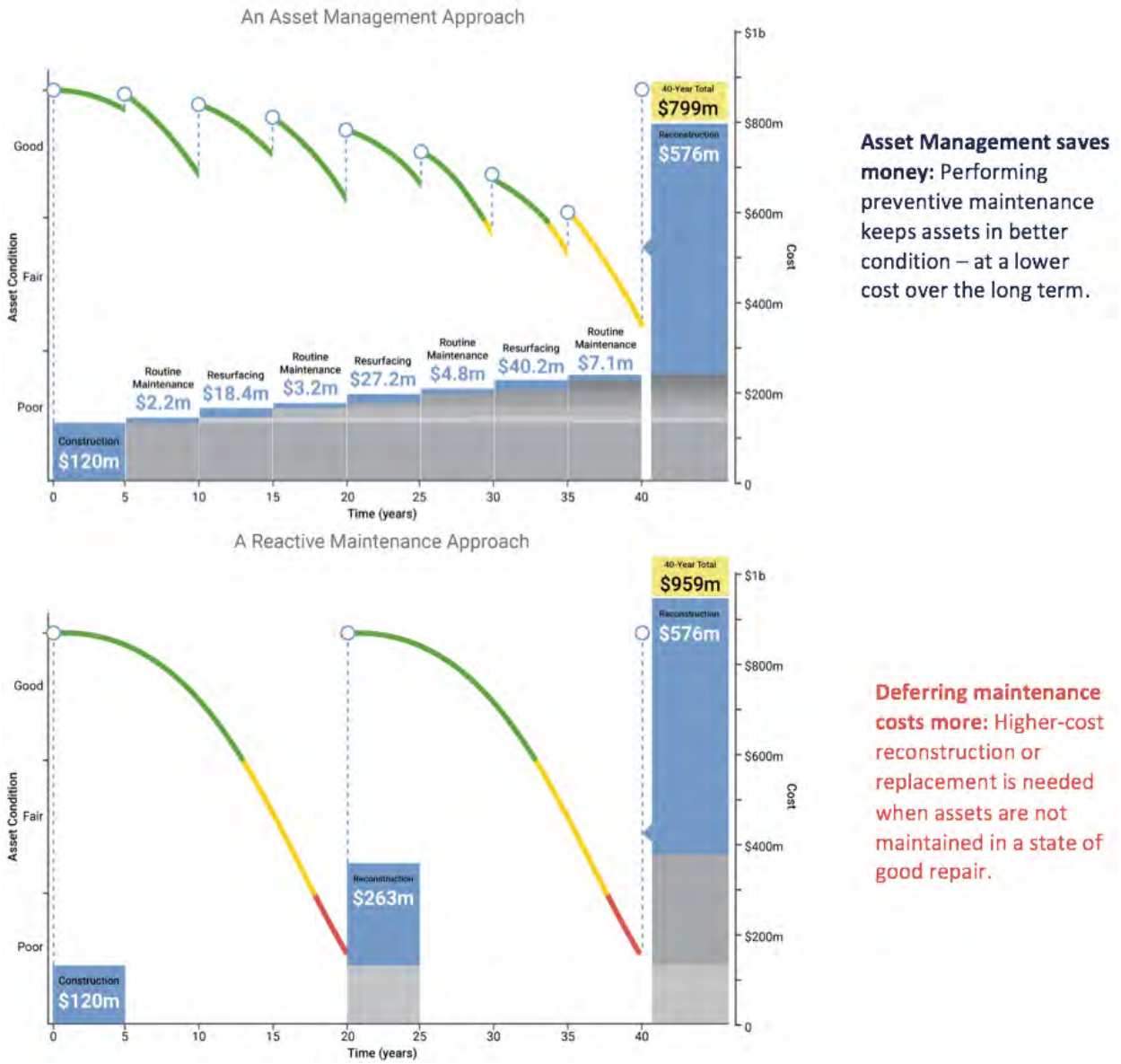

Figure 4-1. Proactive Maintenance vs. Reactive Maintenance

Source**:** Rhode Island DOT, Investing in Rhode Island's Future: A 10-Year Plan to Strengthen Our State's Transportation Systems. 2014. Based on an analysis published by TXDOT. Texas DOT, Typical Life Cycle Costs of a Highway, 2014. http://ftp.dot.state.tx.us/pub/txdot-info/tpp/2040/Life Cycle-costs-of-a-highway.pdf

LCP should be based on a good understanding of the costs and lives of different types of treatments. It involves use of predictive models for how assets will deteriorate following different types of treatments. Ideally, these models are developed based on several years of data on treatments applied and measured condition. In practice, they are typically based on a combination of data and expert judgment.

Current California LCP practices for pavements, bridges, drainage, and TMS are summarized below. For each asset class, there are well-established processes starting with inspection and condition assessment, assignment of appropriate treatments, modeling of future asset condition based on realistic funding assumptions, and life cycle strategies for managing assets.

4.2. Federal and State Requirements

Federal Requirements

FHWA requires that State DOTs establish a process for conducting LCP at the network level for NHS pavements and bridges. FHWA defines LCP as "a process to estimate the cost of managing an asset class, or asset sub-group over its whole life with consideration for minimizing cost while preserving or improving the condition." The following elements must be included in an LCP process:

- Identification of deterioration models
- Potential work types, including treatment options and unit costs
- A strategy for minimizing life cycle costs and achieving performance targets
- Asset performance targets

In addition, LCP should include future changes in traffic demand, information on current and future environmental conditions including extreme weather events, climate change and seismic activity.

State Requirements

The Commission requires the California TAMP include LCP for the four primary asset classes on the SHS (pavement, bridge, drainage, and TMS). Caltrans currently uses a real discount rate of four percent in carrying out the net present value calculations for each asset.

4.3. Life Cycle Planning for Pavements

Data Collection

Since the late 1970s, the pavement program at Caltrans has used a matrix of pavement distresses and treatments to assess the funding needs for pavement maintenance on the State Highway System (SHS). Caltrans used this matrix and the best available knowledge to identify the lowest life cycle cost strategy for a given condition to plan pavement needs.

In 2007, Caltrans began to use life cycle cost analysis in planning pavement projects. In 2015, the Caltrans' pavement program began collecting annual pavement condition data for every through lane mile on the NHS and the SHS through the Automated Pavement Condition Survey (APCS).

Figure 4-2. Automated Road and Pavement Condition Survey Van

Data collected through the APCS includes pavement type, profiles, smoothness, distresses, and images. Caltrans publishes the Caltrans 2015 State of the Pavement Report23 that summarizes pavement inventory and conditions on the SHS. The Caltrans 2015 State of the Pavement Report was based on visual PCS data while future reports will use data collected through the APCS.

Modeling Approach

Data from the APCS are used in Caltrans' Pavement Management System (PaveM). PaveM is a software tool at Caltrans used to model pavement deterioration and prioritize pavement treatment priorities. With the implementation of the PaveM system in 2015, Caltrans can analyze and predict needs for each mile of the SHS based on its own unique conditions, and evaluate funding scenarios. PaveM supports decision-making based on a project optimization tool that uses pavement condition, pavement type, climate, traffic, and project history to propose the right repair treatment at the right time.

Data collected through APCS takes into account a number of variables which impact pavement life and preservation and creates different deterioration rates for different locations, routes, and even lanes within the same route. PaveM allows Caltrans to model deterioration differently for each lane mile

[23] Caltrans, "2015 State of the Pavement Report", 2015, http://www.dot.ca.gov/hq/maint/Pavement/Offices/Planning_Programming/PDF/2015_SOP-7-9_12-22-15_FINAL_revised_1-4-15.docx

depending on these variables and identifies the needs of each lane of a highway independently. PaveM information was used to develop the summaries in Appendix B of the SHSMP.

Treatments

California's approach to modeling pavement condition includes assumptions about treatments, their impacts on condition, and their costs. Caltrans has developed California-specific pavement maintenance and rehabilitation (M&R) schedules for LCP. These California-specific pavement schedules are based on four factors: California roadway classification, existing pavement type, final surface type, and climate grouped into five climate regions: All Coastal, Inland Valley, High Mountain and High Desert, Desert, and Low Mountain and South Mountain. The schedules include treatments, unit costs, and present values. PaveM uses treatments and cost assumptions to prioritize pavement work while minimizing costs. Further work is done analyzing life cycle costs during the project planning phase where additional factors such as traffic handling are quantified.

Unit costs for the treatments are based on an average of costs from actual construction and maintenance projects over a five-year period. Unit costs include cost of material, traffic handling, and other required costs to place pavements including related mobilization, contingency, and supplemental work. Unit costs include a 15 percent support cost, except for rehabilitation (which includes a 20 percent support cost), and seal surface (which has no additional support cost).

The following four tables in Table 4-1, 4-2, 4-3 and 4-4 show examples of life cycle treatment schedules for Class I pavements in an average climate incorporating the deterioration models described previously, as well as data on treatment costs and effects. Additional treatment schedules have been developed for each combination of pavement type and climate zone. Of all the climate zones used in California, the Inland Valley is the closest to the average climate for the entire State. A net present value is provided to compare whole life costs for different treatment schedules.

Table 4-1. Example A- Life Cycle Treatment for Roadway Class I in Average Climate

Rubber Asphalt Treatment (20 Year Design)			
Treatment	Schedule (in years)	Cost ($/lane mile)	Present Value (PV) ($/Lane Mile)
New Pavement	0	$720,000	$720,000
Seal Surface	4	$6,000	$5,129
Crack Seal & Seal Coat	9	$57,000	$40,047
Seal Surface	13	$6,000	$3,603
Digout (2%), Crack Seal, & Seal Surface	17	$76,000	$39,016
Medium Overlay	21	$325,000	$142,621
Thick Overlay (Rehabilitation)	26	$720,000	$259,696
Seal Surface	30	$6,000	$1,850
Crack Seal & Seal Coat	35	$57,000	$14,445

Rubber Asphalt Treatment (20 Year Design)			
Treatment	Schedule (in years)	Cost ($/lane mile)	Present Value (PV) ($/Lane Mile)
Seal Surface	39	$6,000	$1,300
Digout Crack Seal, & Seal Surface	43	$76,000	$14,073
Medium Overlay	47	$325,000	$51,442
Thick Overlay (Rehabilitation)	52	$720,000	$93,670
Seal Surface	56	$6,000	$667
Net Present Value			**$1,387,559**

Table 4-2. Example B-Life Cycle Treatment for Roadway Class I in Average Climate

Rubber Asphalt Treatment with Sacrificial Wearing Surface (40 Year Design)			
Treatment	Schedule (in years)	Cost ($/lane mile)	Present Value (PV) ($/Lane Mile)
New Pavement	0	$1,002,000	$1,002,000
Seal Surface	4	$6,000	$5,129
Thin Mill & Overlay	8	$152,000	$111,065
Seal Surface	12	$6,000	$3,748
Thin Mill & Overlay	16	$152,000	$81,154
Seal Surface	20	$6,000	$2,738
Thin Mill & Overlay	24	$152,000	$59,298
Seal Surface	28	$6,000	$2,001
Thin Mill & Overlay	32	$170,000	$48,460
Digout, Crack Seal, & Seal Surface	36	$76,000	$18,519
Medium Overlay	40	$325,000	$67,694
Digout, Crack Seal, & Seal Surface	45	$76,000	$13,011
Thick Overlay (Rehabilitation)	50	$1,002,000	$140,994
Seal Surface	55	$6,000	$694
Thin Mill & Overlay	60	$152,000	$14,449
Net Present Value			**$1,570,954**

Table 4-3. Example C - Life Cycle Treatment for Roadway Class I in Average Climate

Jointed Plain and Precast Concrete Pavements (40 Year Design)			
Treatment	Schedule (in years)	Cost ($/lane mile)	Present Value (PV) ($/Lane Mile)
New Pavement	0	$1,750,000	$1,750,000
Seal Joints	10	$30,000	$20,267
Seal Joints	20	$30,000	$13,692
Seal Joints	30	$30,000	$9,250
Seal Joints & Spall Repair	40	$40,000	$8,332
Slab Replacement	45	$60,000	$10,272
Grind and Slab Replacement	50	$330,000	$46,435
Slab Replacement	60	$150,000	$14,259
Lane Replacement (Rehabilitation)	65	$2,600,000	$203,145
Net Present Value			**$2,075,651**

Table 4-4. Example D - Life Cycle Treatment for Roadway Class I in Average Climate

Continuously Reinforced Concrete Pavements (40 Year Design)			
Treatment	Schedule (in years)	Cost ($/lane mile)	Present Value (PV) ($/Lane Mile)
New Pavement	0	$1,920,000	$1,920,000
Seal Joints	10	$15,000	$10,133
Seal Joints	20	$15,000	$6,846
Seal Joints	30	$15,000	$4,625
Seal Joints	40	$15,000	$3,124
Seal Joints	50	$15,000	$2,111
Grind and Punchout Repair	55	$130,000	$15,035
Punchout and Medium Overlay	65	$475,000	$37,113
Net Present Value			**$1,998,987**

Note in Tables 4-1, 4-2, 4-3 and 4-4: Unit costs come from the latest (2015) State of Pavement Report and PaveM unit costs. Unit costs are based on average of costs from actual construction projects and maintenance costs (seal surface) over a 5-year period. Unit costs include cost of material, traffic handling, and other required costs to place pavement including related mobilization, contingency and supplemental work. Unit costs include 15% support cost except for rehabilitation which is 20% and seal surface which is 0%.

Because of the wide range of costs for the various concrete and asphalt treatments, the 2017 SHSMP treatment cost assumptions for SHS pavements are expressed in terms of the unit cost of improving condition from fair to good, from poor to good, and adding new pavement. Table 4-5 presents the unit costs from the SHSMP. The values in the SHSMP for pavements were determined by summarizing more detailed PaveM results.

Table 4-5. Unit Costs for SHS Pavements

Costs Per Lane Mile			
	Fix Fair to Good	Fix Poor to Good	Add New
Class I	$814,335	$1,400,894	$1,323,600
Class II	$292,050	$734,621	$714,000
Class III	$124,848	$480,000	$480,000

Targets

LCP is intended to help state DOTs achieve asset performance targets. California's pavement performance targets and the target-setting process are discussed in detail in Chapter 3. Asset Performance Targets.

Strategy

FHWA's interim guidance on using LCP to support asset management defines an LCP strategy as "a collection of treatments that represent the entire life of an asset class or sub-group." Given that definition, the treatment schedules shown previously in Figure 4-2 represent life cycle strategies for four asset sub groups. More broadly, the strategy in California is to treat pavements when they are in fair condition to prevent them deteriorating to poor condition. Assets in poor and fair condition with poor cracking are targeted for more aggressive rehabilitation treatments.

PaveM influences both funding distribution and project selection. APCS data are loaded into PaveM to predict pavement deterioration. Based on predicted pavement condition and a series of decision trees, PaveM recommends the best type of project to maintain the pavement at lowest cost. There are currently three basic types of pavement projects:

- Highway Maintenance
- Minor Rehabilitation, referred to in California as Capital Preventive Maintenance (CAPM)
- Rehabilitation

The Caltrans Highway Maintenance Program focuses on preservation to slow deterioration, minimize future costs, and maximize pavement service life. Maintenance projects are intended to extend service life for three to ten years. Treatments performed through Maintenance include seal coats, cold in-place recycling, digouts, then asphalt overlays for asphalt pavement, and for concrete pavement, joint seal installation or replacement, grinding and slab replacement.

As described in the 2017 SHSMP, CAPM projects use minor rehabilitation strategies for pavements that exhibit deterioration which is more than what can be addressed with maintenance projects. CAPM

projects are intended to extend service life for five to 15 years. CAPM strategies typically include pavement grinding to improve smoothness, isolated slab replacements, asphalt overlays and cold-in-place recycling.

Rehabilitation projects include major rehabilitation and replacement of pavements that have significant structural distress. Rehabilitation is intended to extend service life for 20-40 years.

Other strategies for improving the life cycle of pavements in California include applying LCCA in planning and design, following appropriate three to 20 year cycle of preventive maintenance, changing minimum standards for rehabilitation from 10 years to a 20 to 40-year design life, and using recycled materials in pavement.

Caltrans also has a strong leadership structure for the management of pavements and partnerships with the pavement industry and FHWA through the Rock Products Committee. The SHSMP provides greater detail on life cycle management activities for pavements on the SHS.

4.4. Life Cycle Planning for Bridges

Data Collection

All bridges in the State of California (both state and locally owned) are inspected through both routine and specialty investigations in accordance with mandated federal guidelines by Caltrans Structure Maintenance and Investigation (SM&I) staff or local agency inspectors. Routine inspections are typically performed biennially (unless documented exceptions are approved) and specialty inspections (such as hydraulics, fracture critical or underwater) occur when a bridge meets the appropriate specialty criteria.

During a routine inspection, a registered engineer is responsible for performing element level inspections of all structural members of the deck, superstructure, and substructure of the bridge. The conditions of the structural members are documented following the guidelines provided in the *Caltrans Bridge Element Inspection Manual*[24] which replaces the *AASHTO Guide to Commonly Recognized Structural Elements* and the *AASHTO Guide Manual for Bridge Element Inspection* as a reference for standardized element definitions, element quantity calculations, condition state definitions, element feasible actions and inspection conventions. During a specialty inspection, a registered engineer is responsible for performing inspections for those bridge elements identified with specialized requirements.

All data collected during the inspection process are documented and maintained in the SMART (Structure Maintenance Automated Report Transmittal) bridge management system. The data are then compiled and submitted annually to the Federal Highway Administration (FHWA) based on the FHWA *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges*[25] manual. When condition defects are identified during the inspection process, the bridge inspector develops work recommendations to address the defect(s).

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[24] Caltrans, "Caltrans Bridge Element Inspection Manual", Revised 2016, http://www.dot.ca.gov/hq/structur/strmaint/elem_man.pdf

[25] FHWA, "Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges", Report No. FHWA-PD-96-001, 1995, https://www.fhwa.dot.gov/bridge/mtguide.pdf

Bridge inspection staff receive continued training to provide consistent information on the best practices to address condition defects found during the inspection process. The result of every bridge inspection (whether routine or specialty) is also documented in a formal Bridge Inspection Report that is signed and sealed (with an engineer stamp) and archived on the state managed Bridge Inspection Report Information System (BIRIS) for historical purposes.

Modeling Approach

Work recommendations from the inspection process drive bridge maintenance and rehabilitation projects. Work recommendations developed to address condition defects are documented for all structures (both state and locally owned). Information regarding condition defects for locally-owned bridges are provided to local agencies in monthly reports. SHS bridge work recommendations are typically either categorized as preventive maintenance (addressed through either maintenance field staff or the Caltrans Highway Maintenance Program) or major rehabilitation (addressed through the State Highway Operation Protection Plan (SHOPP)). Caltrans' objective is to manage the bridge inventory safely and economically to limit operational restrictions and prevent sudden closure or collapse. Major rehabilitation, often caused by lack of preventive maintenance, is more costly than preventive maintenance and has the potential to cause significant long-term disruptions.

The current network level life cycle model for the structural integrity of bridges is included in the Bridge Health model in Appendix B of the SHSMP. The model incorporates planned work generated by work recommendations and estimates additional bridge needs based on the identification of defects during the inspection process. This model is based on percentage of total deck area of the SHS bridge inventory in good, fair or poor condition and does not directly correlate to the number of bridges in these condition states. Modeling assumptions include a 0.45 percent annual deterioration rate from good to fair which assumes that annually less than half a percent of the deck area of the total SHS bridge inventory would be added to the minor rehabilitation needs. The model also includes a 0.75 percent annual deterioration rate from good or fair to poor which assumes that annually less than one percent of the deck area of the total SHS bridge inventory would be added to the major rehabilitation or replacement needs.

This model has been the standard maintenance practice for bridges because of funding limitations. With the availability of additional funding, the bridge program would like to transition this modeling approach to a systematic LCP strategy which would routinely apply preservation strategies to a structure prior to the identification of defects to maintain the structures in good condition consistently (as shown in Table 4-9).

Treatments

Typical bridge treatments and unit costs for a concrete bridge are shown below in Table 4-6.

Table 4-6. Typical Concrete Bridge Treatment Costs

Activity Costs		
Activity	**Unit**	**Unit Cost**
Methacrylate Deck	Square Feet	$4
Replace Joints	Linear Feet	$200
Polyester Concrete Overlay	Square Feet	$25
Deck on Deck	Square Feet	$125
Rail Replacement	Linear Feet	$250
Replace Bridge	Square Feet	$635

Because of the wide range of costs for the various bridge preservation and rehabilitation treatments, the 2017 SHSMP treatment cost assumptions for SHS bridges included a calculated average treatment cost for condition improvement from fair to good, from poor to good, and adding new bridge deck area. Table 4-7 presents the unit costs from the SHSMP.

Table 4-7. Unit Costs for SHS Bridges

Costs Per Square Foot			
	Fix Fair to Good	**Fix Poor to Good**	**Add New**
SHS Bridge	$344	$483	$635

Targets

LCP is intended to help state DOTs achieve asset performance targets. California's bridge performance targets and the target-setting process are discussed in detail in Chapter 3. Asset Performance Targets.

Strategy

An example of Caltrans' condition and systematic-based LCP strategies are shown below for a typical concrete bridge with an average daily traffic (ADT) volume of 12,000 (five percent trucks) in a non-aggressive environmental zone. In this example, the bridge has a deck area of 12,000 square feet, rail length of 620 linear feet and joint length of 80 linear feet. Table 4-8 includes the treatment schedule and costs for a condition-based strategy.

Table 4-8. Condition-Based LCP Strategy for an Example Concrete Bridge

Costs Per Square Foot			
Activity	**Year**	**Cost**	**Present Value (PV)**
New Construction	0	$7,620,000	$7,620,000
Methacrylate Deck Replace Joints	15	$64,000	$35,537
Polyester Concrete Overlay Replace Joints	30	$316,000	$97,429
Replace Bridge	75	$7,620,000	$402,211
Net Present Value			**$8,155,177**

Treatment schedules and costs, shown in Table 4-9, are for a systematic-based strategy.

Table 4-9. Alternative Systematic-Based LCP Strategy for a Concrete Bridge

Costs Per Square Foot			
Activity	**Year**	**Cost**	**Present Value (PV)**
New Construction	0	$7,620,000	$7,620,000
Methacrylate Deck Replace Joints	10	$64,000	$43,236
Polyester Concrete Overlay Replace Joints	20	$316,000	$144,218
Deck on Deck Rail Replacement	40	$1,655,000	$344,718
Methacrylate Deck on Deck Replace Joints	50	$64,000	$9,006
Polyester Concrete Overlay Replace Joints	70	$316,000	$20,293
Replace Bridge	90	$7,620,000	$223,334
Net Present Value			**$8,404,805**

The current strategy in California is to perform bridge work according to the work recommendations generated by inspections. These work recommendations typically identify two types of work: preventive maintenance (preservation) or rehabilitation (non-preservation). Preventive maintenance work extends bridge service life by addressing minor defects before they worsen to more extensive damage. Preventive maintenance bridge work includes joint repairs, spall repair, minor paint needs, as well as some deck repairs. As described in the 2017 SHSMP, bridges exhibiting more serious deterioration or damage, which include bridges in poor condition and a portion of the bridges in fair condition, are addressed with more extensive rehabilitation or replacement activities funded through the SHOPP.

Other strategies for improving the life cycle of bridge assets include using new materials that last longer and are easier to apply, implementing policies to ensure that new projects are built with cost-effective and easily maintained elements, and using accelerated bridge construction techniques.

Best management practices include centralized statewide management of all bridge assets, on-going training for state and local inspectors, bridge strategy meetings that provide a uniform approach to recommended maintenance strategies and scour and seismic vulnerability screening to ensure that bridges with the most critical needs are addressed.

Additionally, California local bridge owners receive federal funding for local NHS bridges through a program administered by Caltrans. Caltrans develops local policies and procedures for this program by working with a local bridge advisory committee made up of city and county organizations, FHWA, and the Commission that provides a forum to confer with cities and counties on local bridge funding and programming matters. Currently, California receives approximately $300 million a year in federal funding for local bridges.

4.5. Life Cycle Planning for Drainage

Data Collection

Starting in 2005, Caltrans initiated a process to assess the health of all of the State's drainage assets through a systematic district level inspection program. Each drainage asset is inventoried and given a unique number, as its condition is evaluated. These assessments are then added to a growing database in the office for identification and prioritization of maintenance and rehabilitation. Drainage assets are assessed as good, fair or poor. The current Culvert Inspection Program (CIP) plan reflects the completion of the inventory of drainage assets on the SHS by 2027.

Modeling Approach

The 2017 SHSMP includes a network level LCP model for drainage assets. The model includes deterioration rates, treatments, and unit costs for drainage assets on the SHS.

Treatments

Typical treatments and unit costs are shown below in Table 4-10 for drainage assets based on recent historical costs. This treatment schedule is for a drainage rehabilitation project.

Table 4-10. Typical Treatments and Unit Costs for Drainage Systems

Typical Activity Costs for Culverts	
Activity	**Cost per Culvert**
Maintenance	$400
Invert Paving/Plating	$124,000
Culvert Restoration/Liner	$63,000
Bore and Jack New Pipe	$180,000

The 2017 SHSMP presents treatment cost assumptions for drainage systems on the SHS. Instead of unit costs for individual treatments, the SHSMP calculates unit costs for improving condition from fair to good, from poor to good, and adding new drainage systems. Table 4-11 presents the unit costs from the SHSMP.

Table 4-11. Unit Costs for Drainage Systems

Costs Per Linear Foot			
	Fix Fair to Good	Fix Poor to Good	Add New
Culverts	$558	$2,000	$2,000

Targets

LCP is intended to help state DOTs achieve asset performance targets. California's drainage performance targets and the target-setting process are discussed in detail in Chapter 3. Asset Performance Targets.

Strategy

Caltrans' culvert inspection program identifies drainage systems in need of immediate attention so they can be restored to perform their function and provide the expected level of service. Once identified for restoration, the Caltrans Highway Design Manual[26] and other design guides advise the Project Engineers at the project level in restoration strategies. The final design is selected in cooperation and consultation with the public, private organizations, and State and Federal agencies. This ensures the selected restoration method is; safe, cost efficient, environmentally friendly, and resilient.

A cost estimate is done for each drainage system restoration that looks at:

- Constructability costs--both for the contractor and impacts to the public during construction, i.e., traffic, and creek diversions, etc.
- Selected repair type cost--and any other costs incurred by the repair. If a repair cannot be made, then replacement strategies are determined.

Cost alone may not be the final word on ultimate selection. Other factors such as environmentally sensitive areas, fish passage, legal, or safety impacts may determine the final repair selection and cost.

Three LCP strategies for drainage systems are presented in Table 4-12, 4-13 and 4-14 below. The first treatment schedule is for drainage system rehabilitation. The second lists the treatments and costs for drainage system replacement and the third lists the treatments and costs for failed road and drainage system replacement.

[26] Caltrans, "Highway Design Manual". Revised 2016. http://www.dot.ca.gov/design/manuals/hdm.html

Table 4-12. Typical LCP Strategies for Culvert Rehabilitation

Culvert Life Cycle Treatment Schedule			
Rehabilitation	Schedule (in years)	Cost*(each)	Present Value (PV) (each)
New Culvert	0	$20,000	$20,000
Maintenance	5	$400	$329
Maintenance	10	$400	$270
Maintenance	15	$400	$222
Maintenance	20	$400	$183
Maintenance	25	$400	$150
Invert Paving/Plating	30	$124,000	$38,232
Maintenance	35	$400	$101
Maintenance	40	$400	$83
Maintenance	45	$400	$68
Culvert Restoration/Liner	50	$63,000	$8,865
Net Present Value			**$68,503**

Table 4-13. Typical LCP Strategies for Culvert Replacement

Culvert Life Cycle Treatment Schedule			
Replacement	Schedule (in years)	Cost*(each)	Present Value (PV) (each)
New Culvert	0	$20,000	$20,000
Maintenance	5	$400	$329
Maintenance	10	$400	$270
Maintenance	15	$400	$222
Maintenance	20	$400	$183
Maintenance	25	$400	$150
Invert Paving/Plating	30	$124,000	$38,232
Maintenance	35	$400	$101
Maintenance	40	$400	$83
Maintenance	45	$400	$68
Bore & Jack New Pipe	50	$180,000	$25,328
Net Present Value			**$84,967**

Table 4-14. Typical LCP Strategies for Culvert Failed Road and Replacement

Culvert Life Cycle Treatment Schedule			
Failed Road and Replacement	Schedule (in years)	Cost* (each)	Present Value (PV) (each)
New Culvert	0	$20,000	$20,000
Maintenance	5	$400	$329
Maintenance	10	$400	$270
Maintenance	15	$400	$222
Maintenance	20	$400	$183
Maintenance	25	$400	$150
Invert Paving/Plating	30	$124,000	$38,232
Maintenance	35	$400	$101
Maintenance	40	$400	$83
Maintenance	45	$400	$68
Maintenance	50	$400	$56
Maintenance	55	$400	$46
Replace Road and Culvert	60	$1,000,000	$95,060
Net Present Value			**$154,801**

*Note for Tables 4-12, 4-13 and 4-14: Costs come from historical projects and are based on average of costs from actual construction and maintenance costs including the cost of material, traffic handling, and other required costs to construct drainage systems including 60% support cost. Present value costs include a cumulative escalation factor of 4.2%.

Beyond maintaining a drainage system there may be a need for restoration after its estimated 50-year service life. Typically over the life of a drainage system there are two major cost points, initial installation cost and repair or restoration cost. Existing ongoing inspections of the State's drainage systems has shown there is an estimated 12 percent of a drainage system being found will be in a poor state of health after reaching a 50-year service life, and about 24 percent will be in fair condition after 50 years of service. Once identified as poor, each District then determines the restoration or replacement strategy.

To return any drainage system to a good state of health, many variables influence the restoration cost; they include length, diameter, water diversions, traffic control, repair/restore strategy, fish passage, access, slope, expected bed load, to name a few.

One of the main reasons for drainage system replacement is deterioration (typically because of corrosion, abrasion, erosion, piping, storm damage or poor initial installation). If a drainage system fails, a Department Director's Order may be initiated to accelerate and address the problem. If the drainage

system has not yet failed, but is in poor condition, Maintenance will program it for repair, rehabilitation, or replacement.

Other strategies for improving the life cycle of drainage systems include using remote controlled cameras to complete drainage system inspections, trenchless drainage system replacement techniques, and lining replacement techniques.

4.6. Life Cycle Planning for Transportation Management Systems

Data Collection

Caltrans currently uses a TMS Inventory Database to track all statewide TMS assets. This database is populated by district personnel, who provide information on each system, such as system type, location, and installation date. Fact sheets on each TMS element that are updated every few years inform designers on replacement costs, compared to new costs, and give guidance on the most cost-effective solution, as well as give information on expected service life. This service life, along with the installation dates, can be used to provide an assessment or prediction of replacement needs.

Caltrans Traffic Operations and Maintenance staff are involved in managing the health of the TMS network. Traffic Operations provides engineering support, initial problem troubleshooting, and maintains central systems, including software updates. District Maintenance is responsible for repair of TMS field elements and communication linkages to the Transportation Management Centers (TMCs). Maintenance forces place first priority on critical safety needs, such as traffic signal and lighting repair work.

As of August 2017, Caltrans has a network of over 19,000 field systems, as well as an extensive network of computer servers running software that helps to manage the SHS. These systems, which have become more advanced over the years, are connected by a network of fiber, wireless communications, and leased communications systems which provide remote access and management capabilities.

One of the primary reasons why LCP is challenging is that estimating the life cycle of a TMS unit can be difficult, because not all components of the system will have the same installation date or service life. Some components may be replaced as part of a larger project, such as controller or modem upgrades, or other portions may be replaced by a service contractor or Caltrans maintenance forces.

An example of a TMS unit is the traffic count station. The components in the controller cabinet, the communication infrastructure, inductive loops and various interconnects contribute to the determination of the life cycle of a traffic count station. The installation date, mean time before failure (MTBF), warranty, manufacturer support of device and milestones in the advancements in technology are all factors in determining expected service life. Knowing the installation date and the MTBF provides the simplest way to determine the life cycle duration. Warranty, manufacturer support, and technological advancement are a horizontal deviation in the life cycle of the electrical equipment.

TMS elements represent a significant investment need for Caltrans as a large portion of the current inventory is past its expected service life and will require replacement. Complicating the issue is the fact that if any one of these components fail, it would need to be replaced quickly to bring the system back

to an operational state. TMS require replacement for a variety of reasons: some require more maintenance than is reasonable, some become technically obsolete, and others become a network security risk.

Modeling Approach

The 2017 SHSMP includes a network level LCP model for TMS assets. The model includes deterioration rates, treatments, and unit costs for TMS assets on the SHS. Figure 4-3 displays an estimate of TMS needs over the next ten years.

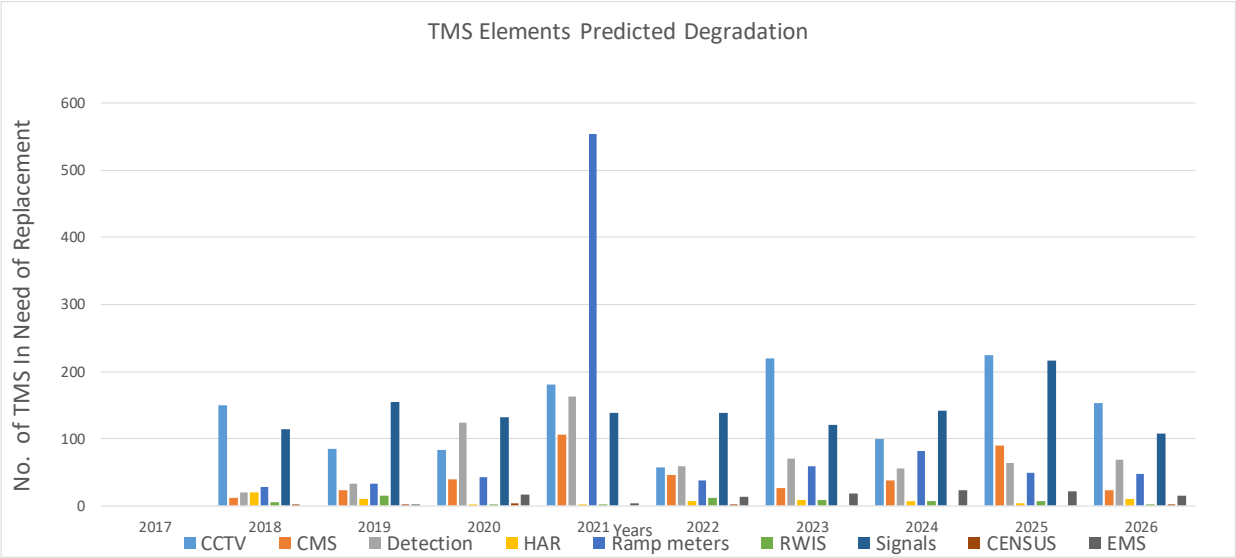

Figure 4-3. Estimate of TMS Elements in Need of Replacement over the next 10 Years

Treatments

The 2017 SHSMP presents treatment cost assumptions for TMS assets on the SHS. Instead of unit costs for individual treatments, the SHSMP calculates unit costs for improving condition from poor to good and adding new assets. Table 4-15 presents the unit costs from the SHSMP.

Table 4-15. Unit Costs for TMS Assets

Costs Per Element		
	Fix Poor to Good	Add New
TMS Elements	$116,691	$116,691

Targets

LCP is intended to help state DOTs achieve asset performance targets. California's TMS performance targets and the target-setting process are discussed in detail in Chapter 3. Asset Performance Targets.

Strategy

As described in the 2017 SHSMP, the Maintenance Program is responsible for maintaining TMS assets. TMS elements on the SHS require over 80,000 preventive maintenance checks and repairs annually to ensure maximum operability. A combination of state and contract service addresses the maintenance needs. Assets which are at end of life, obsolete, or otherwise non-functional are addressed through systemic repairs, replacements, or upgrades.

Caltrans is developing strategies to better manage the health of the TMS network by performing more extensive system health assessments, as well as greater collaboration with maintenance staff. The TMS database, which stores records of all district systems, is constantly being improved, and records are being audited and checked for clarity and completeness.

The TMS Master Plan is fundamental to LCP. Its purpose will be to detail deployment needs for new TMS installations, as well as discuss life cycle needs for existing elements. The plan will give guidance on the costs of maintaining a TMS inventory, as well as guidance on decommissioning existing systems when new technologies, such as cloud-based detection, are able to supplement or replace standard loop and radar detection units.

With the need for TMS expansion in California, additional maintenance and operations staff will be required to preserve the TMS inventory. Table 4-16 presents an estimate of additional TMS maintenance and operations (M&O) needs. It is expected that over the next 10 years, the increase in average cost to maintain and operate TMS will be over $18.5 million.

Table 4-16. Estimate of Additional Maintenance and Operation Needs Over 10 Years

TMS Maintenance and Cost Estimates							
TMS Element	Inventory	Service Life	Annual M&O Cost per Element	Total Annual M&O Costs	Expected New TMS per Year	Increase in Annual M&O Costs	10-Year Increase in Estimated M&O Costs
Closed Circuit Television (CCTV)	2,825	10	$4300	$12,147,500	61	$262,300	$2,623,000
Changeable Message Signs	896	25	$5,600	$5,017,600	19	$106,400	$1,064,000
Traffic Monitoring Detection Stations (Detection)	5,216	25	$3,100	$16,169,600	113	$350,300	$3,503,000
Highway Advisory Radios (HAR)	186	15	$6,200	$1,153,200	4	$24,800	$248,000
Freeway Ramp Meter	2,855	25	$4,700	$13,418,500	62	$291,400	$2,914,000
Roadway Weather Information System (RWIS)	149	10	$5,300	$789,700	3	$15,900	$159,000
Traffic Signals	6,262	25	$5,700	$35,693,400	135	$769,500	$7,695,000
Traffic Census Stations (CENSUS)	128	20	$2,200	$281,600	3	$6,600	$66,000
Extinguishable Message Signs (EMS)	539	25	$2,000	$1,078,000	12	$24,000	$240,000
Total	**19,056**			**$85,749,100**	**412**	**$1,851,200**	**$18,512,000**

Average estimated Maintenance and Operations costs include materials, equipment, training, lifecycle, and support costs. Does not include energy costs. Estimate for new TMS elements based on SHOPP funded projects only. Assumed M&O costs for traffic signals are the same for state and local; Inventory and new elements estimate as of November 2017.

4.7. LCP for NHS Pavements and Bridges Owned by Other Federal, State and Local Agencies

The above paragraphs detail LCP practices for the SHS, as well as for the portion of NHS pavements and bridges owned by Caltrans. To develop the TAMP Caltrans made the following additional assumptions regarding LCP for pavements and bridges owned by other Federal, State and local agencies:

- For NHS pavements owned by other agencies besides Caltrans, the network level model for Class II pavements detailed in Appendix B of the SHSMP was applied using treatment costs described in the California Statewide Local Streets and Roads Needs Assessment.
- For NHS bridges owned by other agencies besides Caltrans, the network level model for SHS bridges detailed in Appendix B of the SHSMP was applied. The treatment costs in this model were found to be comparable to those described for bridges in the California Statewide Local Streets and Roads Needs Assessment.

4.8. Accounting for Changes in Traffic Demand, Natural Hazards and Environment

Managing transportation assets include evaluating whether assets will deteriorate faster or will have higher than anticipated costs due to changes in traffic demand, extreme climates, natural disasters or the impacts due to environmental conditions. These risks and costs to transportation infrastructure are further discussed in Chapter 8. Risk Management of the TAMP, but they are also considered in the development of life cycle plans in California. Some examples of the factors considered in current LCP practice are: climate and traffic demand in the determination of pavement treatments; scour and seismic vulnerability screening for all bridges; the design of drainage systems for flood probability, frequency, and severity; and the consideration for life cycle replacement and full build out of TMS elements to reduce Daily Vehicle Hours of Delay and Green House Gas (GHS) emissions.

4.9. Life Cycle Planning Maturity

In review of LCP maturity for primary and supplementary assets in California, pavements have the highest level of maturity owing to the progress that has been made in optimizing pavement performance. Other asset classes are in various stages of developing life cycle cost considerations and life cycle plans. Caltrans developed a LCP maturity model to perform a self-assessment. The result of the self-assessment is shown below in Figure 4-4. The model represents LCP maturity in California across all primary and supplementary asset classes.

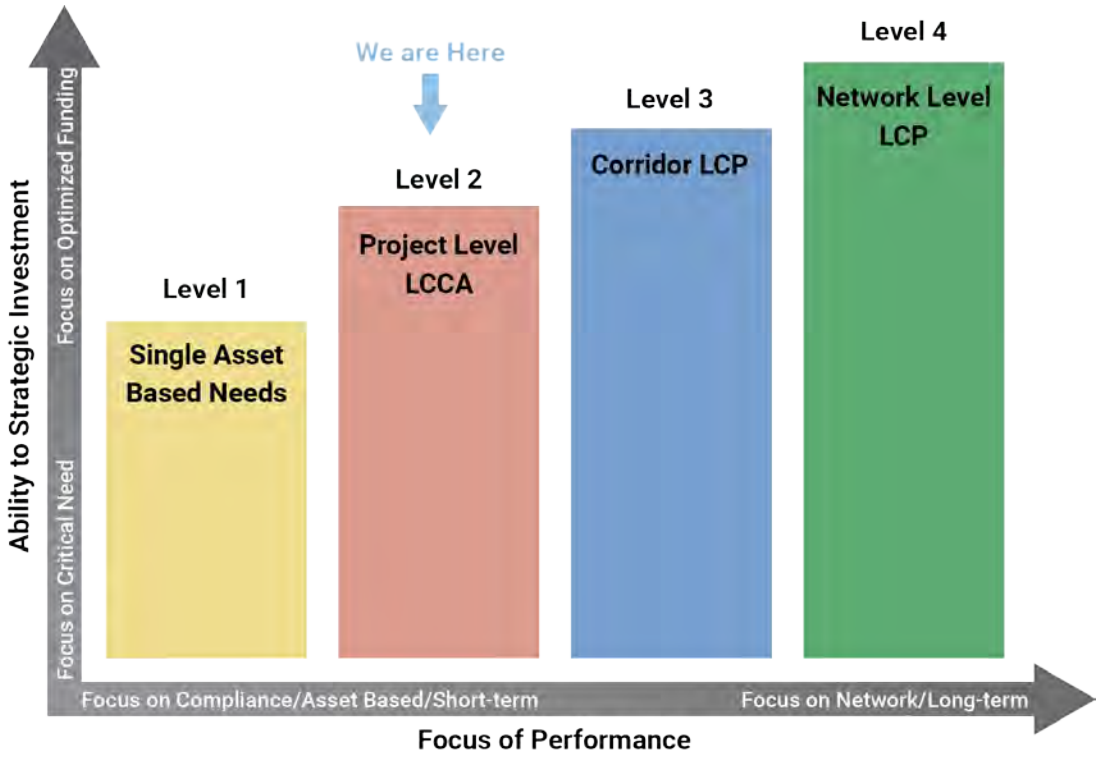

Figure 4-4. California's LCP Maturity

The primary elements of the LCP Maturity Model are described below:

LEVEL 1 - Single Asset Based Needs include the inventory and condition assessment of a single asset over the useful life of the asset considering the cost of the treatment and deterioration that occurs over time.

LEVEL 2 - Project Level LCCA includes performing a project level LCCA that is compliant with environmental, economic and legislative requirements and considers treatments evaluated over an analysis period taking into account traffic and user costs. A strong LCCA policy would be strategically implemented across all assets and programs.

LEVEL 3 - Corridor LCP includes elements of Level 2, but includes a strong LCP Policy that will focus on improving and preserving major corridors and STRAHNET routes. Investment strategies are considered for long-term asset investment needs and maximizes performance with constrained funding. At this level, multi-asset investment decisions are incorporated and performance gaps are eliminated. Internal and external stakeholders are emphasized. Reducing the annual cost of preservation through more research and innovated practices is prevalent and risk sharing is stressed between public and private sector.

LEVEL 4 - Network Level LCP includes Level 2 and 3 elements, but considers long-term focus on improving and preserving the system and network conditions achieved through different levels of funding where conditions are optimized with multi-asset investment. Improvements to policy through research and partnerships are emphasized.

5. Performance Scenarios and Gaps

California's asset management focus involves managing transportation assets throughout their life cycle. This requires looking to the future and projecting asset performance. California's state and local transportation agencies use expected funding to predict future conditions, compare against targets, define funding gaps, and inform resource allocation decisions.

5.1. Overview

This chapter presents performance scenarios for bridges, pavements, drainage systems, and TMS asset performance over a 10-year period. A primary objective of the federal requirement to develop a TAMP and adopt asset management processes is to improve or preserve the condition of transportation assets. Progress towards this objective is measured against national, state, and local goals.

Projecting conditions allows California to see whether or not asset performance will meet goals, including the 10-year desired state of repair. This requires an assumption about the level of funding allocated to assets over the 10-year time frame of the TAMP. To project conditions, varying funding levels are assumed to show the differences in performance depending on the expenditure amount. More detailed information about the funding levels themselves is provided in Chapter 6. Revenues and Financial Projections and Chapter 7. Investment Strategies. Projecting conditions is also informed by the Life Cycle Planning strategies provided in Chapter 4. Life Cycle Planning.

Based on the revenue projections described in the Revenues and Financial Projections chapter of this TAMP, three scenarios were defined: a pre-SB1 scenario representing the expected funding levels prior to the passage of SB1, a current expected funding scenario that reflects the impact of SB1 funds on current funding expectations, and a target scenario that represents the desired state of good repair.

5.2. Federal and State Requirements

Federal Requirements

FHWA requires that states establish a performance gap analysis process for transportation asset management plans. Specific requirements for the process are listed below.

Performance Gap Analysis Process Requirements

- State DOT targets for asset condition of NHS pavements and bridges, using FHWA's performance measures
- NHS performance gaps
- Alternative strategies to close or address the gaps

As part of the gap analysis, states must compare current asset performance to target performance levels, but they may also compare projected asset performance to target performance to calculate an expected gap. The gap analysis is presented following the discussion of performance projections in this chapter.

State Requirements

State regulations require the development of a robust TAMP that meets federal guidelines. The California TAMP must also include performance gap analysis for assets on the SHS.

5.3. Baseline (Pre-SB1) Performance

The baseline pre-SB1 performance scenario is based on average annual revenues prior to the passage of SB1, maintained over a 10-year period. This funding scenario is described in detail in Chapter 6. Revenues and Financial Projections.

Pre-SB1 funding levels from the SHSMP and pre-SB1 performance accomplishments from Caltrans are used to develop pre-SB1 performance projections for SHS assets. For NHS assets on the SHS, weighted averages based on the portion of NHS on the SHS are used to develop performance projections and estimate funding levels.

The asset projection model from the SHSMP was adapted to predict future conditions for non-SHS assets. The model assumes that the local investment in NHS pavement is proportional to the magnitude of the NHS, relative to the total local road network. Local NHS pavements account for 5% of the total local roadways. Multiplying the $1.98 billion local road annual expenditure identified in the 2016 Local Needs Assessment by 5% yields an estimated NHS spending for pavement of $99 million per year. Although this assumption likely underestimates the local investment in NHS pavement based on limited MPO feedback, it serves as a reasonable lower bound for purposes of this analysis.

Having determined the baseline NHS spending, the percentage of pavement spending applied to fair and poor condition pavements was estimated at 15 percent for fair pavements and 85 percent for poor

condition pavements, based on expert judgement and discussions between Caltrans and MPO staff. This reflects a current focus by local agencies on reducing the percentage of pavements on the NHS that are in poor condition.

The model includes an 8.78 percent annual deterioration rate from good to fair and a 3.37 percent rate from fair to poor. The unit cost assumptions are $111,408 per lane mile to fix fair to good and $166,320 per lane mile to fix poor to good.

Given these assumptions, the model predicts a gradual worsening of pavement conditions over time with Pre-SB1 funding.

For non-SHS local bridges, the model assumes that the local investment in bridge repairs, $93 million per year, is in proportion to the square footage of bridge deck of non-SHS local bridges on the NHS to the total of all non-SHS local bridges, which is 32 percent.

The local bridge funding is assumed to be applied 15 percent to fair condition bridges and 85percent to poor condition bridges, based on analysis done for the 2017 SHSMP. The model includes a 0.45 percent annual deterioration rate from good to fair and a 0.75 percent rate from fair to poor. The unit cost assumptions are $344 per square foot of bridge deck area fixed fair to good and $483 per square foot of bridge deck area fixed poor to good.

NHS Assets

Table 5-1 presents the 10-year pre-SB1 performance projection for NHS pavements and bridges.

Table 5-1. NHS Pavement and Bridge 10-Year Performance in Baseline Funding Scenario

NHS Assets					
	Annual Funding ($M)	Good	Fair	Poor	
Pavements					
Interstate (lane miles)	**$386**	**40.7%**	**47.5%**	**11.8%**	
Non-Interstate NHS (lane miles)	**$632**	**22.0%**	**63.1%**	**14.9%**	
On the SHS	$533	37.8%	46.9%	15.3%	
Off the SHS	$99	3.9%	81.7%	14.4%	
Bridges					
NHS (deck area)	**$431**	**77.8%**	**18.6%**	**3.5%**	
On the SHS	$338	81.2%	16.1%	2.7%	
Off the SHS	$93	47.6%	41.2%	11.2%	

SHS Assets

The 10-year pre-SB1 performance projection for SHS pavements, bridges, drainage systems and TMS assets are shown in Table 5-2.

Table 5-2. SHS Primary Asset Performance in Baseline Funding Scenario

SHS Assets	Annual Funding ($M)	Good	Fair	Poor	
Pavements					
Class I (lane miles)	$709	40.7%	47.5%	11.8%	
Class II (lane miles)	$331	34.5%	46.3%	19.2%	
Class III (lane miles)	$78	21.0%	54.7%	24.3%	
Bridges					
SHS Bridges (deck area)	$405	81.2%	16.1%	2.7%	
Drainage					
SHS Drainage (linear feet)	$108	54.0%	31.7%	14.2%	
TMS					
SHS TMS (assets)	$106	55.0%	n/a	45.0%	

5.4. Maintain NHS Asset Performance

Federal regulations require that an annual level of investment to maintain asset condition for NHS pavements and bridges be included in the TAMP. To maintain NHS pavements and bridges at current performance levels (as presented in Chapter 2, Table 2-4 and Table 2-7), it is expected that approximately $1.85 billion annually would be needed for 10 years. Because conditions are expected to improve with the passage of SB1, a full presentation of this scenario was not included in the TAMP.

5.5. Expected (Post-SB1) Performance

The expected post-SB1 funding performance scenario is based on average annual revenues after the passage of SB1, maintained over a 10-year period. This funding scenario is described in detail in Chapter 6. Revenues and Financial Projections.

SB1 funding levels and performance accomplishments from the SHSMP are used to develop expected performance projections for SHS assets. For NHS assets on the SHS, weighted averages were utilized,

based on the portion of NHS to the total SHS, to develop performance projections and estimate funding levels.

The asset projection model described in the previous section was used to predict future conditions for non-SHS assets.

SB1 is expected to provide $1.5 billion annually for local roads and bridges. SB1 funding is adequate to close all local NHS performance gaps, if applied to the NHS in sufficient quantity. Preliminary feedback gathered through TAMP workshops with local agencies indicates that SB1 funding is planned to more closely align with the inventory proportion of the NHS to total local roadways. Workshop feedback also indicated that approximately 90 percent of SB1 funds ($1.35 billion) would be applied towards pavement and 10 percent ($150 million) towards bridges. As with the earlier scenarios presented, the model assumes that local agencies will continue to apply new SB1 funds in proportion of NHS assets to total non-SHS inventory. The local NHS comprises five percent of total local pavements and 32 percent of total local bridges.

For pavements, this results in an increase in funding from SB1 of $68 million per year (or $167 million total annual funding), with 40 percent spent on work improving pavements in fair condition and 60 percent spent on improving pavements in poor condition. An increased emphasis on treating pavements in fair condition is assumed for this scenario given that additional funds would be available for pavement preservation through SB1.

For non-SHS bridges, this results in an increase in funding from SB1 of $48 million per year (or $141 million total annual funding), with 15 percent spent on work improving bridges in fair condition and 85 percent spent on improving bridges in poor condition.

Assuming that local agencies invest SB1 funds in NHS assets proportional to their overall local asset inventory, the model predicts improved local NHS pavements and bridge conditions over the baseline condition.

NHS Assets

The expected funding performance scenario is based on current expected revenues over a 10-year period. Table 5-3 presents the 10-year expected funding performance projection for NHS pavements and bridges.

Table 5-3. NHS Pavement and Bridge 10-Year Performance in Expected Funding Scenario

NHS Assets	Annual Funding ($M)	Good	Fair	Poor	
Pavements					
Interstate (lane miles)	**$751**	**60.0%**	**39.0%**	**1.0%**	
Non-Interstate NHS (lane miles)	**$1,161**	**34.0%**	**60.8%**	**5.2%**	
On the SHS	$995	57.6%	40.9%	1.5%	
Off the SHS	$167	6.7%	83.8%	9.5%	
Bridges					
NHS (deck area)	**$707**	**80.4%**	**17.5%**	**2.1%**	
On the SHS	$566	83.5%	15.0%	1.5%	
Off the SHS	$141	52.1%	40.3%	7.6%	

SHS Assets

The 10-year expected funding performance projection for SHS pavements, bridges, drainage systems and TMS assets are shown in Table 5-4.

Table 5-4. SHS Primary Asset Performance in Expected Funding Scenario

SHS Assets	Annual Funding ($M)	Good	Fair	Poor	
Pavements					
Class I (lane miles)	**$1,380**	**60.0%**	**39.0%**	**1.0%**	
Class II (lane miles)	**$577**	**55.0%**	**43.0%**	**2.0%**	
Class III (lane miles)	**$151**	**45.0%**	**53.0%**	**2.0%**	
Bridges					
SHS Bridges (deck area)	**$678**	**83.5%**	**15.0%**	**1.5%**	
Drainage					
SHS Drainage (linear feet)	**$255**	**58.2%**	**31.8%**	**10.0%**	

SHS Assets	Annual Funding ($M)	Good	Fair	Poor	
TMS					
SHS TMS (assets)	**$195**	**90.0%**	n/a	**10.0%**	

5.6. Desired State of Repair

The performance scenario for the Desired State of Repair (DSOR) is based on annual funding required to meet performance targets over a 10-year period. This scenario includes the additional maintenance funding required to sustain the state of repair further into the future as captured in the SHSMP.

For assets on the SHS, the target funding scenario uses financial data from the SHSMP. For NHS assets on the SHS, weighted averages, based on the portion of NHS to the total SHS, are used to develop performance projections and estimate funding levels. As with the earlier scenarios presented, the model assumes that local agencies will apply funds in proportion of NHS assets to total non-SHS inventory. The local NHS comprising five percent of total local pavements and 32 percent of total local bridges.

The asset projection model suggests local agencies are within a $2 million annual increase in funding over the expected SB1 scenario for local NHS pavements to achieve the statewide target. To close the performance gap for NHS bridges, the bridge model calculates an increase in funding of $274 million per year over the expected scenario, resulting in $415 million in annual funding for local NHS bridges. Funding for these gaps could be closed by shifting funding to the NHS in greater proportion than assumed in this analysis or by augmenting with funding from local sources.

NHS Assets

The DSOR target scenario represents the requirements for meeting the 10-year targets described in Chapter 3. Asset Performance Targets. Table 5-5 presents the 10-year target funding performance projection for NHS pavements and bridges.

Table 5-5. NHS Pavement and Bridge 10-Year Performance in Target Funding Scenario

NHS Assets	Annual Funding ($M)	Good	Fair	Poor	
Pavements					
Interstate (lane miles)	**$852**	**60.0%**	**39.0%**	**1.0%**	
Non-Interstate NHS (lane miles)	**$1,322**	**34.1%**	**60.9%**	**5.0%**	
On the SHS	$1,153	57.6%	40.9%	1.5%	

NHS Assets	Annual Funding ($M)	Good	Fair	Poor
Off the SHS	$169	7.0%	84.0%	9.0%
Bridges				
NHS (deck area)	**$981**	**83.5%**	**15.0%**	**1.5%**
On the SHS	$566	83.5%	15.0%	1.5%
Off the SHS	$415	83.5%	15.0%	1.5%

SHS Assets

The 10-year target DSOR performance for SHS pavements, bridges, drainage systems and TMS assets are shown in Table 5-6.

Table 5-6. SHS Primary Asset Performance in Target Funding Scenario

SHS Assets	Annual Funding ($M)	Good	Fair	Poor
Pavements				
Class I (lane miles)	**$1,566**	**60.0%**	**39.0%**	**1.0%**
Class II (lane miles)	**$696**	**55.0%**	**43.0%**	**2.0%**
Class III (lane miles)	**$199**	**45.0%**	**53.0%**	**2.0%**
Bridges				
SHS Bridges (deck area)	**$678**	**83.5%**	**15.0%**	**1.5%**
Drainage				
SHS Drainage (linear feet)	**$494**	**80.0%**	**10.0%**	**10.0%**
TMS				
SHS TMS (assets)	**$211**	**90.0%**	n/a	**10.0%**

5.7. Asset Performance Gap Analysis

State DOTs are required to establish a process for conducting a gap analysis, evaluating any gaps between current and target condition, and suggesting strategies to close the gaps pursuant to 23 CFR Part 515.7(a)(3)[27]. FHWA defines a performance gap as "the gaps between the current asset condition and State DOT targets for asset condition, and the gaps in system performance effectiveness that are best addressed by improving the physical assets."

California's gap analysis includes two gap calculations: *current gap* and *projected gap*.

- **Current gap** is the gap between current performance and the 10-year desired state of repair.
- **Projected gap** is the gap between the expected (Post-SB1) performance projection and the 10-year target DSOR.

Both current and projected gaps are shown in terms of the change in performance required to meet the desired state of repair. For measures of good condition, a gap indicates the need to increase good conditions by the specified amount. For measures of poor or fair conditions a gap indicates the need to reduce poor conditions or fair conditions by the specified amount. Gaps are reported as zero in cases where the projected performance exceeds the target performance; no "negative" gaps are reported in these cases.

NHS Assets

Table 5-7 presents the gap analysis for NHS pavements and bridges. There is a current gap presented for each asset and performance measure combination. No gap is projected for Interstate pavements, because Caltrans expects to achieve the desired state of repair with expected funding from SB1. The intention of SB1 was to close the performance gap on the SHS. Non-Interstate NHS pavements are owned by both state and local agencies; the combined subsystem is not expected to meet the desired state of repair unless an additional portion of the local SB1 or other funding sources is applied to the local NHS.

NHS bridges are owned by both state and local agencies. There is a projected gap for NHS bridges at the assumed investment percentages for local NHS bridges. To the extent local agencies increase the proportion of SB1 funding applied to NHS bridges, the identified gap could be minimized or eliminated. Strategies for closing gaps are discussed in subsequent chapters of the TAMP.

Predicted condition and resulting performance gaps for local NHS pavement and bridge assets are founded on the assumption that local investment priorities are proportional to the NHS and non-NHS inventory quantities. While this assumption provides a consistent and unbiased basis for analyses, it is within the discretion of local agencies and the funding capacity of SB1 to focus a larger share of funds on NHS assets to close these gaps.

[27] 23 CFR Part 515.7(a)(3), https://www.federalregister.gov/documents/2016/10/24/2016-25117/asset-management-plans-and-periodic-evaluations-of-facilities-repeatedly-requiring-repair-and

Table 5-7. Performance Gaps for NHS Assets

NHS Assets	Good	Fair	Poor
Interstate Pavements (lane miles)			
Current Performance	44.9%	52.1%	3.1%
10-Year Expected (Post-SB1) Performance	60.0%	39.0%	1.0%
10-Year Target (DSOR) Performance	60.0%	39.0%	1.0%
Current Gap	15.1%	13.1%	2.1%
10-Year Projected Gap	0.0%	0.0%	0.0%
Non-Interstate NHS Pavements (lane miles)			
Current Performance	25.5%	67.4%	7.1%
10-Year Expected (Post-SB1) Performance	34.0%	60.8%	5.2%
10-Year Target (DSOR) Performance	34.1%	60.9%	5.0%
Current Gap	8.7%	6.5%	2.2%
10-Year Projected Gap	0.1%	0.0%	0.2%
Non-Interstate NHS Pavements on the SHS (lane miles)			
Current Performance	43.5%	54.0%	2.5%
10-Year Expected (Post-SB1) Performance	57.6%	40.9%	1.5%
10-Year Target (DSOR) Performance	57.6%	40.9%	1.5%
Current Gap	14.1%	13.1%	1.0%
10-Year Projected Gap	0.0%	0.0%	0.0%
Non-Interstate NHS Pavements off the SHS (lane miles)			
Current Performance	4.6%	82.9%	12.5%
10-Year Expected (Post-SB1) Performance	6.7%	83.8%	9.5%
10-Year Target (DSOR) Performance	7.0%	84.0%	9.0%
Current Gap	2.4%	0.0%	3.5%

NHS Assets	Good	Fair	Poor
10-Year Projected Gap	0.3%	0.0%	0.5%
NHS Bridges (deck area)			
Current Performance	66.5%	28.7%	4.8%
10-Year Expected (Post-SB1) Performance	80.4%	17.5%	2.1%
10-Year Target (DSOR) Performance	83.5%	15.0%	1.5%
Current Gap	17.0%	13.7%	3.3%
10-Year Projected Gap	3.1%	2.5%	0.6%
NHS Bridges on the SHS (deck area)			
Current Performance	69.4%	26.9%	3.7%
10-Year Expected (Post-SB1) Performance	83.5%	15.0%	1.5%
10-Year Target (DSOR) Performance	83.5%	15.0%	1.5%
Current Gap	14.1%	11.9%	2.2%
10-Year Projected Gap	0.0%	0.0%	0.0%
NHS Bridges off the SHS (deck area)			
Current Performance	40.8%	44.4%	14.8%
10-Year Expected (Post-SB1) Performance	52.1%	40.3%	7.6%
10-Year Target (DSOR) Performance	83.5%	15.0%	1.5%
Current Gap	42.7%	29.4%	13.3%
10-Year Projected Gap	31.4%	25.3%	6.1%

SHS Assets

Table 5-8 presents the gap analysis of SHS assets. There is a current gap for each asset and performance measure. However, there are no projected gaps, as Caltrans expects to achieve the desired state of repair with future funding. Strategies for closing gaps are discussed in subsequent chapters of the TAMP.

Table 5-8. Performance Gaps for SHS Assets

SHS Assets	Good	Fair	Poor
Pavement Class I (lane miles)			
Current Performance	45.1%	50.5%	4.4%
10-Year Expected (Post-SB1) Performance	60.0%	39.0%	1.0%
10-Year Target (DSOR) Performance	60.0%	39.0%	1.0%
Current Gap	14.9%	11.5%	3.4%
10-Year Projected Gap	0.0%	0.0%	0.0%
Pavement Class II (lane miles)			
Current Performance	35.6%	57.6%	6.8%
10-Year Expected (Post-SB1) Performance	55.0%	43.0%	2.0%
10-Year Target (DSOR) Performance	55.0%	43.0%	2.0%
Current Gap	19.4%	14.6%	4.8%
10-Year Projected Gap	0.0%	0.0%	0.0%
Pavement Class III (lane miles)			
Current Performance	37.5%	54.3%	8.1%
10-Year Expected (Post-SB1) Performance	45.0%	53.0%	2.0%
10-Year Target (DSOR) Performance	45.0%	53.0%	2.0%
Current Gap	7.5%	1.3%	6.1%
10-Year Projected Gap	0.0%	0.0%	0.0%
SHS Bridges (deck area)			
Current Performance	74.9%	21.8%	3.3%
10-Year Expected (Post-SB1) Performance	83.5%	15.0%	1.5%
10-Year Target (DSOR) Performance	83.5%	15.0%	1.5%
Current Gap	8.6%	6.8%	1.8%
10-Year Projected Gap	0.0%	0.0%	0.0%

SHS Assets	Good	Fair	Poor
SHS Drainage (linear feet)			
Current Performance	65.0%	23.5%	11.5%
10-Year Expected (Post-SB1) Performance	58.2%	31.8%	10.0%
10-Year Target (DSOR) Performance	80.0%	10.0%	10.0%
Current Gap	15.0%	13.5%	1.5%
10-Year Projected Gap	21.8%	21.8% *	0.0%
SHS TMS (assets)			
Current Performance	58.8%	n/a	41.2%
10-Year Expected (Post-SB1) Performance	90.0%	n/a	10.0%
10-Year Target (DSOR) Performance	90.0%	n/a	10.0%
Current Gap	31.2%	n/a	31.2%
10-Year Projected Gap	0.0%	n/a	0.0%

*The SHS drainage performance gap is based on an estimated end-state condition in 10 years using a projected inventory quantity that continues to grow.

The gap analysis in Table 5-9 represents Supplementary Assets on the SHS. There is a current gap for each asset and performance measure. Strategies for closing gaps are discussed in subsequent chapters of the TAMP.

Table 5-9. Performance Gaps for Supplementary Assets on the SHS

Supplementary Assets on the SHS	Good	Fair	Poor
SHS Drainage Pump Plants (locations)			
Current Performance	24.1%	29.3%	46.6%
10-Year Expected (Post-SB1) Performance	63.8%	26.9%	9.3%
10-Year Target (DSOR) Performance	80.0%	20.0%	0.0%
Current Gap	55.9%	9.3%	46.6%
10-Year Projected Gap	16.2%	6.9%	9.3%

Supplementary Assets on the SHS	Good	Fair	Poor
SHS Highway Lighting (assets)			
Current Performance	40.2%	13.9%	45.9%
10-Year Expected (Post-SB1) Performance	46.3%	13.8%	39.9%
10-Year Target (DSOR) Performance	0.0%	100.0%*	0.0%
Current Gap	0.0%	0.0%	45.9%
10-Year Projected Gap	0.0%	0.0%	39.9%
SHS Office Buildings (square feet)			
Current Performance	41.9%	31.6%	26.5%
10-Year Expected (Post-SB1) Performance	57.4%	16.6%	26.0%
10-Year Target (DSOR) Performance	60.0%	40.0%	0.0%
Current Gap	18.1%	0.0%	26.5%
10-Year Projected Gap	2.6%	0.0%	26.0%
SHS Overhead Signs (assets)			
Current Performance	74.4%	21.8%	3.8%
10-Year Expected (Post-SB1) Performance	64.9%	23.7%	11.4%
10-Year Target (DSOR) Performance	0.0%	100.0%*	0.0%
Current Gap	0.0%	0.0%	3.8%
10-Year Projected Gap	0.0%	0.0%	11.4%
SHS Roadside Rest Facilities (locations)			
Current Performance	32.6%	38.4%	29.0%
10-Year Expected (Post-SB1) Performance	26.7%	22.1%	51.2%
10-Year Target (DSOR) Performance	80.0%	20.0%	0.0%
Current Gap	47.4%	18.4%	29.0%
10-Year Projected Gap	53.3%	2.1%	51.2%

Supplementary Assets on the SHS	Good	Fair	Poor
SHS Sidewalks, Park and Ride and ADA Infrastructure (locations)			
Current Performance	0.0%	n/a	100.0%
10-Year Expected (Post-SB1) Performance	7.3%	n/a	92.7%
10-Year Target (DSOR) Performance	25.0%	n/a	75.0%
Current Gap	25.0%	n/a	25.0%
10-Year Projected Gap	17.7%	n/a	17.7%
SHS Transportation-Related Facilities (square feet)			
Current Performance	21.2%	15.1%	63.7%
10-Year Expected (Post-SB1) Performance	17.2%	17.7%	65.1%
10-Year Target (DSOR) Performance	60.0%	40.0%	0.0%
Current Gap	38.8%	0.0%	63.7%
10-Year Projected Gap	42.8%	0.0%	65.1%
SHS Weigh in Motion Scales (stations)			
Current Performance	2.8%	97.2%	0.0%
10-Year Expected (Post-SB1) Performance	27.3%	40.9%	31.8%
10-Year Target (DSOR) Performance	90.0%	10.0%	0.0%
Current Gap	87.2%	87.2%	0.0%
10-Year Projected Gap	62.7%	30.9%	31.8%

*The 10-year target performance for SHS highway lighting and overhead signs is to have the entire inventory in a good or fair condition.

5.8. Closing the Performance Gap

California's NHS and SHS will require substantial investment to achieve established Desired State of Repair 10-Year Targets. However, California is on track to achieve these targets for all of its SHS while narrowing the gap for NHS pavements and bridges under current funding expectations. The additional investment in preservation provided by SB1 is crucial to attaining these ambitious targets.

In addition to tracking progress towards the long-range planning 10-year targets established in the TAMP, performance gaps for 2- and 4-year performance targets will be established as required under FHWA's Pavemenet and Bridge Performance Management Final Rule (23 CFR Part 490). The FHWA will assess progress towards achieving performance targets over the 4-year baseline performance period (defined as the "Baseline Performance Period"), measuring against biennial reports submitted by Caltrans. If the FHWA finds that significant progress towards state targets has not been achieved in two consecutive two-year reporting periods, the state must include a plan for improving performance in its next progress report. Significant progress is defined as current performance exceeding baseline performance or equaling or exceeding the performance target.

NHS Assets

The gap analysis for NHS assets, as required by 23 CFR Part 515.7(a)(3)[28], produced several key outcomes for the NHS assets:

- No gap is projected for Interstate pavements, as Caltrans expects to achieve the desired state of repair with funding from SB1.
- Non-Interstate NHS pavements are not expected to meet the desired state of repair unless an additional portion of the local SB1 or other funding sources is applied to the local NHS.
- There is a projected gap for NHS bridges at the assumed investment percentages for local NHS bridges. To the extent local agencies increase the proportion of SB1 funding applied to NHS bridges, the identified gap could be minimized or eliminated.

A number of strategies will need to be pursued by local, regional, and state partners in order to assure that the performance gaps for local pavements and bridges identified in the TAMP are addressed. SB1 funds coupled with local measure funds bring additional financial resources to bear that will help close these gaps. A shift in prioritization of investments towards NHS assets by local agencies could further advance achieving performance goals. Better informed investment decisions are possible through improved coordination and information sharing amongst local, regional, and state partners. Additional discussion of these strategies for closing gaps are discussed in subsequent chapters of the TAMP.

SHS Assets

With the additional funding provided by SB1, Caltrans anticipates closing all performance gaps for the four primary SHS asset classes. Performance gaps are expected to persist or widen, however, for the supplementary asset classes, as there is insufficient funding at the projected levels over the 10-year period ahead. It is possible that as improvements in condition of the primary asset classes are realized and long-term maintenance costs go down, funds could be redirected towards improving the condition of the supplementary asset classes.

[28] 23 CFR Part 515.7(a)(3), https://www.federalregister.gov/documents/2016/10/24/2016-25117/asset-management-plans-and-periodic-evaluations-of-facilities-repeatedly-requiring-repair-and

6. Revenues and Financial Projections

The TAM financial plan underpins and enables the implementation of asset management practices. This chapter details the revenues and financial projections for asset management activities in California.

6.1. Overview

California's transportation funding is derived from a variety of sources. The majority of state and federal transportation funding is collected through fuel taxes. At the state level, revenues are directed towards a set of transportation-related state accounts for California. Major accounts related to asset management are the State Highway Account (SHA) and the recently-created Road Maintenance and Rehabilitation Account (RMRA). These accounts are used to fund maintenance, operations, and capital projects, including asset management-related activities. The two programs most closely related to asset management are the Highway Maintenance Program (HM) and the State Highway Operation and Protection Program (SHOPP). The HM program and the SHOPP fund maintenance, preservation, rehabilitation, and replacement projects; all are intended to maintain or improve asset condition. SHOPP and HM funds are used for the SHS, and by extension, the portions of the NHS on the SHS.

For the portion of NHS owned by local agencies, revenues are derived from a variety of sources, including federal and state sources, as well as additional local funding sources, such as local sales taxes, development impact fees, property taxes, and traffic impact fees. Funding sources used by local agencies are further detailed in the *2016 California Statewide Local Streets and Roads Needs Assessment*. Note: local agencies must fund all of the roads and bridges on the local system, not just the portion on the NHS. One challenge in developing a financial plan that meets FHWA's requirements is to determine the portion of transportation funds projected to be used on the NHS.

In 2017 California adopted new legislation significantly increasing funds for asset management. Senate Bill 1 (SB1), The Road Repair and Accountability Act of 2017, includes a number of provisions that, over time, will provide increased revenues for roads and bridges. SB1 is projected to increase average annual

funding for local pavements and bridges by approximately $1.5 billion. This additional funding will be instrumental in helping California achieve its asset condition targets for the SHS and NHS.

The following subsections present the TAMP financial plan, summarizing funding sources and uses, and detailing the projected funding available for asset management uses over the next 10 years. The financial plan is an estimate of projected revenue, detailing the resources available for helping meet the condition targets presented previously. Note that the financial plan is focused on funds available for selected asset types on the SHS and NHS. Other documents provide a more comprehensive description on topics such as sources of transportation funding, how California projects future revenues, and what constraints exist on use of funds for different purposes. *Transportation Funding in California (2017)*[29], an annual report by Caltrans, provides detail on transportation revenue sources. 2018 State Transportation Improvement Program (STIP) Fund Estimate details projected funding and programming capacity for different programs and asset types.

6.2. Federal and State Requirements

Federal Requirements

FHWA requires each state DOT to include a financial plan that spans at least 10 years and identifies funding and costs over that time in their TAMP. FHWA defines financial plan as "a long-term plan spanning 10 years or longer, presenting a State DOT's estimates of projected available financial resources and predicted expenditures in major asset categories that can be used to achieve State DOT targets for asset condition during the plan period, and highlighting how resources are expected to be allocated based on asset strategies, needs, shortfalls, and agency policies." The plan should provide a summary of financial resources and needs for pursuing asset management objectives and achieving performance targets.

FHWA also requires that states establish a process for developing a financial plan as part of the transportation asset management plan. Specific requirements for the process are listed below.

Financial Plan Process Requirements

- Estimated cost of expected future work to implement the investment strategies of the asset management plan, by fiscal year and work type
- Estimated funding levels to address the costs of future work types, by fiscal year
- Identification of anticipated funding sources
- Asset valuation estimate for NHS pavements and bridges assets and the needed annual investment to maintain asset value (Note: asset valuation is included in Chapter 2. Asset Inventory and Condition.)

[29] Caltrans, "Transportation Funding in California", *2017*, http://www.dot.ca.gov/hq/tpp/offices/eab/fundchrt_files/2017_Transportation_Funding.pdf

State Requirements

State regulations require that California develop a robust asset management plan which meets the federal TAMP requirements and also includes assets on the SHS. The financial plan should include the four primary asset classes on the SHS.

6.3. Funding Sources

California receives transportation funding from both federal and state sources. At the state level the majority of funding is from state sources. This section details California's sources of revenue and future funding outlook, broken out by state and federal sources.

Tables 6-1, 6-2, and 6-3 below are adapted from the *2018 STIP Fund Estimate*[30] (Fund Estimate) approved by the California Transportation Commission on August 16, 2017. The Fund Estimate is a biennial projection of all available transportation resources and establishes funding levels for the STIP and the SHOPP. The 2018 Fund Estimate covers the period from fiscal year 2018 to 2023 and includes funding provided by SB1, which covers 10 years of committed funding.

Federal Funding Sources

Federal funding for transportation is provided through the Highway Trust Fund (HTF), which is funded by the federal gas tax supplemented with additional revenues from the State Highway Account or other funds. For a detailed explanation of federal funding support, refer to *Funding Federal-Aid Highways*[31], a 2017 publication of FHWA.

Congress is responsible for authorizing federal funding. Federal transportation funds are typically authorized in advance to allow states to support capital planning. Once authorized, funds are apportioned or allocated to states or programs. Apportioned funds must then be obligated, or committed, to specific projects in a state before the HTF outlays cash to pay eligible recipients.

Table 6-1 shows the ten-year summary of California's expected funding from federal sources. In the table obligation authority is the total federal commitment to a state in each year. Obligation authority constitutes the majority of California's federal transportation funding. Over 10 years, it will provide $37 billion in funding. The August redistribution is funding from other states that was unobligated, or not committed. FHWA redistributes uncommitted funds to states able to obligate additional funding. The August redistribution is expected to provide $1.6 billion in funding over 10 years. Other federal resources represent transfers of federal funding for uses outside of the SHA. Caltrans has $2.9 billion in projected transfers. In total, federal funding is projected to provide $35.8 billion to Caltrans from state fiscal year (FY) 2017-2018 (18) to FY 2026-2027 (27).

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[30] Caltrans, "2018 State Transportation Improvement Program Fund Estimate", August 16, 2017, http://dot.ca.gov/budgets/docs/FINAL%202018%20STIP%20FE%20Book.pdf

[31] FHWA, "Funding Federal-Aid Highways", January 2017, https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/

Table 6-1. Summary of Funding from Federal Sources

Federal	Value by FY ($M)										
Description	18	19	20	21	22	23	24	25	26	27	FY 18-27
Obligation Authority	$3,340	$3,416	$3,498	$3,575	$3,655	$3,736	$3,818	$3,902	$3,988	$4,076	$37,004
August Redist-ribution	$162	$162	$162	$162	$162	$162	$162	$162	$162	$162	$1,620
Other Federal Resources	($313)	($284)	($284)	($284)	($284)	($284)	($284)	($284)	($284)	($284)	($2,869)
Federal Total	**$3,190**	**$3,294**	**$3,376**	**$3,454**	**$3,533**	**$3,614**	**$3,696**	**$3,780**	**$3,866**	**$3,954**	**$35,755**

Source: FY 2018—FY 2023, 2018 State Transportation Improvement Program Fund Estimate

State Funding Sources

Expected funding from state sources is shown in Table 6-2. This table is organized by account, showing state funds in the State Highway Account (SHA) and newly-created SB1 Road Maintenance and Rehabilitation Account (RMRA).

The SHA includes revenue sources such as fuel taxes, transfers, rental and sale of excess property, and outdoor advertising licenses, permit fees, and fines. Total estimated SHA funding over the 10-year period is $42 billion.

Table 6-2. Summary of Funding from State Sources

SHA	Value by FY ($M)										
Description	18	19	20	21	22	23	24	25	26	27	FY 18-27
Beginning Balance	$1,812	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,812
Fuel Excise Taxes (Base)	$2,124	$2,111	$2,092	$2,184	$2,215	$2,273	$2,376	$2,483	$2,596	$2,713	$23,167
Fuel Excise Taxes (Price-Based)	$1,454	$1,645	$1,915	$1,980	$2,011	$2,055	2,148	2,245	2,347	2,453	$20,253
Misc. Revenues	$371	$371	$371	$371	$365	$367	370	370	370	370	$3,696
Transport-ation Loans	$75	$75	$75	$1,498	$0	$0	$0	$0	$0	$0	$1,723
Net Transfers - Others	($162)	($165)	($167)	($1,668)	($165)	($165)	($166)	($168)	($169)	($170)	($3,165)
Expenditures - Other Departmental	($539)	($541)	($543)	($545)	($547)	($550)	($552)	($554)	($556)	($558)	($5,486)
SHA Total	**$5,134**	**$3,496**	**$3,744**	**$3,820**	**$3,879**	**$3,979**	**$4,175**	**$4,376**	**$4,587**	**$4,808**	**$41,999**
RMRA	**Value by FY ($M)**										
Description	18	19	20	21	22	23	24	25	26	27	FY 18-27
Bridges & Culverts	$400	$400	$400	$400	$400	$400	$400	$400	$400	$400	$4,000
Maintenance & SHOPP	$370	$1,085	$1,100	$1,191	$1,252	$1,314	$1,353	$1,411	$1,468	$1,526	$12,070
RMRA Total	**$770**	**$1,485**	**$1,500**	**$1,591**	**$1,652**	**$1,714**	**$1,753**	**$1,811**	**$1,868**	**$1,926**	**$16,070**

Source: FY 2018—FY 2023, 2018 State Transportation Improvement Program Fund Estimate

SB1 is expected to raise a total of $54 billion over 10 years. The revenue increase is the result of higher gasoline and diesel taxes, additional vehicle and emissions fees, and savings through efficiency measures. SB1 created RMRA to fund work on deferred maintenance for pavements, bridges, TMS, and drainage systems, primarily through increased fuel taxes. Total estimated RMRA funding over the 10-year period is $16 billion, as shown in Table 6-2.

Table 6-3 is a 10-year funding summary which includes the summary of Table 6-1 and Table 6-2 of the 2018 STIP Fund Estimate. SB1 (RMRA) funds are shown as State fuel tax funds. Total projected asset management funding from FY 2018 to FY 2027 is $93.8 billion.

Table 6-3. 10-Year Funding Summary

Value by FY ($M)	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY 18-27
State Fuel Taxes	$4,348	$5,241	$5,507	$5,755	$5,878	$6,042	$6,276	$6,539	$6,810	$7,092	$59,489
Federal Funds	$3,190	$3,294	$3,376	$3,454	$3,533	$3,614	$3,696	$3,780	$3,866	$3,954	$35,755
Other Revenues /Adjust-ments	$1,556	($260)	($263)	($344)	($347)	($349)	($348)	($352)	($355)	($359)	($1,421)
Total	**$9,094**	**$8,275**	**$8,620**	**$8,865**	**$9,064**	**$9,307**	**$9,094**	**$8,275**	**$8,620**	**$8,865**	**$93,824**

Source: FY 2018—FY 2023, 2018 State Transportation Improvement Program Fund Estimate

Local Funding Sources

The *2016 California Statewide Local Streets and Roads Needs Assessment* discusses sources of funding for local roads and bridges, in addition to the federal and state sources described previously. This report lists the following local funding sources:

- Local sales taxes
- Traffic and development impact fees;
- Transportation mitigation fees
- General funds
- Various assessment districts–-lighting, maintenance, flood control, special assessments, community facility districts
- Traffic safety/circulation fees
- Utilities e.g., stormwater, water, wastewater enterprise funds
- Parking and various permit fees
- Flood control districts
- Enterprise funds (solid waste and water)
- Investment earnings
- Parcel/property taxes
- Indian reservation roads
- Indian gaming funds
- Vehicle registration fees
- Vehicle code fines
- Underground impact fees
- Solid waste funds

- Transient Occupancy Taxes (TOT)
- Capital Improvement Program (CIP) Reserves/Capital Funds

This report estimates that future funding available for pavements will total approximately $1.98 billion per year, with approximately 49 percent of this total derived from local funding sources. It further estimates future funding of $290 million per year for bridges, as well as $1.1 billion per year for other essential roadway components. SB1 is expected to add $1.5 billion of funding annually for local roads and bridges.

6.4. Funding Uses

This section summarizes how available transportation funds are used. Caltrans programs work for a four-year period. These commitments draw on state and federal funding to address a wide range of transportation needs.

Table 6-4 shows Caltrans' planned spending commitments in upcoming years, organized by account and funding source. In total, $5.6 billion of available funds is committed to operations, representing 17 percent of the $32.2 billion total; $9.9 billion is committed to maintenance, representing 31 percent of the total; $9.1 billion is committed to local assistance, representing 28 percent of the total; $6.4 billion is committed to the SHOPP, representing 20 percent of the total; and $1.3 billion is committed to the STIP, representing four percent of the total.

Table 6-4. Summary of Caltrans Planned Commitments

Value by FY ($M)							
	FY18	FY19	FY20	FY21	FY22	FY23	FY 18-23
SHA + Federal							
Operations	$845	$872	$898	$925	$953	$981	$5,475
Maintenance	$1,301	$1,333	$1,367	$1,401	$1,436	$1,472	$8,309
Local Assistance	$1,456	$1,476	$1,501	$1,579	$1,591	$1,516	$9,119
SHOPP Capital Outlay Support	$929	$734	$544	$413	$283	$191	$3,093
SHOPP Capital Outlay	$1,961	$405	$262	$129	$102	$94	$2,953
STIP	$472	$354	$228	$105	$59	$40	$1,259
SHA+Federal Total	**$6,964**	**$5,174**	**$4,800**	**$4,552**	**$4,424**	**$4,294**	**$30,208**
RMRA							
Operations	$17	$18	$18	$19	$19	$20	$114
Maintenance	$421	$400	$400	$120	$120	$120	$1,581
SHOPP Capital Outlay Support	$20	$30	$20	$0	$0	$0	$70
SHOPP Capital Outlay	$293	$0	$0	$0	$0	$0	$293
RMRA Total	**$752**	**$448**	**$439**	**$139**	**$140**	**$140**	**$2,059**
Total							
Operations	$862	$890	$916	$944	$972	$1,001	$5,589
Maintenance	$1,722	$1,733	$1,767	$1,521	$1,556	$1,592	$9,890
Local Assistance	$1,456	$1,476	$1,501	$1,579	$1,591	$1,516	$9,119
SHOPP	$3,203	$1,169	$826	$542	$385	$285	$6,409
STIP	$472	$354	$228	$105	$59	$40	$1,259
Total	**$7,716**	**$5,623**	**$5,238**	**$4,694**	**$4,563**	**$4,433**	**$32,268**

Source: 2018 State Transportation Improvement Program Fund Estimate

Table 6-5 presents a summary of estimated SHOPP spending based on the 2018 STIP Fund Estimate. Existing commitments to the SHOPP total $5.5 billion over the next six years. Target capacity for the SHOPP, which accounts for these existing commitments, is $24.7 billion over the same period.

Table 6-5. Summary of Expected SHOPP Spending

Value by FY ($M)							
	FY18	FY19	FY20	FY21	FY22	FY23	FY 18-23
Commitments	$3,203	$1,169	$826	$542	$385	$285	$5,480
Target Capacity	$2,713	$4,200	$4,300	$4,400	$4,500	$4,600	$24,713

Source: 2018 State Transportation Improvement Program Fund Estimate

The above tables detail SHS funding uses. For the portion of the NHS owned by other federal, state and local agencies besides Caltrans, funding has been estimated based on the 2016 *Statewide Local Streets and Roads Needs Assessment*, with adjustments to account for additional funding from SB1.

6.5. Funding Available for Asset Management

Spending on NHS assets in California is not tracked as a separate item. In lieu of spending records, the TAMP includes funding estimates for NHS assets. These funding estimates were calculated based on the percentage of state pavements and bridges assets located on the NHS. Funding for NHS pavements and bridges, organized by owner, is presented in Table 6-8. The table presents three funding scenarios: The baseline (pre-SB1) funding scenario represents NHS asset management funding before the passage of SB1; the expected (post-SB1) funding scenario represents NHS asset management funding after the passage of SB1, and the achieving targets scenario represents funding required to achieve the 10-year desired state of repair.

For Caltrans, 100 percent of Class I pavements and 63 percent of Class II pavements are located on the NHS. Multiplying these percentages by the funding for the respective pavement classes yields an estimate of spending on NHS pavements located on the SHS. This NHS estimate is broken down into Interstate and Non-Interstate estimates based on the assumptions that 100 percent of Interstate is Pavement Class I, the remainder of Pavement Class I is Non-Interstate NHS, and the remainder of Non-Interstate NHS is Pavement Class II. Pre-SB1 funding for NHS pavements on the SHS is estimated to be $919 million per year. SB1 funding for NHS pavements on the SHS is estimated to be $1,746 million per year, an annual increase of $827 million.

83 percent of SHS bridge deck area is on the NHS. Projected spending for SHS assets was multiplied by the percent of SHS assets located on the NHS to estimate future spending for NHS assets on the SHS. Pre-SB1 funding for NHS bridges on the SHS is estimated to be $338 million per year. SB1 funding for NHS pavements on the SHS is estimated to be $566 million per year, an annual increase of $228 million.

For local agencies pre-SB1 annual spending was estimated using the 2016 California Statewide Local Streets and Roads Needs Assessment report, which estimates $1.98 billion spent on local pavements and $0.29 billion on local bridges annually. This is prorated based on the percent of assets located on

the NHS, where approximately five percent of local pavements and 32 percent of local bridges are on the NHS. Table 6-6 summarizes baseline pre-SB1 annual spending assumptions used in the analyses throughout this report.

Table 6-6. Baseline Spending Assumptions for Local Pavements and Bridges

Annual Spending for Local Pavements and Bridges			
Baseline Funding ($M)			
All Local Pavements		All Local Bridges	
$1,980		$290	
NHS Local Pavements (5%)	Non-NHS Local Pavements (95%)	NHS Local Bridges (32%)	Non-NHS Local Bridges (68%)
$99	$1,881	$93	$197

An estimate of $1.5 billion additional funding annually was projected for locally-owned roads and bridges. It is assumed that local agencies will continue to apply new SB1 funds in proportion of NHS assets to total non-SHS inventory. Feedback from local agencies from TAMP workshops indicated that approximately 90 percent of SB1 funds would be applied towards pavement and 10 percent towards bridges. Table 6-7 summarizes the model assumptions on the distribution of additional funding provided by SB1.

Table 6-7. SB1 Funds Applied to Local Pavements and Bridges

Annual Spending for Local Pavements and Bridges			
SB1 Additional Funds ($M)			
$1,500			
All Local Pavements		All Local Bridges	
$1,350		$150	
NHS Local Pavements (5%)	Non-NHS Local Pavements (95%)	NHS Local Bridges (32%)	Non-NHS Local Bridges (68%)
$68	$1,282	$48	$102

Table 6-8 summarizes estimated NHS asset management funding uses. Total estimated annual funding for asset management on the NHS is $1.9 billion for pavements and $707 million for bridges. Achieving performance targets for NHS pavements and bridges requires annual investment of $2.2 billion for pavements and $981 million for bridges.

Table 6-8. Summary of Estimated NHS Asset Management Funding Uses, by Owner

Pavements	Baseline (Pre-SB1)		Expected (Post-SB1)		Desired State of Repair	
	10-Year Total ($M)	Average Annual Funding ($M)	10-Year Total ($M)	Average Annual Funding ($M)	10-Year Total ($M)	Average Annual Funding ($M)
On the SHS						
All NHS	**$9,192**	**$919**	**$17,458**	**$1,746**	**$20,077**	**$2,008**
Interstate	$3,859	$386	$7,509	$751	$8,523	$852
Non-Interstate NHS	$5,333	$533	$9,949	$995	$11,553	$1,155
Off the SHS						
Non-Interstate NHS	$990	$99	$1,665	$167	$1,690	$169
Total						
All NHS	**$10,182**	**$1,018**	**$19,123**	**$1,912**	**$21,767**	**$2,177**
Interstate	$3,859	$386	$7,509	$751	$8,523	$852
Non-Interstate NHS	$6,323	$632	$11,614	$1,161	$13,243	$1,324
Bridges	**Baseline (Pre-SB1)**		**Expected (Post-SB1)**		**Desired State of Repair**	
	10-Year Total ($M)	Average Annual Funding ($M)	10-Year Total ($M)	Average Annual Funding ($M)	10-Year Total ($M)	Average Annual Funding ($M)
On the SHS						
NHS	$3,377	$338	$5,658	$566	$5,658	$566
Off the SHS						
NHS	$928	$93	$1,408	$141	$4,150	$415
Total						
NHS	**$4,305**	**$431**	**$7,066**	**$707**	**$9,808**	**$981**

Caltrans' two major funding programs for asset management activities are the HM Program and the SHOPP. HM projects are preventive or corrective work intended to extend the life of physical assets. SHOPP projects are capital construction projects to rehabilitate or repair assets in fair or poor condition.

Both the HM Program and SHOPP provide funds for improving or preserving the condition of pavements, bridges, drainage systems, and TMS assets.

Table 6-9 shows SHOPP and HM funding for the four primary asset classes on the SHS included in this TAMP: pavements, bridges, drainage systems, and TMS. These funding totals were taken from the 2017 SHSMP. The table presents three funding scenarios: the pre-SB1 funding scenario represents SHS asset management funding before the passage of SB1; the post-SB1 funding scenario represents SHS asset management funding after the passage of SB1; and the achieving targets scenario represents funding required to achieve the 10-year desired state of repair.

Pre-SB1 funding for the primary assets on the SHS is $1.3 billion per year through the SHOPP and $417 million through the HM Program, totaling $1.7 billion per year. SB1 funding for the primary assets on the NHS is $2.8 billion per year through the SHOPP and $417 million per year through the HM Program, totaling $3.2 billion per year. Achieving performance targets for SHS assets requires annual funding of $2.5 billion for pavements, $678 million for bridges, $494 million of drainage, and $211 million for TMS, totaling $3.8 billion.

Table 6-9. Summary of SHS Asset Management Funding Uses, by Program

	Baseline (Pre-SB1)		Expected (Post-SB1)		Desired State of Repair	
	10-Year Total ($M)	Average Annual Funding ($M)	10-Year Total ($M)	Average Annual Funding ($M)	10-Year Total ($M)	Average Annual Funding ($M)
SHOPP						
All SHS Pavements	**$8,757**	**$876**	**$18,647**	**$1,865**	**$18,647**	**$1,865**
Pavement Class I	$5,810	$581	$12,516	$1,252	$12,516	$1,252
Pavement Class II	$2,493	$249	$4,950	$495	$4,950	$495
Pavement Class III	$454	$45	$1,181	$118	$1,181	$118
Bridges	$2,736	$274	$5,470	$547	$5,470	$547
Drainage	$845	$85	$2,318	$232	$2,318	$232
TMS	$864	$86	$1,745	$175	$1,745	$175
Total	**$13,202**	**$1,320**	**$28,180**	**$2,818**	**$28,180**	**$2,818**
Highway Maintenance (HM)						
All SHS Pavements	**$2,430**	**$243**	**$2,430**	**$243**	**$5,960**	**$596**
Pavement Class I	$1,280	$128	$1,280	$128	$3,140	$314
Pavement Class II	$820	$82	$820	$82	$2,010	$201

	Baseline (Pre-SB1)		Expected (Post-SB1)		Desired State of Repair	
	10-Year Total ($M)	Average Annual Funding ($M)	10-Year Total ($M)	Average Annual Funding ($M)	10-Year Total ($M)	Average Annual Funding ($M)
Pavement Class III	$330	$33	$330	$33	$810	$81
Bridges	$1,310	$131	$1,310	$131	$1,310	$131
Drainage	$230	$23	$230	$23	$2,620	$262
TMS	$200	$20	$200	$20	$360	$36
Total	**$4,170**	**$417**	**$4,170**	**$417**	**$10,250**	**$1,025**
Total (SHOPP + HM)						
All SHS Pavements	**$11,187**	**$1,119**	**$21,077**	**$2,108**	**$24,607**	**$2,461**
Pavement Class I	$7,090	$709	$13,796	$1,380	$15,656	$1,566
Pavement Class II	$3,313	$331	$5,770	$577	$6,960	$696
Pavement Class III	$784	$78	$1,511	$151	$1,991	$199
Bridges	$4,046	$405	$6,780	$678	$6,780	$678
Drainage	$1,075	$108	$2,548	$255	$4,938	$494
TMS	$1,064	$106	$1,945	$195	$2,105	$211
Total	**$17,372**	**$1,737**	**$32,350**	**$3,235**	**$38,430**	**$3,843**

Source: 2017 State Highway System Management Plan

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7. Investment Strategies

Asset management investment strategies are the policies for resource allocation that will deliver the best asset performance given available funds and the goals and objectives of state and local agencies. **Generating an asset management investment strategy involves assessing various funding scenarios designed to achieve and sustain a desired state of repair and deliver the program efficiently.**

7.1. Overview

The investment strategies presented in this chapter build a foundation for TAM financial decisions by connecting the TAMP to ongoing funding and programming processes, examining TAM-eligible revenue sources, and allocating those resources amongst the major assets. California's investment strategies are shaped by earlier chapters of the TAMP, including Chapter 3. Asset Performance Targets, Chapter 4. Life Cycle Planning, Chapter 6. Revenues and Financial Projections, and Chapter 8. Risk Management. The investment strategies support progress towards achieving national and state goals and targets, as well as closing any performance gaps. The strategies incorporate asset modeling, treatments, and impacts, as well as risks and financial constraints.

The TAMP will help to ensure short and long-term resource allocation decisions are based on data and analysis, including consideration of engineering, life cycle cost, and risk analysis with investment strategies being developed to best manage the physical assets with the limited funding available and anticipated funding in the future.

Caltrans' investment strategies are presented in the 2017 SHSMP, which acts as the 10-year plan for the SHOPP and the five-year plan for the maintenance program. The SHSMP's investment plan details strategies for asset classes, including pavements, bridges, drainage systems, and TMS. The SHSMP refers to Caltrans-owned assets, but this TAMP assumes that the investment strategies in the SHSMP are applicable to all NHS assets. Investment strategies for local agencies are discussed in the California Statewide Local Streets and Roads Needs Assessment, published in 2016.

7.2. Federal and State Requirements

Federal Requirements

FHWA requires that states include investment strategies as part of their transportation asset management plan. FHWA defines investment strategies as "a set of strategies that results from evaluating various levels of funding to achieve State DOT targets for asset condition and system performance effectiveness at a minimum practicable cost while managing risks." The asset management plan must discuss how the investment strategies make progress towards achieving a desired state of repair over the life cycle of the assets in the plan, improving or preserving asset condition, achieving 2- and 4-year state DOT targets for NHS asset condition and performance, and achieving national performance goals. "Desired state of good repair" means the desired asset condition over the 10-year period of the TAMP, also referred to as 10-year desired state of repair in this plan.

FHWA requires that states establish a process for developing investment strategies as part of the transportation asset management plan. Specific requirements for the process are listed below.

Investment Strategies Process Requirements

The process must describe how investment strategies are influenced, at a minimum, by:

- Performance gap analysis
- Life cycle planning
- Risk management analysis
- Anticipated available funding and estimated cost of future work

State Requirements

State regulations require that California develop a robust asset management plan which meets the federal TAMP requirements and also includes assets on the SHS. The investment strategies should cover the four primary asset classes on the SHS.

7.3. Strategies

The alternative strategies in this chapter are high-level investment policies for California's transportation agencies. These strategies were generated from the strategies presented in the 2017 SHSMP, the strategies presented in the 2016 Local Streets and Roads Needs Assessment, and the current Caltrans Strategic Management Plan. These broad strategies are not mutually exclusive; the TAMP Final Rule refers to a "set of strategies." The strategies in the California TAMP represent an investment philosophy of prioritizing preservation activities, seeking progress towards broad goal areas, focusing on selected asset classes, implementing sustainable pavement practices, and adopting Complete Streets[32].

[32] Complete Streets, http://www.dot.ca.gov/transplanning/ocp/complete-streets.html

Underlying the investment strategies are the performance targets and projections, life cycle planning, risk management analysis, and anticipated funding and cost of future work described in other chapters of the TAMP. The performance gap analysis, enabled by life cycle planning, helps define the investment needs of the system. Life-cycle plans use the estimated cost of future work to establish network level strategies for managing assets. Available funding is a constraint for performance modeling, allowing California to more accurately predict future scenarios. Risk management tempers the analysis, adjusting potential outcomes based on positive and negative risks. These asset management processes are required in the TAMP and contribute to the investment strategies continued below. But the strategies are what make the technical details meaningful at a network level and help communicate California's message of preserving asset condition and making progress towards state and national goals.

Fix It First

In 2014, Caltrans announced five new goal areas as part of the 2015-2020 Strategic Management Plan: Safety and Health; Stewardship and Efficiency; Sustainability, Livability and Economy; System Performance; and Organizational Excellence. Caltrans' asset management investment strategy, discussed in detail in the 2017 SHSMP, is to focus on preventive maintenance through Stewardship activities, also known as a "fix it first" approach. Preventive maintenance is intended to improve or preserve the condition of existing assets, rather than to expand system capacity. The benefit of this strategy is that it maintains asset condition at low cost over the life cycle of assets. However, it does not focus on system expansion and has an indirect focus on other goal areas.

System capacity expansion is largely funded through the STIP, a federally-required capital improvement program that includes at least four years of projects. A STIP is a statewide effort that includes input from MPOs, tribal governments, and local governments. While STIPs are intended for capital improvements, many states use STIP funding to capitalize maintenance costs. In contrast, California draws a clear line between capital improvement projects and preservation projects. Instead of using the STIP for stewardship activities, California uses the SHOPP, a separate major capital program dedicated to rehabilitation and repair work.

The SHOPP's 10-year investment plan is laid out in the SHSMP. The SHOPP investment plan follows a "fix it first" approach that prioritizes maintenance, rehabilitation, and safety improvements of the SHS. Stewardship activities performed through the SHOPP include maintaining, rehabilitating, or replacing pavements, bridges, drainage systems, and TMS assets.

Caltrans puts significantly more money in the SHOPP ($3.9 billion committed in fiscal year 2018) than in the STIP ($472 million committed in fiscal year 2018), signaling the statewide focus on preservation over expansion. As noted in the SHSMP, $30.2 billion of projected SHOPP funding is dedicated to Stewardship, representing 68 percent of all SHOPP funding over a 10-year period. The remaining $14.4 billion over a 10-year period will address other goal areas and will contribute to managing California's transportation assets.

The SHSMP also includes a maintenance investment plan. The maintenance investment plan focuses on preventive maintenance activities. Selecting and applying maintenance treatments can help preserve asset condition and extend asset life at low cost. Spending more on preventive maintenance for assets in good and fair condition can yield cost savings by avoiding or delaying the need for expensive rehabilitation or replacement of those assets. The SHSMP presents a baseline funding scenario in which

Caltrans spends $4.2 billion over 10 years on maintenance of pavements, bridges, drainage systems, and TMS assets. That level of spending is projected to result in SHOPP cost avoidance of $1.9 billion over 10 years.

SB1 also created the RMRA for investing in infrastructure rehabilitation, signaling additional emphasis on a Fix It First approach. The RMRA includes over $1 billion in annual funding for pavements and TMS maintenance and rehabilitation and $400 million in annual funding for bridges and drainage systems repair and maintenance.

Leverage Investments

The second Caltrans investment strategy is to leverage investments to support the full range of Caltrans goals. The SHSMP reorganized key activities into categories that align with the goal areas established in Caltrans' Strategic Management Plan. Projects funded through the SHOPP are not solely intended to improve or preserve asset condition. The benefit of this strategy is that California can make progress towards multiple goal areas with each investment. The drawback is a lack of focus on any specific goal area.

As explained in the SHSMP, SHOPP investment size by goal area is determined based on current and projected inventory, current condition, programmed work, expected deterioration rates, mandated funding levels, risks of inaction, historic investment levels, and the varying importance of preservation and rehabilitation needs.

Caltrans calculates performance targets for each objective in each goal area. The SHOPP investment plan allocates available funding to these objectives. Caltrans districts then develop multi-year project portfolios intended to achieve the stated performance targets for each goal area and objective. These project portfolios make up the project pool through which SHOPP programming is executed. Alignment with the goal areas means that SHOPP funding advances Safety, Sustainability, Performance and other goal areas in addition to Stewardship.

Focus on Selected Asset Classes

The third Caltrans investment strategy is to focus on selected asset classes. As mentioned previously, the Commission designated pavements, bridges, drainage systems, and TMS as focus areas. The Commission selected these four asset classes as focus areas because they represent a significant portion of SHS maintenance and rehabilitation investments in California. The benefit of this strategy is to focus on some of the most important assets on the highway system in California, as measured by vehicle-miles traveled and by asset value. The drawback is that supplementary assets on the SHS may need additional funding to meet performance targets.

The SHSMP has a projection of 10-year needs for a variety of assets beyond the four selected classes. To the extent that funds are limited, increased spending has been allocated for meeting the needs of the four selected asset classes. SB1 also has funding dedicated to preserving those assets, directed through the RMRA.

Sustainable Pavement Practices

An investment strategy for local transportation agencies in California is to implement sustainable pavement practices. As described in the 2016 Local Streets and Roads Needs Assessment, sustainable pavement practices include using reclaimed or recycled pavements. These technological efficiencies can result in cost savings, environmental benefits, increased pavement life, and other benefits. The benefit of this strategy is to reduce environmental impact, increase cost savings, and improve pavement life. The drawbacks include lack of experienced personnel, higher up-front costs, constructability issues, not enough technical information available, and more inspections from agency staff.

Complete Streets Policies

Another investment strategy for local transportation agencies is to adopt Complete Streets policies. As described in the 2016 Local Streets and Roads Needs Assessment, many local agencies have adopted Complete Streets policies, requiring that roadways be designed for all users. This ensures that investment in local pavements and bridges will make progress towards broad California transportation goals. The benefit of this strategy, similar to the benefit of leveraging investments, is that California can make progress towards multiple goal areas with each investment. The drawback is that Complete Streets projects may have higher costs and be more difficult to program.

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8. Risk Management

Managing transportation assets entails managing risk. In the context of asset management, FHWA defines risk as "the positive or negative effects of uncertainty or variability upon agency objectives."

8.1. Overview

California must balance a wide variety of transportation related risks on an ongoing basis. FHWA defines risk management as "the processes and framework for managing potential risks, including identifying, analyzing, evaluating, and addressing the risks to assets and system performance." This includes day-to-day concerns such as risks that assets will deteriorate faster than expected or projects will cost more than budgeted, to the potentially catastrophic risks of asset failure caused by factors such as natural disasters. Climate change also presents a looming risk that will exacerbate all weather-related risks. Figure 8-1 depicts the risk management process and products as defined by FHWA's Asset Management Final Rule in 23 CFR Part 515.

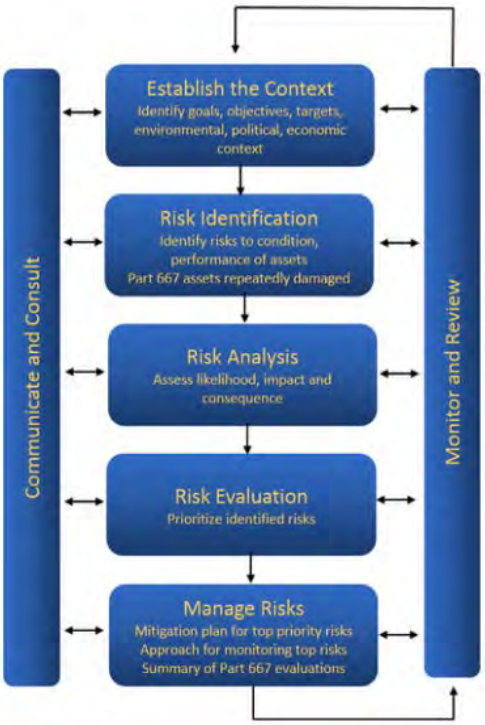

Figure 8-1. Risk Management Process and Products

Source: Federal Highway Administration (modified from ISO and the *AASHTO Guide for Enterprise Risk Management*)

Every transportation system faces a range of general types of risks, such as those listed below, as well as risks specific to the individual system and state. California is no exception and faces a number of risks because of the size of the transportation system, the varying geography and climate of the state, and the potential for extreme weather. For the purpose of the TAMP, Caltrans has defined seven basic categories of risks that may impact the TAMP,

presented in Figure 8-2. These categories are explained in greater detail in the discussion of risk identification.

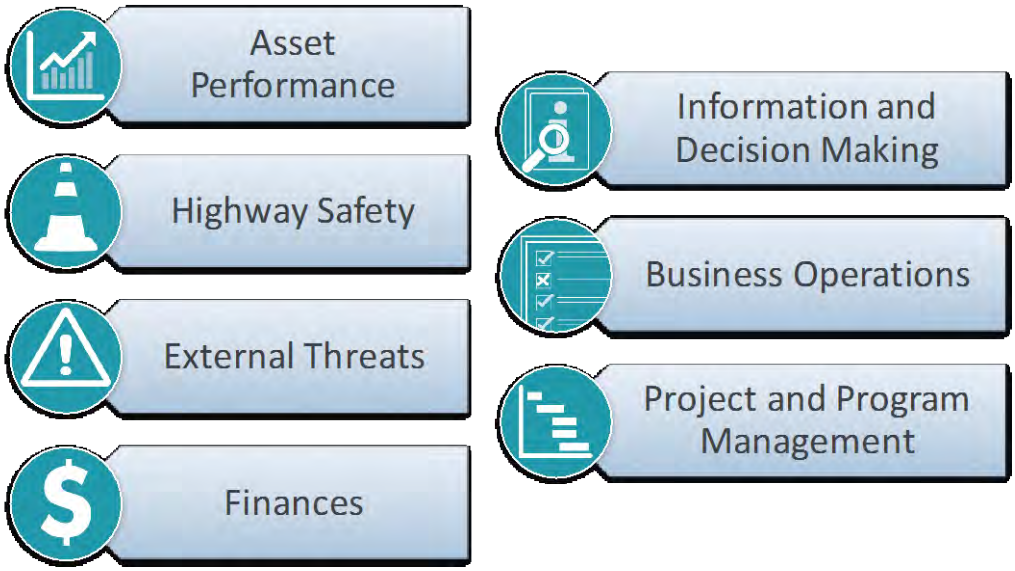

Figure 8-2. California Transportation Asset Management Risk Categories

Source: Caltrans

Considering risk is important in developing a TAMP for the simple reason that transportation agencies often must spend significant resources responding to and/or mitigating risks. Reacting to the uncertainty presented by risks can be more expensive than proactive management. Risk management strengthens asset management by explicitly recognizing that any objective faces uncertainty, and identifying strategies to either reduce uncertainty or its affects. Being proactive rather than reactive in managing risk, and avoiding "management by crisis," helps the State to best use available resources to minimize and respond to risk, as well as to further build public trust.

8.2. Federal and State Requirements

Federal Requirements

FHWA requires that states establish a risk management planning process for transportation asset management plans. Specific requirements for the process are listed below.

Risk Management Planning Process Requirements

- Identification of risks that can affect condition of NHS pavements and bridges and NHS performance, including risks associated with current and future environmental conditions
- Assessment of the identified risks in terms of the likelihood of their occurrence and their impact and consequence if they do occur
- Evaluation and prioritization of the identified risks
- Mitigation plan for addressing the top priority risks
- Approach for monitoring the top priority risks
- Summary, for NHS pavements and bridges, of the evaluations of facilities repeatedly damaged by emergency events

FHWA also developed interim guidance for integrating risk management into transportation asset management plans and processes. The interim guidance suggests seven keys to success:

1. High-level or top-down support
2. Robust analysis that demonstrates the long-term consequences of investment scenarios
3. An asset management program that incorporates risk into tradeoff scenarios
4. An asset management process that anticipates and mitigates external risks such as natural disasters
5. Integration of risk into asset and performance management processes
6. Communicating risks and engaging stakeholders
7. Continuous improvement of risk management skills and processes

State Requirements

State regulations require the development of a robust transportation asset management plan that meets the federal requirements and also includes four primary assets on the SHS. As part of meeting federal and state requirements, California's TAMP must include risk management for NHS pavements and bridges and SHS pavements, bridges, drainage systems, and TMS assets.

8.3. Risk Management Approach

Caltrans and local agencies are actively engaged in improving their approaches to risk management. This chapter identifies risks to the transportation system, discusses the approach to risk management in California, and discusses the initial risk assessment, evaluation, and prioritization.

Transportation Risk in California

California faces common risks to its transportation system. These risks, both internal and external, are listed below.

Common California Transportation System Risks

- Consistency, reliability of state, federal revenue over the decade of the plan
- Construction inflation, which can increase costs and reduce buying power
- Reliable project delivery
- Natural events such as floods, fires, earthquakes and similar climate events
- Lack of asset management maturity
- Changing agency, political priorities
- Availability and quality of data, models, information

The passage of SB1 has provided a significant new consistent funding source for transportation in California. The influx of funding itself increases risks associated with project delivery and construction demands, as increased construction demand could drive up construction costs and impede project delivery if supply does not expand.

Natural events such as floods, fire, and earthquakes are unpredictable and have the potential to cause extensive damage, endangering California residents, crippling transportation systems, and in some cases severing vital links in the State's network of highway and rail lines. On January 17, 1994, the Los Angeles area experienced the 6.7-magnitude Northridge earthquake. This tragic event resulted in 57 deaths and over 8,000 injuries. As a result of the earthquake, a number of buildings collapsed or caught on fire, and there was extensive damage to highways, bridges and other infrastructure. This included the collapse of a portion of Interstate 5.

Geo-hazards are a particular concern in California, because of the topography and precipitation in certain parts of the state. Roads and bridges cutting across slopes are at risk for rock falls and landslides, especially when soaked by rain. On May 20, 2017, a landslide near Big Sur buried Highway 1, as shown in Figure 8-3, under an estimated 1.5 million tons of rock and mud, covering a section of the highway a third of a mile long. The landslide has left Big Sur isolated, creating extensive economic impacts, as the detour around the landslide requires an additional four hours of travel time per vehicle. It was the latest in a series of weather-related incidents in California beginning in the winter of 2016-2017, causing an estimated $1.3 billion worth of damage as of May 20, 2017 (not including the landslide).

Figure 8-3. SHS Big Sur, Highway 1 landslide May 20, 2017

Source: John Madonna, Caltrans

Climate change is both a risk itself and an accelerating factor for other TAM risks. Climate change increases uncertainty and variability, making it more difficult to manage opportunities and threats. The uncertainty of changing climate and rising seas poses numerous risks to the transportation network, including increased flooding and unpredictable and powerful weather systems. These negative effects could have a cascading effect, increasing erosion rates, exacerbating bridge scour, intensifying and enlarging geo-hazards, expanding areas vulnerable to flooding, and causing huge relocation, resilience, and reconstruction costs.

Other risks include a lack of asset management maturity, changing agency or political priorities, and availability and quality of data and models. These risks all have the potential of negatively impacting decision making, either through underdeveloped processes, misaligned priorities, or lack of supporting data.

To proactively address these risks, California state and local agencies have participated in a number of risk management efforts to identify, assess, prioritize, mitigate, and monitor risks. This TAMP risk management chapter is part of a broader risk management strategy in California.

The passage and signing of SB1 by the legislature and governor are indicators of high-level support for risk management, as is statewide agency participation in Safeguarding California. The transportation asset management plan includes processes such as investment scenario analysis that incorporate consideration of risk. California is a clear and effective communicator of risks, using reports like *Safeguarding California* [33]to educate and engage stakeholders.

[33] California Natural Resources, "Safeguarding California Plan: 2017 Update", 2017, http://resources.ca.gov/climate/safeguarding/

Risk Management at Caltrans

Independently of developing the California TAMP, Caltrans practices risk management in many of its offices. These offices focus on specific categories of risk such as IT risk, emergency risk, and safety risk. The following summarize these existing efforts.

Risk Management at Caltrans

- **Enterprise Risk Management**–Director's Office of Innovation, Risk, and Strategic Management
- **Project Risk Management**–Project Delivery
- **Information Technology Security**–Information Technology
- **Emergency Risk Management**–Maintenance and Operations
- **Safety Risk Management**–Office of Health and Safety

Caltrans established the Office of Enterprise Risk Management in 2013 to perform biennial enterprise risk assessments and to consult with internal clients. As part of that work, Caltrans develops an Enterprise Risk Profile every two years using the *International Standards Organization (ISO) 31000 Risk Management Standard*[34]. Caltrans identifies the risks by district or program and evaluates the likelihood and impact of each risk. Caltrans most recently updated the Enterprise Risk Profile in 2015. Caltrans also has management approaches for project delivery risks, information technology security risks, emergency risks, and safety risks. Caltrans' risk management approach is codified in handbooks, guidance, and tools. The Office of Enterprise Risk Management evaluates TAM risks as well as other Caltrans risk areas.

TAM-Related Risk Mitigation Programs

Risk mitigation is a vital piece of any risk management approach. State and local agencies in California have a number of TAM-related risk mitigation programs. These programs deal with specific risk categories such as project risk, seismic risk, and climate change risk. A selection of these programs is presented below.

[34] ISO, "{International Standards Organization (ISO) 31000 Risk Management Standard", https://www.iso.org/iso-31000-risk-management.html

TAM-Related Risk Mitigation Programs

- Safeguarding California
- Project Risk Management Handbook
- Seismic Safety Retrofit Program
- Local Bridge Seismic Safety Retrofit Program
- Local Highway Bridge Program
- Local Bridge Preventive Maintenance Program
- Highway Safety Improvement Program
- Climate Change Resilience Pilots
- Transportation Vulnerability Assessments with Criticality Scoring and Adaptation Plans

Caltrans and local agencies have developed strong internal risk management cultures and codified risk management processes and programs in response to the risks to the California's vast transportation network.

Safeguarding California

California established a cross-agency effort to identify, assess, and mitigate climate change risks across the state. Directed by the state government, the Natural Resources Agency leads a process to update the state's climate change adaptation strategy every three years. The 2017 iteration, *Safeguarding California Plan: 2017 Update*[35], includes input from 26 state agencies representing 10 sectors: agriculture, biodiversity, emergency management, energy, forests, land use and community development, ocean and coast, public health, transportation, and water. The plan consists of a series of recommended adaptation strategies for each sector, as well as seven comprehensive state strategies.

The recommendations for adapting the transportation system to climate change were developed with the help of CalSTA, California High Speed Rail Authority (HSRA), and Caltrans. *Safeguarding California* lists the following five transportation recommendations:

1. Understand climate trends that impact transportation.
2. Complete analysis of vulnerability assessments, and prepare adaptation plans to address identified vulnerabilities.
3. Inform the transportation decision-making processes.
4. Improve transportation system resiliency.
5. Maintain and enhance information sharing and education.

Additionally, one of the comprehensive state strategies is to "increase investment in climate change vulnerability assessments of critical built infrastructure systems."

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[35] California Natural Resources, "Safeguarding California Plan: 2017 Update",2017, http://resources.ca.gov/wp-content/uploads/2017/05/DRAFT-Safeguarding-California-Plan-2017-Update.pdf

State and local agencies are already making progress towards these recommendations. According to *Safeguarding California*, Caltrans is studying climate change and conducting vulnerability assessments for the SHS, using projections of climate change. Climate stressors to the SHS include flooding, landslides, sea level rise, washouts, pavements deterioration, increased wildfires, and the buckling and rutting of roads due to extreme heat. The regional transportation assessments take into account the exposure of transportation assets to climate stressors as well as their criticality, or relative importance, based on use, stakeholder input, health and safety functions, and replacement costs. Caltrans is conducting vulnerability assessments and adaptation reports for all twelve Caltrans districts. This effort uses the most recent climate models and analysis methods and will include an update of District 1's vulnerability study in Humboldt County, conducted with the FHWA, using new data and methods. By 2020, Caltrans will complete prioritization of the vulnerable portions of the SHS within each District.

Caltrans is supporting adaptation research and pilot projects, including a study of State Route 37 in the San Francisco Bay Area, a green infrastructure study on State Route 1 at Elkhorn Slough in Monterey, and adaptation plans in Humboldt County for Highway 101. To promote information sharing and education, Caltrans convenes and participates in climate adaptation workshops with local, regional, and federal partners, academia, and other transportation stakeholders. Caltrans also created an Integrated Planning Team with the California Coastal Commission to coordinate policy implementation between the agencies.

Increased funding from SB1 includes support for local risk management efforts. SB1 includes $20 million over three years for transportation adaptation planning grants, $25 million in annual funding for local growth planning, and $35 million for advanced environmental mitigation.

Project Risk Management Handbook

Caltrans' Project Risk Management Handbook[36] provides guidance to project managers and teams on risk management methodologies, techniques, and tools; identifies data requirements for risk management; and explains the role of risk management in the overall project management process. Project teams can use these resources to identify, assess, prioritize, and monitor project risks.

[36] Caltrans, "Project Risk Management Handbook: A Scalable Approach", 2012, http://www.dot.ca.gov/hq/projmgmt/documents/prmhb/PRM_Handbook.pdf

Seismic Safety Retrofit Program

The Seismic Safety Retrofit Program[37], created in the wake of widespread bridge failure during the 1989 Loma Prieta earthquake, identifies and retrofits existing state highway bridges to achieve compliance with current seismic safety standards. As of 2017, the Program had completed the retrofit of 2,202 of the 2,203 state highway bridges with identified seismic vulnerabilities at a cost of more than $12.2 billion. Figure 8-4 depicts typical improvements made as part of seismic retrofitting of freeway structures.

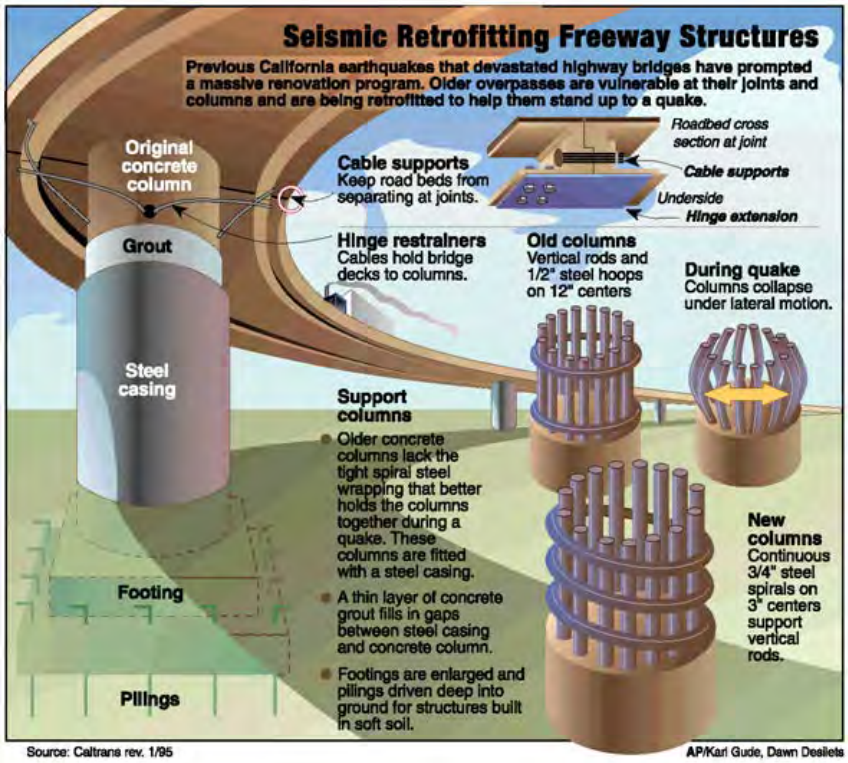

Figure 8-4. Seismic Retrofitting Freeway Structures Infographic
Source: Caltrans

Local Bridge Seismic Safety Retrofit Program

The Local Bridge Seismic Safety Retrofit Program[38] was established to provide funding assistance for public bridges owned by local agencies to achieve compliance with current seismic safety standards. As of October 2017[39], seismic retrofit work has been completed on 310 of the 376 bridges with identified seismic vulnerabilities.

Local Highway Bridge Program

This program funds the replacement or rehabilitation of locally-owned public highway bridges. Bridges are eligible for funding if they are rated as structurally deficient (SD) or functionally obsolete (FO) with a sufficiency rating of 80 or below. Roughly $300 million of federal funds are made available to local agencies annually for work including replacement, rehabilitation, painting, scour countermeasure, bridge approach barrier and railing replacement, low water crossing replacement, ferry service replacement, and preventative maintenance activities.

Local Bridge Preventive Maintenance Program

The Local Bridge Preventive Maintenance Program is part of the Local Highway Bridge Program and funds preventive maintenance activities. The purpose of the program is to maintain bridges in good or

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[37] Seismic Safety Retrofit Program, http://www.dot.ca.gov/hq/paffairs/about/retrofit.htm

[38] Caltrans, Local Bridge Seismic Safety Retrofit Program, http://www.dot.ca.gov/hq/LocalPrograms/seispage/main.htm

[39] California Transportation Commission, Local Seismic Safety Retrofit FY 2016-17 Fourth Quarter Report, 2017, https://bondaccountability.dot.ca.gov/MainMenuAction.do?>&page=SEISMIC

fair condition, mitigating the risk of accelerating bridge deterioration and rising costs. By completing preventive maintenance activities, local agencies can extend the service life of their assets and reduce costs over the life cycle of the assets.

Highway Safety Improvement Program (HSIP)

HSIP is a federal aid program which provides funds for making safety improvements to locally-owned public roads. HSIP guidelines dictate that states give special consideration to projects on high risk rural roads. The HSIP program incentivizes local agencies to identify and mitigate their greatest safety risks.

Climate Change Resilience Pilots

In 2011, the San Francisco Bay Area Transportation Vulnerability and Risk Assessment[40] Pilot Project was conducted to test a conceptual risk assessment model developed by FHWA to assess the climate change and sea level rise risks. The result of the FHWA pilots was a climate change vulnerability assessment framework.

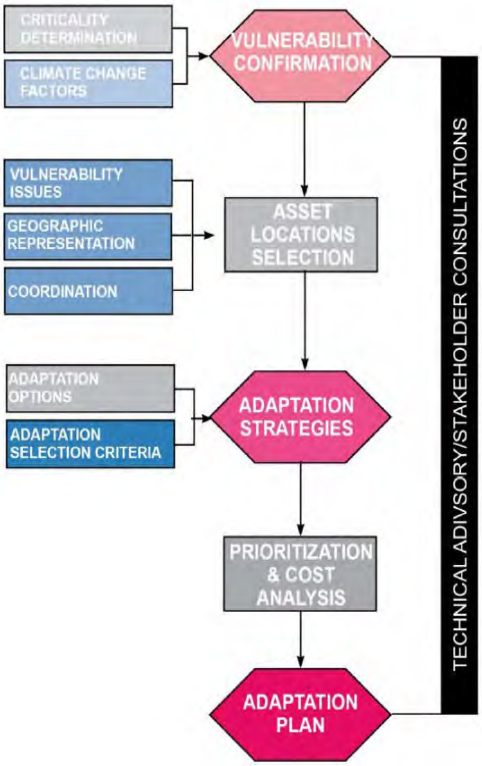

Figure 8-5. Asset Vulnerability Evaluation Process

Source: Final Report: District 1 Climate Change Vulnerability Assessment and Pilot Studies

In 2013, Caltrans Activities to Address Climate Change[41] documented greenhouse gas emission and adapting to impacts report. Later in 2014, California partnered with FHWA in a project to conduct climate change vulnerability assessments in District 1[42] and at four pilot sites. The pilots built on FHWA's climate vulnerability assessment framework and incorporated climate data and California site conditions. The project yielded a process for evaluating the vulnerability of transportation assets because of various climate change factors and the development of a tool to assess adaptation strategies for vulnerable assets. The process for assessing asset vulnerability is depicted in Figure 8-5.

Transportation Vulnerability Studies with Criticality Scoring and Adaptation Plans

Caltrans is conducting vulnerability assessments and adaptation reports for all twelve Caltrans districts. This effort uses the most recent climate models and analysis methods and will include an update of District 1's (Eureka) vulnerability study, conducted with the FHWA, using new data and methods. By 2020, Caltrans will complete prioritization of the vulnerable portions of the SHS within each district.

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[40] San Francisco Bay Conservation and Development Commission, "Adapting to Rising Tides: Vulnerability and Risk Report, 2012, http://www.adaptingtorisingtides.org/wp-content/uploads/2015/04/ART_Project_VR_Report_all_sm.pdf

[41] Caltrans, "Caltrans Activities to Address Climate Change", April 2013, http://www.dot.ca.gov/hq/tpp/offices/orip/climate_change/documents/Caltrans_ClimateChangeRprt-Final_April_2013.pd

[42] Caltrans, "District 1 Climate Change Vulnerability Assessments and pilot studies FHWA Climate Resilience Pilot Final report", December 2014, http://www.dot.ca.gov/hq/tpp/offices/orip/climate_change/documents/ccps.pdf

Other TAM Risk Reports

In addition to the risk mitigation programs list above, California agencies have developed the following reports which assess TAM-related risks.

Caltrans Activities to Address Climate Change

This report provides an overview of activities undertaken by Caltrans statewide to reduce greenhouse gas emissions and adapt the SHS to prepare for the impacts of climate change. This document also identifies activities that could yield further reductions in emissions and advances in climate change adaptation.

Sea Level Rise for the Coasts of California, Oregon, and Washington

The National Resource Council conducted this projection of sea level rise on the west coast for years 2030, 2050, and 2100. *Sea Level Rise for the Coasts of California, Oregon, and Washington*[43] is a valuable resource for state and local agencies preparing for the impacts of climate change, such as sea level rise, increased extreme weather, and higher storm surges.

8.4. Risk Identification

As part of the TAMP development process, Caltrans initiated an effort, performed in cooperation with other NHS owners and stakeholders, to identify additional risks not otherwise addressed through existing processes or programs. As noted above, these have been organized into seven categories. These categories were defined based on the approach presented in the final report of *NCHRP Project 08-93, Managing Risk Across the Enterprise: A Guidebook for State Departments of Transportation*[44]. Table 8-1 details these risk categories, including a description of each category with example risks, and elements of risk management practices that could mitigate related risks.

Table 8-1. Caltrans Transportation Asset Management Risk Categories

Risk Cat.	Category Description	Elements of Risk Management
Asset Performance	Risks associated with asset failure (whether acute and complete or incremental). Areas of failure can include: • Structural • Capacity or utilization • Reliability or performance • Obsolescence • Maintenance or operation	• Regular, documented inspection programs • Documented allocation of funding for repair and maintenance • Documentation of competing resource demands • Determined intervention levels • Prioritization actions and documented reasoning

[43] The National Academies of Sciences Engineering and Medicine, "Sea Level Rise for the Coasts of California, Oregon, and Washington Past, Present and Future", 2012, https://www.nap.edu/catalog/13389/sea-level-rise-for-the-coasts-of-california-oregon-and-washington

[44] The National Academies of Sciences Engineering and Medicine, NCHRP Project 08-93, "Managing Risk Across the Enterprise: A Guidebook for State Departments of Transportation", June 2016, http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=3635

Risk Cat.	Category Description	Elements of Risk Management
Highway Safety	Risks to highway safety related to the asset management program: • Highway crash rates, factors and countermeasures • Safety performance of assets, maintenance and rehabilitation treatment options • Safety in project selection, coordination and delivery	• Safety-focused asset management programs (e.g., pavement friction program) • Network screening for safety hotspots for consideration within asset maintenance, rehabilitation and upgrade programs • Consideration of safety benefits/costs in asset management decision making (e.g., safety cost of repeated lane closures for maintenance) • Safety-related product evaluation (e.g., National Cooperative Highway Research Program (NCHRP)-350/Manual for Assessing Safety Hardware (MASH) product evaluation/approval program
External Threats	External threats include both human-induced and naturally occurring threats, such as: • Climatic or seismic events (e.g., extreme weather, flooding, earthquakes, slope failures and rock falls, lightning strikes) • Climate change • Terrorism or accidents • Paradigm-shifting technologies (e.g., automated vehicles)	• Incorporate potential impacts of climate change and new technologies into long term planning (sea level rise, extreme weather events, changing asset needs to support automated and connected vehicles etc.) • Identify and inventory external risks to existing infrastructure (e.g., seismic evaluations, security assessments, bridge scour programs) • Infrastructure inspection, replacement or retrofit programs to mitigate risks (e.g., slope stabilization, alarms to deter copper theft, operational changes to reduce wind loading) • Implement operational and emergency response programs to minimize impacts of asset failures because of external threats (e.g., staff training and planning, staging resources for response) • Programs to review and evaluate construction standards to ensure reasonable incorporation of resiliency to external threats
Finances	Risks to the long term financial stability of the asset management programs, including: • Unmet needs in long-term budgets • Funding stability • Exposure to financial losses	• Programs to forecast changes in revenue and costs (e.g., impacts of fuel efficient vehicles, flat tax structure, etc. on gas tax revenue) • Programs to maximize available fund sources for asset management (e.g., federalization of program) • Exploration of innovative financing opportunities for asset management programs (such as public-private partnerships, tolling, Energy Savings Contracts, etc.) • Exploration of innovative technologies to reduce maintenance and operational costs (e.g., LED lighting)
Information and Decisions	Risks related to the asset management program include: • Lack of critical asset information • Quality of data, modeling or forecasting tools for decision making • Security of information systems	• Enterprise data management programs and strategies • Robust information technology solutions emphasizing risk prevention, preparedness and recovery • Programs to address model risks (e.g., premature failure of pavements from underestimation of truck loading)

Risk Cat.	Category Description	Elements of Risk Management
Business Operations	Risks due to internal business functions associated with asset management programs, such as: • Employee safety and health • Inventory control • Purchasing and contracting	• "Safety first" culture within asset management programs–routine safety meetings, documented safety and standard operating procedures, workforce training, etc. • Robust systems and tools for work force, equipment, inventory, and contract management to reduce risks of theft, misuse, unnecessary storage or inaccurate estimates of program costs
Project and Program Management	Project and program management is a very mature area in U.S. transportation sector	Many programs and products exist here–extensive discussion of these risks and related programs, policy and procedure is likely not necessary

As described in FHWA's guidance for integrating risk management into a TAMP, there are multiple levels of risk for an agency: enterprise, program, project, and activity. The final report of NCHRP Project 08-93 defines these four levels of risk as shown in Figure 8-6. The risk categories shown in Table 8-1 cut across these risk levels. The risks presented in California's risk register are not currently organized by level of risk management.

Figure 8-6. Levels of Risk

On April 19, 2017, Caltrans convened a risk management workshop to support the TAMP risk management process. Caltrans had already developed a preliminary TAM risk register based on materials compiled previously by Caltrans' Office of Enterprise Risk Management. The workshop was held to refine the preliminary risk register, prioritize risks listed in the register, perform an initial, qualitative risk assessment, and based on this assessment, identify potential mitigation strategies and actions.

8.5. Risk Assessment

Caltrans developed a TAM risk register by performing an initial assessment of the risks identified through enterprise risk management efforts. A risk register is a simple spreadsheet or matrix that summarizes an organization's risks, how they are analyzed, and records how they will be managed. Risk registers can be customized for any organization. The risk register also can include a summary of how the risks will be managed, and by whom. The California TAM risk register uses a simple table format to capture risks, illustrate their estimated likelihood and impact, and record risk mitigation strategies and actions.

Risks are identified by category and risk statements in the risk register. These statements consist of two elements: a description of the risk event and a summary of its potential impact. For example:

Risk Event (if)	*If California does not have reliable asset performance models (including reliable decay rates and reasonable goals)*
Potential Impact (then)	*Then investment decisions will not be optimal*

In performing the assessment, workshop participants, including Caltrans staff and representatives of local agencies, used the risk matrix shown in Figure 8-7 to classify risks in terms of their likelihood and consequence, as well as to score each risk. The matrix includes five categories for likelihood (listed in the left column of the figure) and five categories for consequence (listed in the bottom row). The score of a risk is specified as "Very Low," "Low," "Medium," "High," "Very High" or "Ultra High" based on the combination of likelihood and consequence.

The same basic approach can be applied to assessing opportunities, but the focus of the workshop was to identify threats (risks with negative consequences). By definition these are the risks that should be mitigated.

Likelihood					
Very High (>1x/Year)	Medium	Medium	High	Very High	Ultra High
High (~1x/Year)	Medium	Medium	Medium	High	Very High
Medium (1x/3 Years)	Low	Medium	Medium	High	High
Low (1x/10 Years)	Very Low	Low	Medium	Medium	High
Very Low (<1x/10 Years)	Very Low	Very Low	Low	Medium	Medium
	Very Low (Insignificant)	**Low** (Minor)	**Medium** (Moderate)	**High** (Major)	**Very High** (Catastrophic)

Impact

Figure 8-7. Risk Matrix

8.6. Risk Prioritization and Mitigation Strategies

Table 8-2 presents the highest priority risks identified during the revision of the preliminary risk register. Workshop attendees reviewed the likelihood, consequence and score of each risk in the register, and selected risks for further evaluation based on consideration of these and other factors, including the feasibility of mitigating the risk. The risks are presented in descending priority order.

Table 8-2. High Priority Risks and Potential Mitigation Actions

Rank	Category	Risk	Risk Score	Potential Mitigation Actions
1	Highway Safety	If accident reporting is not modernized, we may not accelerate some factors of safety improvements.	High	• Improve the timeliness of reporting through process improvement and automating data sharing with partners • Identify ways to work with partners to more accurately account for accidents involving pedestrians and bicyclists that may be under reported as a proportion of accidents
2	Finances	If new dollars are not spent quickly enough, then the dollars could be redirected to other transportation needs.	Medium	• Innovative contracting • Increase staffing levels • Develop better narrative to educate/communicate with legislature about changes in performance management included in the TAMP
3	Finances	If projects do not federalize and use state-only funds, we may lose federal dollars and may lose our redistribution.	High	• Innovative contracting • Increase staffing levels • Develop better narrative to educate/communicate with legislature
4	External Threat	If we don't plan for extreme weather events, then bridges, roadways, and structures will be damaged.	Very High	• Accelerate Safeguarding California five recommended actions (see page 8-7) • Plan for addressing identified vulnerabilities • Get data compiled and model • Drainage system cleaning (combine with other efforts)

Rank	Category	Risk	Risk Score	Potential Mitigation Actions
5	Finances	If money is spent on the four core assets (bridges, pavements, drainage systems, ITS) most in need, there may not be money for assets later down the road and there may not be enough money to maintain the system as a whole.	Medium	• Establish periodic review of TAMP financial plan relative to actual expenditures and Caltrans goals and objectives to consider alternative scenarios to maintain the system as a whole
6	Project and Program Management	If the Department and regions are unable to use innovative project delivery tools with the new funding, then it may take longer to deliver needed transportation work.	High	• Establish periodic review of expected vs actual projects delivered relative to TAMP projections
7	Business Operations	If we don't train and mentor employees, then we will have large knowledge gaps in the workforce.	High	• Improve risk training and mentoring programs • Improve knowledge transfer for risk management
8	Asset Performance	If we make projects more complex (by the addition of multiple assets) and involve complete streets, etc., project delivery may be delayed.	High	• At project planning, use performance reporting and tracking to consider all issues and use 10 year plan and interim targets to set more realistic timeframes (reliability of schedule targets)
9	Asset Performance	If we do not coordinate the needs of each asset class or project work, we may not be as efficient as possible (e.g., may be removing new pavements to place new culvert).	Medium	• At project planning, use performance reporting and tracking to consider all issues and use 10 year plan and interim targets to set more realistic timeframes (reliability of schedule targets)
10	Information and Decisions	If we don’t conduct succession planning and knowledge transfer, then Caltrans will lose efficiency and have greater exposure to error.	Ultra High	• Train broader set of staff and accelerate training • Improve mentorship opportunities • Find other organizations addressing succession and knowledge transfer
11	Information and Decisions	If we do not have reliable asset performance models (including reliable decay rates and reasonable goals), then investment decisions will not be optimal.	Very High	• Establish periodic review of TAMP performance models
12	Finances	If the available funding does not cover our needs, then we still will have some	Medium	• Establish periodic review of TAMP financial plan relative to actual

Rank	Category	Risk	Risk Score	Potential Mitigation Actions
		deferred maintenance and operation's needs.		expenditures and Caltrans goals and objectives to consider alternative scenarios to maintain and operate the system
13	Information and Decisions	If we don't incorporate climate change into system planning models, assets may be permanently damaged, negatively impacting the transportation system.	High	• Coordinate needs for consideration of climate change with Caltrans staff responsible for resilience analysis
14	Asset Performance	If we don't include ITS elements into roadway planning, then we may experience increased congestion, reduced freight mobility and impacts to the economy.	Medium	• Raise awareness • Involve more entities/stakeholders • Align IT with ITS risks • Coordinate info better • Improve project coordination to include ITS performance management in planning and project delivery of projects
15	Asset Performance	If the State Highway Operation and Protection Program (SHOPP) is not inclusive of congestion, relief benefits then mobility projects may receive less SHOPP funding.	High	• There is funding in the SHOPP focused on congestion and mobility that is balanced with other competing needs to consider alternative scenarios that address mobility performance measures

8.7. Summary of Transportation Assets Repeatedly Damaged by Emergency Events

As part of a separate rule issued by FHWA, state DOTs must perform periodic evaluation of facilities repeatedly requiring repair and reconstruction due to emergency events. According to FHWA, state DOTs "shall conduct statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events." Evaluation is defined as "an analysis that includes identification and consideration of any alternative that will mitigate, or partially or fully resolve, the root cause of the recurring damage, the costs of achieving the solution, and the likely duration of the solution." Reasonable alternatives are defined as "options that could partially or fully achieve the following:

1. Reduce the need for Federal funds to be expended on emergency repair and reconstruction activities;
2. Better protect public safety and health and the human and natural environment; and

3. Meet transportation needs as described in the relevant and applicable Federal, State, local, and tribal plans and programs."

While the requirement for evaluations is its own rule, the TAMP requires that the risk management process include a summary of the evaluations for NHS pavements and bridges. Given California's state guidelines, this TAMP also includes the primary SHS assets in the scope of the evaluations of facilities repeatedly damaged by emergency events.

Table 8-3 presents a list of bridges in California subject to multiple high load hits. Caltrans has evaluated major bridge damages from 2013 through 2017. This table is a summary of locations that had multiple emergency contracts on the same counties and routes for high load hits.

Table 8-3. Bridges Subject to Multiple High Load Hits

District	County	Structure	Route
2 - Redding	Siskiyou	KLAMATH RIVER	96
3 - Sacramento	Butte	GARDEN DRIVE OC	70
	Yuba	MARYSVILLE UP	70
4 - San Francisco	Napa	LINCOLN AVENUE OC	29
	San Francisco	BAYSHORE VIADUCT	101
	Solano	SPRINGS ROAD OC	80
5 - San Luis Obispo	Santa Barbara	CLARK AVENUE OC	101
6 - Fresno	Tulare	AVENUE 152 OC	99
	Tulare	COUNTY ROAD 164 OC	198
7 - Los Angeles	Los Angeles	SCHUYLER HEIM LIFT BRIDGE	47
	Los Angeles	E91-N710 CONNECTOR OC	91
	Los Angeles	ROUTE 210-710/E210 SEPARATION	210
	Los Angeles	210-134/E210 SEPARATION	210
8 - San Bernardino	Riverside	THEODORE STREET OC	60
	Riverside	MCCALL BLVD OC	215
	San Bernardino	GHOST TOWN ROAD UC	15
	San Bernardino	MONTE VISTA AVENUE OC	60
	San Bernardino	BARTON ROAD OC	215
	San Bernardino	WASHINGTON AVENUE OC	215
9 – Bishop	Mono	SOUTH LANDING ROAD OC	395

District	County	Structure	Route
10 - Stockton	Merced	APPLEGATE ROAD OC	99
	San Joaquin	SAN JOAQUIN RIVER (GARWOODS)	4
	San Joaquin	ROUTE 26/99 SEPARATION	26
	San Joaquin	FARMINGTON ROAD OC	99
	San Joaquin	WILSON WAY OC	99

Source: Caltrans

Figure 8-8 shows the same summary of locations in a map that had multiple emergency contracts in the same counties and routes for high load hits and major slides during 2013-2017.

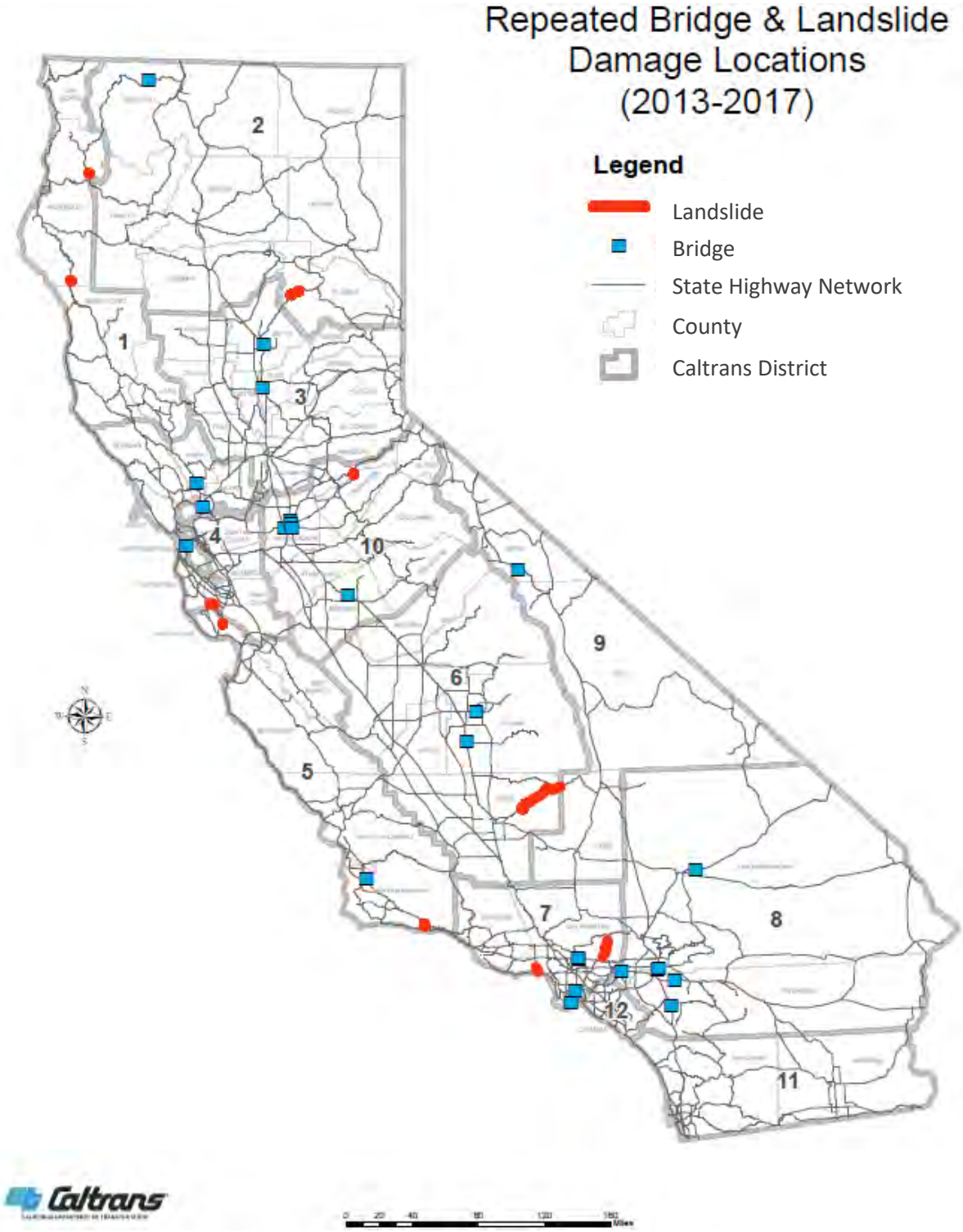

Figure 8-8. Repeated Bridge and Landslide Damage Locations

Table 8-4. Major Slides Included Under Slope Prone to Erosion presents a list of roads in California subject to major slides in 2017. Caltrans has evaluated major slide damages from 2013 through 2017. Figure 8-8, on the previous page, shows the same summary of these locations in a map that had multiple emergency contracts in the same counties and routes for major slides during this period.

Table 8-4. Major Slides Included Under Slope Prone to Erosion

District	County	Route
1 – Eureka	Humboldt	96 & 101
	Mendocino	101 & 162
2 - Redding	Plumas	70
	Shasta/Trinity	299
4 – San Francisco	Santa Clara	9
5 – San Luis Obispo	Monterey	1
	Santa Barbara	154
	Santa Cruz	17
6 – Fresno	Fresno	198
	Kern	178
7 – Los Angeles	Los Angeles	27 & 39
10 – Stockton	Calaveras	26

Source: Caltrans

8.8. Risk Mitigation Plan

As mentioned previously, federal regulations require that the TAMP include a mitigation plan for addressing top priority risks and an approach for monitoring those risks. The mitigation plan is presented in Table 8-5. For each risk, the plan will include a mitigation action, owner, estimated completion date, and first step.

The risks in this plan were generated as part of the risk management workshop. Following identification of highest priority risks, representatives of state and local agencies evaluated potential risk mitigation options and developed potential actions. A combination of stakeholder feedback and expert judgment will be used to select owner, completion date, and first steps.

Table 8-5. Risk Mitigation Plan

#	Risk	Action
1	If accident reporting is not modernized, then we may not accelerate some factors of safety improvements.	Streamline business processes to improve the timeliness of reporting, include other modes and automate data sharing with partners
2	If new dollars are not spent quickly enough, then the dollars could be redirected and go to other transportation needs.	Develop narrative to educate/communicate with legislature about changes in performance management included in the TAMP
3	If projects do not federalize and use state-only funds, we may lose federal dollars and may lose our redistribution.	Develop better narrative to educate/communicate with legislature
4	If we don’t plan for extreme weather events, then bridges, roadways, and structures will be damaged.	Get data compiled and modeled
5	If money is spent on the four core assets (bridges, pavements, drainage systems, ITS) most in need, there may not be money for assets later down the road and there may not be enough money to maintain the system as a whole.	Establish periodic review of TAMP financial plan relative to actual expenditures and Caltrans goals and objectives to consider alternative scenarios to maintain the system as a whole
6	If the Department and regions are unable to use innovative project delivery tools with the new funding, then it may take longer to deliver needed transportation work.	Establish periodic review of expected vs actual projects delivered relative to TAMP projections
7	If we don't train and mentor employees, then we will have large knowledge gaps in the workforce.	Improve training and mentoring programs
8	If we make projects more complex (by the addition of multiple assets) and involve complete streets, etc., project delivery may be delayed.	At project planning, use performance reporting and tracking to consider all issues and use 10 year plan and interim targets to set more realistic timeframes (reliability of schedule targets)

#	Risk	Action
9	If we do not coordinate the needs of each asset class or project work, we may not be as efficient as possible (e.g., may be removing new pavements to place new culvert).	At project planning, use performance reporting and tracking to consider all issues and use 10 year plan and interim targets to set more realistic timeframes (reliability of schedule targets)
10	If we don't conduct succession planning and knowledge transfer, then Caltrans will lose efficiency and have greater exposure to error.	Train broader set of staff and accelerate training
11	If we do not have reliable asset performance models (including reliable decay rates and reasonable goals), then investment decisions will not be optimal.	Establish periodic review of TAMP performance models
12	If the available funding does not cover our needs, then we still will have some deferred maintenance and operation's needs.	Establish periodic review of TAMP financial plan relative to actual expenditures and Caltrans goals and objectives to consider alternative scenarios to maintain and operate the system
13	If we don't incorporate climate change into system planning models, assets may be permanently damaged, negatively impacting the transportation system.	Coordinate needs for consideration of climate change with Caltrans staff responsible for resilience analysis
14	If we don't include ITS elements into roadway planning, then we may experience increased congestion, reduced freight mobility and impacts to the economy.	Improve project coordination to include ITS performance management in planning and project delivery of projects
15	If the State Highway Operation and Protection Program (SHOPP) is not inclusive of congestion relief benefits, then mobility projects may receive less SHOPP funding.	Establish periodic review of TAMP financial plan relative to actual expenditures and Caltrans goals and objectives to consider alternative scenarios that address mobility performance measures

As described in FHWA's interim guidance on incorporating risk management into asset management plans, risk monitoring and communication is an ongoing, continuous process. California is committed to transparency throughout the TAMP development process and has made efforts to include stakeholders at every step of the process, including at the risk management workshop where the risks were identified and prioritized. California's risk monitoring approach includes publishing the risks in the TAMP and reviewing and revising the risk register and the TAMP periodically.

9. TAM Process Improvements

This chapter supplements the discussion of the current state of asset management practice in California with a set of planned future asset management-related improvements. Transportation asset management is a process of continual improvement. The TAMP will evolve and be updated alongside California's asset management-related business processes and activities.

9.1. Overview

Good transportation asset management (TAM) is a continuously improving set of practices. California has been improving TAM programs and data, making progress towards aligning them with state goals and targets. This chapter of the TAMP details how California will implement the TAM performance improvements in the TAMP and focus on specific initiatives to achieve better TAM performance. The improvements listed in this chapter were developed collaboratively by a group of federal, state, regional and local stakeholders to benefit agencies throughout California.

9.2. Federal and State Requirements

Federal Requirements

FHWA requires that a state DOT update its asset management plan and development processes every four years. FHWA recommends that state DOTs conduct periodic self-assessments of asset management capabilities. As written in the TAMP Final Rule, "based on the results of the self-assessment, the State DOT should conduct a gap analysis to determine which areas of its asset management process require improvement. In conducting a gap analysis, the State DOT should:

1. Determine the level of organizational performance effort needed to achieve the objectives of asset management,
2. Determine the performance gaps between the existing level of performance effort and the needed level of performance effort, and
3. Develop strategies to close the identified organizational performance gaps and define the period of time over which the gap is to be closed."

Subsequent improvements to TAM processes will be documented in future updates to this TAMP.

9.3. TAM Process Improvements

Throughout the process of developing the California TAMP, workshops were held with stakeholders including regional and local agencies responsible for parts of the NHS, FHWA, and representative members of Caltrans from headquarter offices and districts. In the first workshop held on December 15, 2016 the participants focused on identifying strategies that will link asset management with the overall California transportation goals and fundamental objectives. The group also determined actions that will support the gaps between current practice and desired practice.

On September 21, 2017, California TAMP project stakeholders participated in a workshop in Sacramento to build agreement on potential TAM process improvements. At the workshop, the building blocks for the TAMP were presented along with outstanding issues for the chapters of the TAMP. After this presentation, this interactive workshop included an exercise to develop TAM improvement initiatives.

California TAMP stakeholders identified priority TAM improvements that would support the defined objectives in the chapters of the draft TAMP. The results of the workshop are shown below. They represent the initiative areas that will be undertaken to make progress on TAM performance resulting in a better transportation system for California and to meet federal and state requirements.

Data and Tools

Data-driven decision making is well understood and a part of many of the business processes that exist for TAM in California. Developing the TAMP identified areas of weakness and many opportunities to strengthen investment decisions in the future. An effort to make progress on data improvements and tool availability to support TAM will be initiated. This effort will prioritize and sequence the set of data and tool improvement actions. It will also identify the coordination needed to ensure that the data will be aligned across assets and jurisdictions. The following are highlights of needs raised by the stakeholders.

- Bicycle and pedestrian program data and technology
- Consistent data about local needs, systems, and assets
- Crowdsourced asset condition information
- Common terminology
  - Data definitions/dictionary
- Data quality and accuracy
  - Data updating
- Data collection

  - Shared services
  - Crowdsourcing
  - Greater efficiency
- Data access portal
  - California clearing house for NHS data
- Data sharing
- New data to related TAM with other transportation objectives and risk
- GIS support of TAM data

Local, Regional, and State Coordination

The need to better coordinate local, regional, and state decision-making about assets was apparent throughout the workshops. The participants saw this as an opportunity to seed improved coordination across agencies to deliver a better transportation experience to California's travelers. The following are highlights of needs raised by the stakeholders.

- Ability to see a holistic view of assets throughout the state
- Integration of local needs with state investment decision-making
  - Establish a process to capture in a consistent way local project needs and priorities (e.g., a process to drive TAM investment based on equity)
- Sharing project plans
- MAP-21/FAST Act performance measurement coordination (PCI vs IRI)
- Coordination on a common permitting process
- Determine roles and governance
- Define communication and coordination process and protocol
- Define working groups and process for moving forward with this initiative
- Coordinate with the data improvement initiative
- Coordinate development of improved LCP practices

Asset Modeling

Investment decision-making is based on an understanding of asset behavior given funding availability and choices of actions to improve asset condition and meet other transportation objectives. Making the right choices at the right time is an important tenet of TAM. California's transportation agencies have been at the forefront of developing asset models to make good life cycle management decision during the resource allocation process. Stakeholders identified the need to continue to improve the understanding of pavement and bridge assets and the need to better understand other asset classes as they are included in the TAMP. The first set of additional assets will be drainage and TMS assets. Many other assets are planned to be included in the upcoming years. The following are highlights of needs raised by the stakeholders.

- Climate change projections and return periods for climate events
- LCP improvements to reach optimum maturity
- Improve LCP treatments and costs based on environmental changes and laws
- Make deterioration models for assets more accurate
- Support decision-making at the network level and at the project level

TAM Support for Broader Transportation Objectives

California's transportation goals and fundamental objectives address support for improvements in areas such as safety, mobility, economic development, social equity, sustainability, and environmental mitigation. Understanding where and how transportation assets can better support these areas is important during the planning, programming, and implementation process. Some of these opportunities include how asset condition influences safety, support active transportation, provide access to disadvantaged communities, and allow for goods movement. A better understanding of these relationships is needed and integrated into the investment decision-making process. The following are highlights of needs raised by the stakeholders.

- Determine performance measures that help understand these relationships
- Gather information about the objective areas and relate them to TAM
- Prioritize the relationships where TAM will have greater impact

Corridor View of TAM Investment Decision-Making

Many California travelers move via existing high volume corridors. Investment decision-making related to assets can be enhanced using corridor planning and management. Corridor views will support the NHS focus of the federal requirements and support collaborative decision-making across local, regional, and state agencies. Moving forward with this priority we will first look at existing corridor planning and management processes and explore how these can be enhanced with the addition of asset needs. Other activities will look at identification of other corridors based on travel volume and asset needs.

Risk Mitigation

Much has been done across the state through various risk mitigation programs to safeguard California for a more resilient transportation system as discussed in Chapter 8. Integrating risk management decisions with assets has been an ongoing practice with project delivery. More is being done to evaluate risk with life cycle planning. The TAMP includes a risk mitigation plan. Work is ongoing to establish implementation next steps, owners and completion dates for how the risk mitigation plan will be implemented. The integration of risk into asset management is critical to achieve a resilient system of assets.

TAM Communications

The stakeholders involved in the TAMP development process recognized the value and importance of better communicating TAM needs and accomplishments. Ideas for improved TAM communications include the sharing of data, success stories and providing templates for communications with the various media that exist for communicating to constituencies.

10. Glossary

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
AMBAG	Association of Monterey Bay Area Governments
APCS	Automated Pavement Condition Survey
BCAG	Butte County Association of Governments
BIRIS	Bridge Inspection Report Information System
CalSTA	California State Transportation Agency
Caltrans	California State Department of Transportation
CAPM	Capital Preventative Maintenance
CCTV	Closed Circuit Television
Census	Traffic Census Station
CHP	California Highway Patrol
CIP	Culvert Inspection Program
CMS	Changeable Message Sign
Commission	California Transportation Commission
Detection	Traffic Monitoring Detection Station
DOT	Department of Transportation
DSOR	Desired State of Repair
EMS	Extinguishable Message Sign
FAST	Fixing America's Surface Transportation
FCOG	Fresno Council of Governments
FHWA	Federal highway Administration
FO	Functionally Obsolete
GCTC	Glenn County Transportation Commission
GHG	Greenhouse Gas
GIS	Geographic Information System
HAR	Highway Advisory Radio
HCAOG	Humboldt County Association of Governments
HM	Highway Maintenance Program
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan

HSRA	California High Speed Rail Authority
HTF	Highway Trust Fund
ICM	Integrated Corridor Management
IRI	International Roughness Index
ISO	International Standards Organization
ITS	Intelligent Transportation Systems
KCAG	Kings County Association of Governments
Kern COG	Kern Council of Governments
LCCA	Life Cycle Cost Analysis
LCP	Life Cycle Planning
LCTC	Lassen County Transportation Commission
LOS	Level of Service
M&O	Maintenance and Operations
M&R	Maintenance and Rehabilitation
Madera CTC	Madera County Transportation Commission
MAP-21	Moving Ahead for Progress in the 21st Century
MASH	Manual for Assessing Safety Hardware
MCAG	Merced County Association of Governments
MODA	Multi-Objective Decision Analysis
MPO	Metropolitan Planning Organization
MTBF	Mean Time Before Failure
MTC	Metropolitan Transportation Commission
NBI	National Bridge Inventory
NCHRP	National Cooperative Highway Research Program
NHS	National Highway System
PaveM	Pavement Management System
PCI	Pavement Condition Index
PID	Project Initiation Document
PV	Present Value
RMRA	Road Maintenance and Rehabilitation Account
RTPA	Rural Transportation Planning Authority
RWIS	Roadway Weather Information System
SACOG	Sacramento Area Council of Governments
SANDAG	San Diego Association of Governments
SB1	Senate Bill 1
SB486	Senate Bill 486
SBCAG	Santa Barbara County Association of Governments
SCAG	Southern California Association of Governments
SD	Structurally Deficient
SHA	State Highway Account
SHOPP	State Highway Operation and Protection Program
SHS	State Highway System
SHSMP	State Highway System Management Plan
SJCOG	San Joaquin Council of Governments
SLOCOG	San Luis Obispo Council of Governments
SM&I	Structure Maintenance and Investigation
SMART	Structure Maintenance Automated Report Transmittal
SRRA	Safety Roadside Rest Area

SRTA	Shasta Regional Transportation Agency
StanCOG	Stanislaus Council of Governments
STIP	State Transportation Improvement Plan
STRAHNET	Strategic Highway Network
TAM	Transportation Asset Management
TAMAC	Transportation Asset Management Advisory Committee
TCAG	Tulare County Association of Governments
TMC	Transportation Management Center
TMPO	Tahoe Metropolitan Planning Organization

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11. Appendix A. Workshops

To be successful, California's Transportation Asset Management Plan must combine the best ideas, needs, and practices of the state's many transportation professionals, as well as transportation users, and transportation interest group members. Without the participation of the transportation community, no plan could reflect the needs and goals of the people most affected by changes in transportation planning and funding. As the plan records statewide asset inventory and condition, the identification of gaps and target setting requires the input of local transportation managers in every area. Local contributions to asset condition and performance goals will build the complete state picture mandated by the federal government.

Workshops

Appendix A discusses the workshops used to collect this information from our partners statewide and Appendix B discusses the feedback tools and processes used to collect information and displays a summary of the input received, the organizations which responded, and the changes made to the draft Plan.

To make sure information was obtained from as broad a perspective as possible, workshops were held in different parts of the state. Project stakeholders from around the state were invited and encouraged to participate. Workshops focused on collecting input on goals and objectives, risk management, financial planning, and building the transportation asset management plan. Input from the workshops helped build agreement on shared transportation goals, objectives and priorities.

Following are the location, date, and goal of each workshop, along with a list of the many entities represented at each. Further details on these workshops can be found at the following link: http://www.dot.ca.gov/assetmgmt/workshop_surveys.html

Goals and Objectives Workshop

December 15, 2016
Holiday Inn Downtown Sacramento, California

A kick-off workshop was held with stakeholders to build agreement on shared transportation goals, objectives, and priorities. The workshop resulted in an improved collective understanding of California's TAM goals and objectives, clearer, more focused strategic direction for the development of the TAMP, and identification of prioritized immediate actions. Workshop attendees generated and prioritized a set of TAM strategies as well as prioritized TAM improvements and a list of "quick hit" improvements that could be implemented in the short term.

Workshop Attendees

Caltrans
Federal Highway Administration
California Transportation Commission
California Bicycle Coalition
Alameda County Public Works
Association of Monterey Bay Area Governments
Colusa County Transportation Commission
El Dorado County Transportation Commission
Placer County Transportation Planning Agency
San Joaquin Council of Governments
Santa Barbara County Association of Governments
Shasta Regional Transportation Agency
Sonoma County Transportation Authority
Stanislaus Council of Government
Tahoe Metropolitan Planning Organization
Transportation Agency for Monterey County
Tuolumne County Transportation Council

Risk Management Workshop

April 19, 2017

Caltrans District 7, Orange County, California

This workshop focused on developing the initial risk register and risk mitigation strategies for California. As part of the workshop, attendees analyzed the preliminary risk register and identified potential risk mitigation strategies and actions. The workshop resulted in an improved understanding of California's TAM risks and a revised risk register with prioritized risks, strategies, and actions.

Workshop Attendees

Caltrans

Federal Highway Administration

California Transportation Commission

Association of Monterey Bay Area Governments

City of Bakersfield

City of Riverside

City of Stockton

County of Riverside Transportation

Fresno Council of Governments

Kern Council of Governments

Kings County Association of Governments

Madera County Transportation Commission

Mendocino council of Governments

Merced County Association of Governments

San Benito County Council of Governments

San Joaquin County

San Diego Association of Governments

Santa Clara Valley Transportation Authority

Santa Barbara County Association of Governments

Southern California Association of Governments

Shasta Regional Transportation Agency

San Louis Obispo Council of Governments

Tulare County Association of Governments

Tuolumne County Transportation Council

Financial Plan and Investment Strategies

June 14, 2017

Caltrans District 4, Oakland, California

Stakeholders met to review available transportation funding and asset performance projections, recommend funding assumptions for NHS assets, and influence the development of the financial plan and investment strategies components of the TAMP. Workshop attendees developed and prioritized a series of questions and recommendations on the investment prioritization process.

Workshop Attendees

Caltrans

Federal Highway Administration

California Transportation Commission

California Bicycle Coalition

Association of Monterey Bay Area Governments

City of Bakersfield

Contra Costa County

Fresno Council of Governments

Los Angeles County

Metropolitan Transportation Commission

Santa Barbara County Association of Governments

Santa Clara Valley Transportation Authority

Sonoma County Transportation Authority

Southern California Association of Governments

Tulare County Association of Governments

U.S. Department of Transportation Maritime Administration

Pavement and Bridge Performance Management Target Setting Workshop

August 31, 2017
Holiday Inn Downtown Sacramento, California

This educational workshop was held to help stakeholders understand state and federal processes for setting pavement and bridge performance targets as required by the TAMP development process. This workshop, one of the largest to date, included 50 attendees in person with another 40 attending on line.

Workshop Attendees

Caltrans
Federal Highway Administration
California Transportation Commission
Association of Monterey Bay Area Governments
Fresno County Association of Governments
Kern County Association of Governments
Metropolitan Transportation Commission
Placer County Transportation Authority
San Diego Association of Governments
Santa Barbara Council of Governments
Shasta Regional Transportation Association
Southern California Association of Governments
Stanislaus Council of Governments
Tulare Council of Governments

Building the California TAMP Workshop

September 21, 2017
Holiday Inn Downtown Sacramento, California

This workshop focused on the major accomplishments of the TAMP development effort. This interactive strategic session resulted in a shared understanding of the building blocks of the TAMP that have been developed to date, open issues and gaps, based on input from workshop attendees, and key themes, messages, and the overall "story" for communicating the TAMP.

Workshop Attendees

Caltrans

Federal Highway Administration

California Transportation Commission

City of Bakersfield

Association of Monterey Bay Area Governments

Fresno County Association of Governments

Kern County Association of Governments

Los Angeles County Public Works

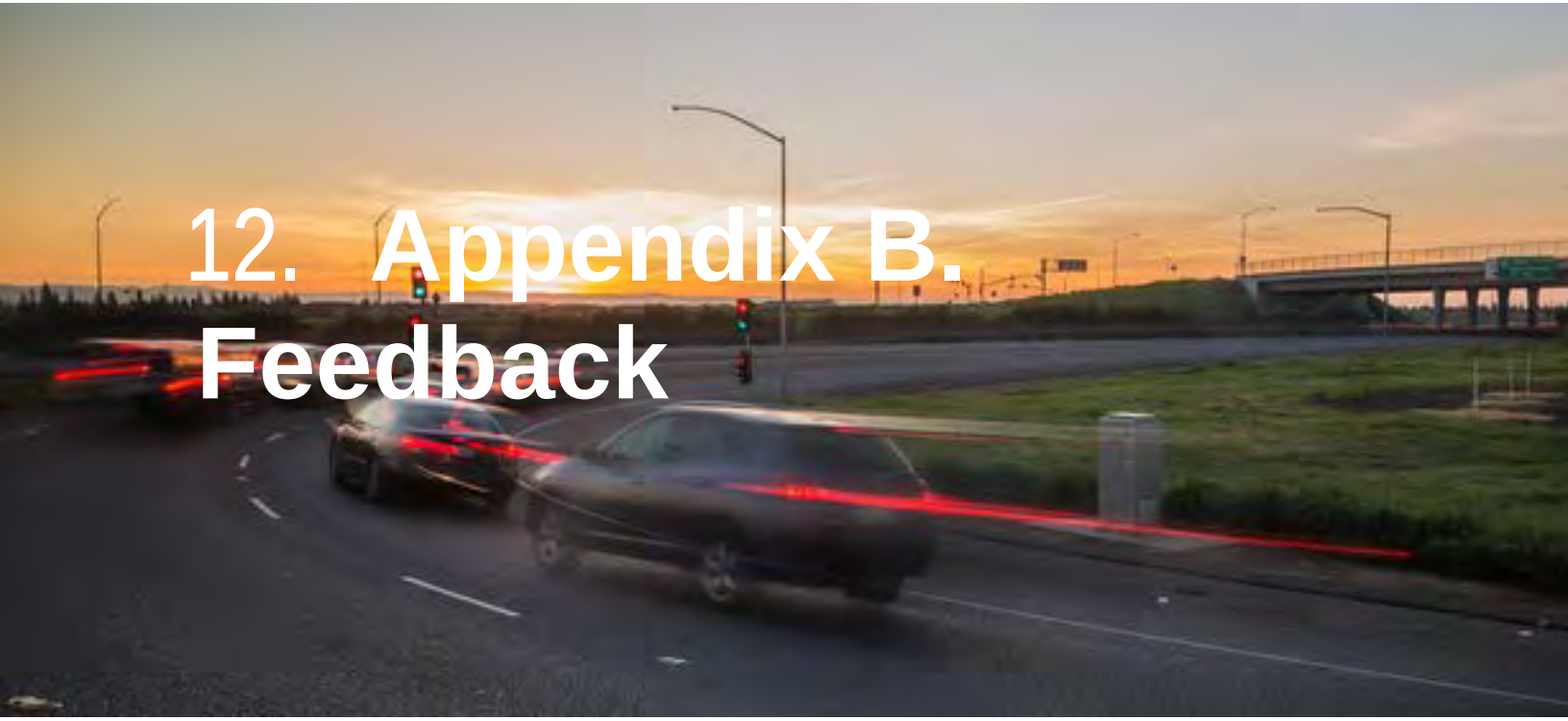
Mendocino Council of Governments

Metropolitan Transportation Commission

San Diego Association of Governments

Santa Clara Valley Transportation Authority

California Association of Council of Governments



12. Appendix B. Feedback

To be successful, California's transportation asset management plan must combine the best ideas, needs, and practices of the state's many transportation professionals, as well as transportation users, and transportation interest group members. Without the participation of the transportation community, no plan could reflect the needs and goals of the people most affected by changes in transportation planning and funding. As the plan records statewide asset inventory and condition, the identification of gaps and target setting requires the input of local transportation managers in every area. Local contributions to asset condition and performance goals will build the complete state picture mandated by the federal government.

Input from Partners and Stakeholders

Appendix A discusses the workshops used to collect this information from our partners statewide and Appendix B discusses the feedback tools and processes used to collect information and displays a summary of the input received, the organizations which responded, and the changes made to the draft Plan.

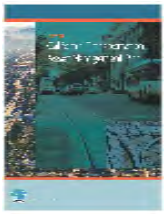
As workshops concluded, the workshop presentations and hand-out materials were posted to the Caltrans Asset Management webpage. Information gathered in the workshops helped in drafting the TAMP. Once the draft TAMP was prepared, it was sent out for public review. The public comment period began on October 31, 2017, and continued through November 24, 2017. The public comment

period was announced to the public in various formats. The draft TAMP public review period was first announced at a presentation in October 2017 at a California Transportation Commission meeting. The Caltrans Public Information Office issued a press release that was sent to media outlets, the Caltrans Local Assistance Program posted an announcement on their blog that was distributed to their partners statewide, and the Caltrans Asset Management Office emailed a link to the draft to those that had participated in prior workshops. Caltrans developed a survey for collecting responses and posted both the survey and the draft TAMP on the Caltrans Asset Management webpage.

Asset Management Plan Press Release
New Transportation Asset Management Plan Out for Public Comment

Plan Shows Stark Differences in Future Highway Conditions With & Without SB 1 Funding

Date: November 3, 2017
District: Headquarters
Contact: Vanessa Wiseman
Phone: (916) 654-2936
Contact: Tamie McGowen
Phone: (916) 657-5060



SACRAMENTO — Caltrans has released for public comment the draft California Transportation Asset Management Plan (TAMP), a new data-driven policy that will inform future investment decisions for maintaining California's highway infrastructure today and into the future. The TAMP lays out substantial performance targets for California's transportation system, but shows that California will be on track to meet those targets, thanks to the impact of anticipated funds from the Road Repair and Accountability Act of 2017 (SB 1).

> "The snapshot given in the TAMP shows what years of deferred maintenance and underfunding have done to California's transportation infrastructure. Fortunately, the TAMP also illustrates that we can get our infrastructure system back on track thanks to the help of anticipated SB 1 funding."
>
> Malcolm Dougherty, Director, Caltrans

The TAMP is California's new asset management-based framework for investment decisions, representing a move from a "silo" based project funding approach to a system-wide assessment and a performance driven approach to investment. This system-wide assessment using asset management provides an alternative approach in which agencies strike a balance between reconstructing parts of the transportation system in poor condition and preserving those in good condition so that they do not become poor. This balanced approach extends the useful lives of the state's transportation assets and is more cost-effective in the long run.

Data-driven and goal-oriented investment choices are key foundations of the TAMP. The document summarizes the current inventory of transportation assets such as roads and bridges and details their condition. From there, it lays out performance targets for these assets based on requirements set both by the Federal Highway Administration (FHWA) and California law. The investment decisions that will be made to meet defined performance targets take into consideration all the costs associated with those assets over the course of their life cycle, from design to upkeep.

The additional investment in infrastructure preservation provided by SB 1 is crucial to attaining the ambitious performance targets mandated for the TAMP. The plan lays out several transportation funding scenarios—including one representing funding levels prior to the passage of SB 1 and another that reflects the impact of SB 1—and projects the impact of those funding levels over the next 10 years. Those projections show that, with SB 1 funding, California will be on track to achieve its asset condition targets.

The scope of the plan includes the assets on two overlapping highway systems: the State Highway System (SHS) and the National Highway System (NHS). The SHS is the highway system managed by Caltrans that includes all Interstate and State Highways. The NHS includes portions of the SHS, as well as roads and bridges managed by California cities' and counties' transportation agencies. Roads on the NHS are defined by the FHWA to be important to the nation's economy, defense and mobility.

FHWA requirements dictate that the TAMP includes all NHS pavements and bridges. State TAMP Guidelines from the California Transportation Commission (Commission) require that the California TAMP include not only the condition of pavements and bridges on the SHS, but culverts and traffic management system elements, as well as information pertaining to nine supplementary asset classes.

Throughout the process of developing the California TAMP, workshops were held with stakeholders that are responsible for parts of the NHS. The TAMP process and the development of asset management performance targets on the SHS and local NHS systems to evaluate scenarios and financial investments was an opportunity to improve coordination across agencies to deliver a better transportation system and experience to Californians. The TAMP will be the first integrated performance-based asset management plan for California.

Additionally, SB 1 is already being put to use by Caltrans. The department broke ground on 13 pavement projects across the state this summer and is expediting the design of an additional 50 projects that will break ground over the next year. To date, Caltrans has advanced more than $5 billion in "fix-it-first" projects for earlier completion because of SB 1.

The draft TAMP can be read and comments submitted at http://www.dot.ca.gov/assetmgmt/tam_plan.html. Comments are due by November 24, 2017. The final version of the TAMP will be submitted to FHWA in April 2018 for compliance with federal requirements.

For more information about the department's activities: PIO Contact Info.

Caltrans Local Assistance Blog

Draft California Transportation Asset Management Plan (TAMP) Open for Public Comment

October 25, 2017 by Pauline Cueva

The *Draft* California Transportation Asset Management Plan is open for public comment. Comments are due by November 24, 2017 at 5:00 p.m. and should be submitted using the survey link below:

Draft TAMP Survey

For more information on the *Draft* California Transportation Asset Management Plan, please visit the Caltrans Transportation Asset Management webpage at http://www.dot.ca.gov/assetmgmt/

Transportation Asset Management Office

Request for Feedback

The following e-mail was sent to CalSTA, Commission, FHWA, MPOs, RTPAs, cities, counties, advocacy groups, and tribal governments. A special effort was made to ensure a copy went to all attendees of the asset management workshops held over the previous year and a half.

External Email

The California Department of Transportation (Caltrans) is pleased to announce the draft California Transportation Asset Management Plan (TAMP). You are receiving this message because you have either attended a workshop or have shown interest in the development of the TAMP.

The California TAMP describes the vision for how good asset management will help deliver broad transportation goals and fundamental objectives supported by information on current asset conditions. The TAMP is a key requirement of California law and of federal regulations. It was produced through the collaborative effort of numerous stakeholders and is considered a living document that will be regularly reviewed and updated.

Comments will be accepted through ***November 24, 2017***.

Link to the draft California TAMP and comment survey: http://www.dot.ca.gov/assetmgmt/

Summary of Feedback

The Office of Asset Management used a Survey Monkey tool to collect the feedback. Following is a summary of comments and a list of organizations who responded. We thank all of you who contributed to ensuring this plan is as inclusive and accurate as possible. We look forward to continuing to work together on this iterative process.

Table B-1. Summary of Feedback

Reviewer	Chapter	Comments	Resolution
California Transportation Commission	Executive Summary	Clearly define in the executive summary of the TAMP: • The scope of the TAMP as it relates to statutory responsibilities and authorities for transportation assets on the State Highway System (SHS) and the National Highway System (NHS), • The state and federal requirements addressed in the TAMP, including timeframes and phases, • The assets included in the TAMP that are subject to Commission approval, • The assets in the TAMP that are not on the SHS and the responsibility of regions, cities, counties, tribal governments, or private agencies, and • The ten year period covered by the TAMP.	The following revisions were made to the Executive Summary: • A "Federal and State Requirements" section was added which summarizes FHWA and Commission statutory responsibilities and includes the graphic from Figure 2-2. • The section, "About the California TAMP," was amended to cite the timeframe for the TAMP approval by FHWA and the Commission. The following text was added: "The TAMP is also a key requirement of federal regulation and Calilfornia law. Federal regulation (23 CFR 515) requires an asset management plan by April 30, 2018, for pavements and bridges on the NHS, including those owned by Caltrans and other federal, state and local agencies. California law (Senate Bill 486) requires Caltrans to develop an asset management plan by 2020 for the SHS. This document is intended to meet both sets of requirements." • The 10-yr period covered by the TAMP (Fiscal Years 2017/18 – 2026/27) was added to the front cover of the document.
California Transportation Commission	Executive Summary	Clearly identify in the Executive Summary that the Commission's responsibilities include: • Approving SHS assets for inclusion in the TAMP, • Adopting targets and performance measures reflecting state transportation goals and objectives, • Reviewing and approving the TAMP, including the final version of the first phase and the complete plan prepared by the Department, • Reviewing and reporting progress to the state legislature on Caltrans' progress towards meeting SHS asset performance targets established in Senate Bill 1 and in Commission-adopted performance targets, and • Reviewing and adopting the SHOPP if it is determined that the SHOPP is consistent with the TAMP.	Commission responsibilities were included as recommended. A new graphic element was added to the Executive Summary titled, "Roles & Responsibilities". This graphic provides a list of roles and responsibilities for FHWA, Commission, Caltrans, and MPOs/RTPAs/Local Agencies.

Reviewer	Chapter	Comments	Resolution
California Transportation Commission	Executive Summary	Clearly identify in the executive summary that Caltrans' responsibilities include: • Preparing, in consultation with the Commission, a robust TAMP to guide the selection of SHOPP projects as required by Government Code section 14526.4, • Utilizing the TAMP to recommend how and where to invest transportation resources in the SHOPP to achieve intermediate and long-term performance targets, • Ensuring the TAMP is consistent with any applicable state and federal requirements, and • Preparing the complete TAMP for all asset classes no later than the 2020 SHOPP.	Caltrans responsibilities were included as recommended. A new graphic was added to the Executive Summary that outlines FHWA, Commission, Caltrans, and MPOs/RTPAs/Local Agencies roles and responsibilities
California Transportation Commission	Executive Summary	Revise the description under "California TAMP Scope" on page 3 to define what assets on the SHS are selected to include in the California TAMP scope.	The description under "California TAMP Scope" was revised to include the following: "pavement, bridge, drainage, TMS as well as a list of supplementary assets on the SHS".
California Transportation Commission	Executive Summary	Revise the discussion on page 4 under "California's Investment Strategy" to clearly explain the expectations that all asset classes will be incorporated into the TAMP by 2020 and that investments support the full range of state goals and objectives. In addition, update the graphic on the same page to include all SHS assets addressed in the TAMP.	In the Executive Summary under "California's Investment Strategies", the second bullet was revised to acknowledge the requirement for analysis of all Commission-approved asset classes. This bullet now reads, "Focus on selected asset classes: pavement, bridge, drainage, and TMS. These were designated as focus areas by the Commission, as they represent a significant portion of SHS maintenance and rehabilitation investments in California. (A cumulative analysis for all Commission-approved assets will be included in the 2020 TAMP.)" In addition, the graphic labeled "Inventory and Conditions for NHS and SHS Assets in California" was updated to include all primary and supplementary asset classes.
California Transportation Commission	Executive Summary	Revise the discussion on page 4 under "Risks to the System" to recognize that risks can not only be reduced, but also potentially avoided.	Commission recommendation was included in the Executive Summary.
California Transportation Commission	Executive Summary	Revise the last sentence under "Making an Impact" on Page 5 to add that the development of the TAMP will also help to wisely achieve established performance objectives.	Commission recommendation was included in the Executive Summary.

Reviewer	Chapter	Comments	Resolution
California Transportation Commission	Executive Summary	Include on Page 6 a discussion of the phases of the TAMP culminating in a TAMP that incorporates all asset classes by 2020 as required by state law.	Although SB 486 allowed the TAMP to be rolled out into phases, the document as presented, constitutes the complete TAMP. In the Executive Summary under "California's Investment Strategies", the second bullet was revised to acknowledge the requirement for analysis of all Commission-approved asset classes. This bullet now reads, "Focus on selected asset classes: pavement, bridge, drainage, and TMS. These were designated as focus areas by the Commission, as they represent a significant portion of SHS maintenance and rehabilitation investments in California. (A cumulative analysis for all Commission-approved assets will be included in the 2020 TAMP.)" In addition, the graphic labeled "Inventory and Conditions for NHS and SHS Assets in California" was updated to include all primary and supplementary asset classes.
California Transportation Commission	1-Introduction	Add to the end of the first sentence of paragraph 2 on page 1-2, “to achieve state goals and objectives.”	Commission recommendation was included in the Introduction.
California Transportation Commission	Executive Summary	Explain the phasing of the TAMP on page 1-2 at the end of paragraph 2.	Although SB 486 allowed the TAMP to be rolled out into phases, the document as presented, constitutes the complete TAMP. In the Executive Summary under "California's Investment Strategies", the second bullet was revised to acknowledge the requirement for analysis of all Commission-approved asset classes. This bullet now reads, "Focus on selected asset classes: pavement, bridge, drainage, and TMS. These were designated as focus areas by the Commission, as they represent a significant portion of SHS maintenance and rehabilitation investments in California. (A cumulative analysis for all Commission-approved assets will be included in the 2020 TAMP.)" In addition, the graphic labeled "Inventory and Conditions for NHS and SHS Assets in California" was updated to include all primary and supplementary asset classes.
California Transportation Commission	1-Introduction	Explain on page 1-2 in the section titled “What is in the TAMP?” the opportunities for interfacing with other transportation systems and investment plans to increase efficiency.	The following text was added to the Introduction, under "What is in the TAMP?": "Long-term performance targets for both state and local NHS stakeholders were established in the TAMP through a collaborative process. The resulting shared vision for maintaining the transportation system is expected to bring about opportunities for improved coordination in transportation planning and investment."
California Transportation Commission	1-Introduction	Add the words, "and the five-year maintenance plan" to the fifth sentence in paragraph one on page 1-3.	Added the Commission's recommended text to the Introduction.

Reviewer	Chapter	Comments	Resolution
California Transportation Commission	1-Introduction	Add the words, “to avoid potentially overlapping work, enhance efficiency, and maximize the effectiveness of limited funding” to the end of the last sentence in paragraph 2 on page 1-3.	Added the Commission's recommended text to the Introduction.
California Transportation Commission	1-Introduction	Include in the first paragraph under the section “Transportation Asset Management Plans are Living Documents” on page 1-3, that the TAMP must be updated to address all assets by 2020, and state requirements for reviewing and updating the TAMP.	In the Introduction, under the section “Transportation Asset Management Plans are Living Documents”, the following text was added: "All updates to the TAMP will require Commission approval as defined in California Government Code section 14526.4 and the Commission’s Transportation Asset Management Plan Guidelines."
California Transportation Commission	1-Introduction	Include in the first paragraph under the section “Transportation Asset Management Plans are Living Documents” on page 1-3 the requirements identified by the Commission as outlined in the adopted TAMP guidelines.	In the Introduction, under the section “Transportation Asset Management Plans are Living Documents”, the following text was added: "All updates to the TAMP will require Commission approval as defined in California Government Code section 14526.4 and the Commission’s Transportation Asset Management Plan Guidelines."
California Transportation Commission	1-Introduction	Describe in the second paragraph on Page 1-4 how specifically the TAMP addresses state requirements.	The following text was added to the Introduction under the section “Transportation Asset Management Plans are Living Documents” “...by providing a defined inventory, current conditions, established targets, determination of performance gaps and development of investment strategies to close the gaps. Investment strategies consider risks to the system condition and long term costs of ownership."
California Transportation Commission	2-Asset Inventory & Condition	Revise the first sentence on page 2-2 under State Requirements as follows, “Following the requirements of Senate Bill 486, the Commission developed and published draft TAMP guidelines in May 2017, conferred with Caltrans to address comments and concerns, and subsequently adopted the guidelines in June 2017.”	Revised the text to reflect the Commission's recommendation.
California Transportation Commission	2-Asset Inventory & Condition	Replace the second sentence on page 2-2 under State Requirements with the following, “The California Transportation Commission is an independent state commission responsible for programming and allocating funds for the construction of highway, passenger rail, transit and active transportation improvements throughout California. The Commission also advises and assists the California State Transportation Agency Secretary and the Legislature in formulating and evaluating state policies and plans for California’s transportation programs. The Commission is an active participant in the initiation and development of State and Federal legislation to secure financial stability for the State’s transportation needs.”	Replaced the text to reflect the Commission's recommendation.

Reviewer	Chapter	Comments	Resolution
California Transportation Commission	2-Asset Inventory & Condition	Correct spelling in the first paragraph on page 2-3, describe why supplemental assets are addressed in the TAMP to a limited extent and describe the plan for addressing and reporting on the progress towards achieving performance targets.	In Chapter 2, the first sentence in the paragraph after "Primary Asset Classes" was revised as follows: "Supplementary assets located on the SHS are included in the TAMP to a limited extent and are not required of a federally-compliant TAMP."
California Transportation Commission	2-Asset Inventory & Condition	The second sentence in paragraph 2 in the section “California TAMP Scope” refers the reader to figure 2-1 for “ancillary assets”. However figure 2-1 does not depict the full range of assets on the SHS included in the TAMP. Correct either the statement or the diagram.	The text was revised to read "supplementary" assets. Figure 2-1 was also revised to include all supplementary assets.
California Transportation Commission	2-Asset Inventory & Condition	Describe actions in the first paragraph of page 2-7 recommended by Caltrans and taken by the Commission to adopt performance measures and targets for pavements, bridges, Transportation Management Systems (TMS), drainage, and supplementary assets on the SHS.	Changed to: "Caltrans recommended and Commission adopted…"
California Transportation Commission	2-Asset Inventory & Condition	Include on page 2-9 in the section titled “Pavement Performance Measures” the performance measures adopted by the Commission.	The text was changed to reflect: "Caltrans recommended and the Commission has adopted FHWA’s four pavement condition performance measures"
California Transportation Commission	2-Asset Inventory & Condition	Clarify in the second paragraph on page 2-10, is it Caltrans or the Commission that set the fair condition pavement targets for the SHS?	The text was clarified to say “In addition to the federal performance measures summarized in Table 2-3 below, Caltrans recommends and Commission adopted targets for fair condition for assets on the SHS.
California Transportation Commission	2-Asset Inventory & Condition	Correct the reference to Regional Transportation Planning Agencies (RTPA) in the third paragraph on page 2-12.	Changed "Authority" to "Agency"
California Transportation Commission	2-Asset Inventory & Condition	Clarify on page 2-14 in the first paragraph that the Commission sets targets based on pavement classification.	This paragraph was revised to read: “Caltrans reports pavement condition and targets based on this classification.”
California Transportation Commission	2-Asset Inventory & Condition	Describe the Commission’s role on page 2-21 for the approval of performance measures and targets for drainage systems.	Revised text under the TMS and Drainage sections to read: "This asset class is not required under federal regulation and has no defined national performance metric. Caltrans developed a performance metric and target that was approved by the Commission."

Reviewer	Chapter	Comments	Resolution
California Transportation Commission	2-Asset Inventory & Condition	Describe on page 2-23 Caltrans' recommendation to the Commission for the definition of technology assets included under the asset class for Transportation Management Systems (TMS), the recommendation by Caltrans for TMA performance measures and goals and the responsibility of the Commission for approving performance measures and goals.	The following was added to the TAMP under Transportation Management Systems: FHWA defines TMS as complex, integrated amalgamations of hardware, technologies, and processes for performing an array of functions, including data acquisition, command and control, computing, and communications. Disruptions or failures in the performance of these functions can impact traffic safety, reduce system capacity, and ultimately lead the traveling public to lose faith in the transportation network. System failures also have the potential to cause measurable economic loss and increase congestion, fuel consumption, pollutants, and traffic crashes. The problem is further complicated by the fact that today's systems, subsystems, and components often are highly interdependent, meaning that a single malfunction can critically impact the ability of the overall systems to perform their intended functions.
California Transportation Commission	2-Asset Inventory & Condition	Clarify on page 2-25 if the guidelines referenced in the first paragraph are the Commission- adopted TAMP guidelines, state statutes, or other state regulations.	In Chapter 2, Page 2-23, the first paragraph under "Asset Valuation", the following text was added: "Commission- adopted TAMP guidelines."
California Transportation Commission	3-Asset Performance Targets	Correct the statement on page 3-2 under State Requirements that communicates that it is the Commission-adopted TAMP guidelines, and not state regulations, that require performance measures and targets for the four primary and nine supplementary assets on the SHS.	In Chapter 3, Page 3-2.the first sentence under "State Requirements", the following text was added: "Commission-adopted TAMP guidelines"
California Transportation Commission	3-Asset Performance Targets	Clarify if the statement on page 3-3 under NHS Asset Performance Targets applies to all NHS pavements and bridges or only sections of the NHS not on the SHS.	In Section 3.5 NHS Asset 10-Year Performance Targets, the text was revised to reflect "all" NHS asset performance targets.
California Transportation Commission	3-Asset Performance Targets	For all asset classes on the SHS approved by the Commission, include a gap analysis and discuss risks and alternatives to close performance gaps for any asset class on the SHS with a gap between targeted performance and condition.	Table 5-9. Performance Gaps for Supplementary Assets on the SHS was added to Chapter 5.

Reviewer	Chapter	Comments	Resolution
California Transportation Commission	3-Asset Performance Targets	Describe how the targets and performance measures in the TAMP will be used by Caltrans to inform the project selection process for the State Highway Operation and Protection Program (SHOPP) and for determining consistency between the TAMP and the 2018 SHOPP (reference Government Code section 14526.5 (a)).	The general approach for implementing a performance-based asset management approach to inform SHOPP project selection is described in Chapter 1, "Making Progress", where it states: "The SHSMP went beyond the TAMP requirements to actually implement a performance-driven approach for the SHOPP. All project planning initiated after July 2017 is based on SHSMP performance objectives. This ensures that projects that begin the planning process will collectively accomplish enough work to achieve the condition goals established by SB1 and included in this TAMP." In Chapter 7, "Fix It First" a description is provided of SHOPP priorities: "The SHOPP's 10-year investment plan is laid out in the SHSMP. The SHOPP Investment Plan follows a "fix it first" approach that prioritizes maintenance, rehabilitation, and safety improvements of the SHS. Stewardship activities performed through the SHOPP include maintaining, rehabilitating, or replacing pavements, bridges, drainage systems, and TMS assets." The following text was added to Chapter 1, to reference the role of MODA and its implementation in the SHOPP. "The application of multi-objective decision analysis (MODA) methods to project selection processes was explored and tested in the 2014 and 2016 SHOPP cycles. MODA provides an objective and transparent basis for decision-making, accounts for benefits of multi-asset project solutions, and provides a mechanism to communicate the alignment of project priorities with strategic objectives. Work is currently underway to refine the MODA approach and establish a SHOPP project prioritization process that aligns with Caltrans' performance-based asset management approach."
California Transportation Commission	3-Asset Performance Targets	Include a discussion to address the development of a ten-year performance baseline plan for each asset, intermediate annual benchmarks, and interim progress reporting to the Commission towards meeting the targets and performance measures established in Senate Bill 1 and the TAMP (reference Government Code section 14526.7 and Interim SHOPP Guidelines).	The following text was added to Section 3.4, Page 3-4: "In accordance with the SB1 and the Commission approved TAMP Guidelines, Caltrans will provide reporting for mandated targets and performance measures. Caltrans will establish milestones following the adoption of the TAMP, by March 2018. This will include milestones for federal 2- and 4-year performance targets.."
California Transportation Commission	3-Asset Performance Targets	Describe any potential significant performance gaps on the National Highway System that effect pavement and bridges and alternative strategies to close or address the identified gaps (*reference 23 Code of Federal Regulations section 515.7(a)(3)*).	A new section was added to the end of Chapter 5, titled "Closing the Performance Gap." This new section summarizes the performance gaps for both the NHS and SHS. In addition, it provides discussion on closing the NHS gap for the local pavement and bridge assets as well as the gaps for the SHS supplementary asset classes.

Reviewer	Chapter	Comments	Resolution
California Transportation Commission	3-Asset Performance Targets	Describe future changes in demand and associated impacts on the transportation system (*reference 23 Code of Federal Regulations section 515.7(b)*).	A section titled "Considering Changes in Traffic Demand, Natural Hazards, and Environment" was added to Chapter 4.
California Transportation Commission	6-Revenues and Financial Projections	Incorporate a 10-year financial plan for the TAMP (*reference 23 Code Federal Regulations section 515.7(d)*).	A 10-year financial summary was incorporated into Table 6-1, 6-2, and 6-3 of Chapter 6.
California Transportation Commission	Front Cover	Identify the 10-year period covered by the TAMP (*reference 23 Code of Federal Regulations section 515.9(e)*).	The 10-year period covered by the TAMP was added to the front cover.
California Transportation Commission	Appendix B	Describe the easily accessible formats, timeframes, and processes employed by Caltrans to make the initial TAMP available to the public for review and comment and include or summarize comments received and Caltrans' response (reference 23 Code of Federal Regulations section 515.9(i)).	These items are all addressed in Appendix B of the TAMP.
California Transportation Commission	Appendix C	Include as attachments to the TAMP the June 2017 Commission approved TAMP Guidelines and Supplementary Asset Classes.	The Commission approved TAMP Guidelines (revised June 29, 2017) can be found in Appendix C of the TAMP.
Humboldt County Association of Governments	8-Risk Management	High Priority Risks and Potential Mitigation Actions Rank 4 – External Threat, "Potential Mitigation Actions" column: First bullet also sounds more like an objective than an action, "Accelerate recommended actions." How can we accelerate?	Text in Chapter 8 under High Priority Risk and Potential Mitigation Actions Table 8-2 was to read: "Accelerate Safeguarding California five recommended actions
Humboldt County Association of Governments	8-Risk Management	High Priority Risks and Potential Mitigation Actions Rank 7 – Business Operations. Here, too, "Improve knowledge transfer" sounds more like an objective than an action.	Chapter 8, Table 8-2 was revised as follows: • Continue to do risk training • Improve knowledge transfer for risk management
Humboldt County Association of Governments	8-Risk Management	High Priority Risks and Potential Mitigation Actions Risks seem to be the same under Rank 7 and Rank 10 categories (Business Ops, and Info and Decisions).	Chapter 8, Table 8-2, rank #7 was revised to read: "Improve training and mentoring programs"
Humboldt County Association of Governments	8-Risk Management	High Priority Risks and Potential Mitigation Actions Risks under "Finances" in both Rank 5 and 12 seen the same. Under 12 it says "See action under Item 6" but you might have meant Item 5.	The question mark was removed. Chapter 8, Table 8-2, rank #5 was changed to read: "Establish periodic review of TAMP financial plan relative to actual expenditures and Caltrans goals and objectives to consider alternative scenarios to maintain the system as a whole" Changed Tables 8-2 and 8-5 rank #12 to read: "Establish periodic review of TAMP financial plan relative to actual expenditures and Caltrans goals and objectives to consider alternative scenarios to maintain and operate the system"

Reviewer	Chapter	Comments	Resolution
Humboldt County Association of Governments	8-Risk Management	High Priority Risks and Potential Mitigation Actions Rank 14, Asset Performance: "Coordinate info better," "Coordinate projects better," and particularly "Raise awareness," also seem more like objectives.	Chapter 8, Table 8-2, rank #14 was revised as follows: "Improve project coordination to include ITS performance management in planning and project delivery of projects"
Humboldt County Association of Governments	8-Risk Management	High Priority Risks and Potential Mitigation Actions Rank 15 – Asset Performance: Typo w/ "benefits." The language for the Action is awkward.	Chapter 8, Table 8-2, rank #15 was revised to read the following: " There is funding in the SHOPP focused on congestion and mobility that is balanced with other competing needs to consider alternative scenarios that address mobility performance measures".
Humboldt County Association of Governments	8-Risk Management	Risk Mitigation Plan #1 Action – How about including data collected for other modes?	Chapter 8, Table 8-5, rank #1 was revised as follows: "Streamline business processes to improve the timeliness of reporting and include other modes and automate data sharing with partners".
Humboldt County Association of Governments	8-Risk Management	Risk Mitigation Plan #2 Action – Educate (spur?) the legislature to do what in this regard? To expand program years?	Chapter 8, Table 8-5 rank #2: Develop narrative to educate/communicate with legislature about changes in performance management included in the TAMP.
Humboldt County Association of Governments	8-Risk Management	Risk Mitigation Plan #5 – Risk is same as #12. (Delete question mark?) The recommended action would not, in and of itself, mitigate the risk.	The question mark was removed. Changed Chapter 8, Table 8-5 rank #5 to read: "Establish periodic review of TAMP financial plan relative to actual expenditures and Caltrans goals and objectives to consider alternative scenarios to maintain the system as a whole" Chapter 8, Table 8-5 rank #12 was revised to read: "Establish periodic review of TAMP financial plan relative to actual expenditures and Caltrans goals and objectives to consider alternative scenarios to maintain and operate the system".
Humboldt County Association of Governments	8-Risk Management	Risk Mitigation Plan #7 and #10 are the same. #7 Action is an objective.	Chapter 8, Table 8-5 rank #7 was changed to read: "Improve training and mentoring programs".
Humboldt County Association of Governments	8-Risk Management	Risk Mitigation Plan #8 and #9 – What can we do to "consider all issues and set more realistic timeframes"?	Chapter 8, Table 8-5 rank #8 was changed to read: "At project planning, use performance reporting and tracking to consider all issues and use 10 year plan and interim targets to set more realistic timeframes (reliability of schedule targets)"
Humboldt County Association of Governments	8-Risk Management	Risk Mitigation Plan #14 – "Improve project coordination" sounds more like an objective.	Chapter 8, Table 8-5 rank #14 was changed to read: "Improve project coordination to include ITS performance management in planning and project delivery of projects."
Humboldt County Association of Governments	8-Risk Management	Risk Mitigation Plan #15 "If SHOPP is does not inclusive of fund congestion benefits, then projects that improve mobility may receive less funding." May receive less funding than what? Will the recommended action make SHOPP fund congestion projects?	Changed Chapter 8, Table 8-5 rank #15: "Establish periodic review of TAMP financial plan relative to actual expenditures and Caltrans goals and objectives to consider alternative scenarios that address mobility performance measures"

Reviewer	Chapter	Comments	Resolution
Humboldt County Association of Governments	8-Risk Management	Rank 1 – Hwy Safety, "Risk" column: Typo: "If we modernize accident reporting ~~for~~ then we…" Additionally, I am not clear what the risk is "If we modernize accident reporting" and "accelerate safety improvements."	Chapter 8, Tables 8-2 and 8-5 rank #1 were corrected to read, "If accident reporting is not modernized, then we may not accelerate some factors of safety improvements."
Humboldt County Association of Governments	8-Risk Management	Rank 1 – "Potential Mitigation Actions" column: Says "Improve the timeliness of reporting through process improvement." This is vague; can you be more specific? Also, improving the timeliness of reporting sounds more like an objective than an action.	Chapter 8, Tables 8-2 and 8-5 rank #1 were corrected to read, "Improve the timeliness of reporting through process improvement and automating data sharing with partners • Identify ways to work with partners to more accurately account for accidents involving pedestrians and bicyclists that may be under reported as a proportion of accidents"
Humboldt County Association of Governments	8-Risk Management	Rank 1 – One of the current risks is that reporting practices vary greatly for accidents involving pedestrians and bicyclists. The proportion of these accidents that go unreported are also a risk.	The following action was added to Chapter 8, Table 8-2 rank #1: "Identify ways to work with partners to more accurately account for accidents involving pedestrians and bicyclists that may be under reported as a proportion of accidents"
Metropolitan Transportation Commission	4-Life Cycle Planning	The section provides a good overview of the various challenges related to collecting TMS data. However, it would be helpful to get more details on how Caltrans got the figure for 19,000 field systems. Did each district submit their own figure? Did HQ gather the data from a central database?	Each district submitted their own TMS inventory into a central database, maintained by Caltrans Headquarters staff. This central database is used for assessments and forecasting.
Metropolitan Transportation Commission	4-Life Cycle Planning	The report lists that the unit costs for fixing an element (from poor to good) or adding a new item is the same. Can the Department elaborate on the reasons for using the same cost figure for fixing an element and replacing the element?	It was forecasted that the ratio of new/fix elements would be the same in future years as was used in the years of data used for the cost estimate. The 2017 SHSMP used this estimate for both new and fix. If future SHOPP 10-year plans request a different estimate for both new and fixed elements, this can be done.
Metropolitan Transportation Commission	4-Life Cycle Planning	Under the Total Annual M&O Costs column of Table 4-12, Estimate of Additional Maintenance and Operation Needs Over 10 years, does it include costs to move the existing inventory from 58.8% to the 90% good level? Has any escalation factor been included to account for inflation?	The increase in M&O costs for TMS are for adding "new" elements to the transportation system. An escalation factor has been included to Chapter 4, Table 4-6.
Metropolitan Transportation Commission	4-Life Cycle Planning	Since the text refers to average additional TMS M&O costs "over the next ten years," as does the Table 4-12 Title, Please add columns that show the "Total 10-Year M&O Costs" as well as increase in 10-Year M&O Costs.	The 10-year total for Annual M&O costs to indicate the additional cost to M&O for TMS was added to Chapter 4, Table 4-16.
Metropolitan Transportation Commission	5-Performance Scenarios	In the section of asset performance gap analysis, what is the expected funding projection being used to do the comparison? Is it post SB-1 funding level or pre-SB1 funding level?	Gap calculations for local agencies are explained in Chapter 5.

Reviewer	Chapter	Comments	Resolution
Metropolitan Transportation Commission	8-Risk Management	These tables identify some risk mitigation strategies and actions, respectively. Please describe how these strategies and actions will be implemented (e.g., updates to Standard Operating Procedures and overarching business processes).	Much has been done across the state through various risk mitigation programs to safeguard California for a more resilient transportation system as discussed in Chapter 8. Integrating risk management decisions with assets has been an ongoing practice with project delivery. More is being done to evaluate risk with life cycle planning. The TAMP includes a risk mitigation plan. Work is ongoing to establish implementation next steps, owners and completion dates for how the risk mitigation plan will be implemented. The integration of risk into asset management is critical to achieve a resilient system of assets.
Metropolitan Transportation Commission	1-Introduction	The Introduction could have touched on the general practice of asset management in local jurisdictions. Although varied in their approach, the majority of California jurisdictions have been managing pavement assets for a long time. The use of formal bridge management systems by local agencies is much less common than for pavement.	Included the following text in the Introduction: "Although varied in their approach, the majority of California jurisdictions have been managing pavement assets for a long time. The use of formal bridge management systems by local agencies is much less common than for pavement."
Metropolitan Transportation Commission	2-Asset Inventory & Condition	Over a third of NHS pavements are locally owned. While MAP-21 and the FAST Act require a specific methodology for calculating performance measures using metrics including pavement roughness, rutting, cracking, and faulting, these measures have not been adopted by the vast majority of local jurisdictions in California and are in most cases, not effective for monitoring conditions on local streets and roads. The majority of local jurisdictions in California utilize the Pavement Condition Index (PCI), which is more appropriate for slower speed roadways with standard features typical of local roadways. This discrepancy can cause confusion when comparing condition assessments across plans such as the State TAMP and the California Local Street and Road Needs Assessment. In addition, use of inappropriate measures leads to an inaccurate reflection of conditions on the locally owned system. While nothing may be done at this time about the federal requirement, the Draft TAMP seems to be missing a perfect opportunity to explain the discrepancy between the federally required performance measures and those utilized by local jurisdictions. An explanation about the differences in performance metrics appropriate for highways vs. local roadways could go a long way towards alleviating confusion	MTC's recommendation was included in Chapter 2.

Reviewer	Chapter	Comments	Resolution
		at the state level and in building a case for greater flexibility in the federal requirement.	
Metropolitan Transportation Commission	4-Life Cycle Planning	As with the Introduction, the Life Cycle Planning chapter could have touched on the practices and requirements of local jurisdictions in this area	Chapter 2 has been updated to reflect the PCI performance measure for local NHS and a TAM Process Improvement item was included.
Metropolitan Transportation Commission	5-Performance Scenarios	The draft TAMP states that it is assumed that since 5% of the total local street and road network statewide is on the NHS, that 5% of the local street and road annual expenditure identified in the 2016 Local Needs Assessment would be spent on the NHS pavements. This is not likely given that NHS routes are likely to be more heavily utilized than a majority of locally owned roadways and will likely require more frequent maintenance treatments. In the MTC region, our modeling indicates that although 7% of the region's locally-owned roadways are on the NHS, 12% of funds available for pavement maintenance will be spent on these routes. Consider increasing your assumption of the amount of local funding that is anticipated will be spent on locally-owned NHS routes by the ratio indicated above.	Revised Chapter 5 to include the following statement: "The asset projection model from the SHSMP was adapted to predict future conditions for non-SHS assets. The model assumes that the local investment in NHS pavement is proportional to the magnitude of the NHS, relative to the total local road network. Local NHS pavements account for 5% of the total local roadways. Multiplying the $1.98 billion local road annual expenditure identified in the 2016 Local Needs Assessment by 5% yields an estimated NHS spending for pavement of $99 million per year. Although this assumption likely underestimates the local investment in NHS pavement based on limited MPO feedback, it serves as a reasonable lower bound for purposes of this analysis."
Metropolitan Transportation Commission	5-Performance Scenarios	The statement in the first paragraph, "This reflects a current focus by local agencies on improving pavements in poor condition" is too broad and indicates that local agencies are practicing "worst first" strategies for managing their local pavements. We know this is not the case. Consider modifying this statement to say "This reflects a current focus by local agencies on reducing the percentage of pavements on the NHS that are in poor condition."	MTC's recommendation was included in Chapter 5.

Reviewer	Chapter	Comments	Resolution
Metropolitan Transportation Commission	6-Revenues & Financial Projections	The draft TAMP states that it is assumed that since 5% of the total local street and road network statewide is on the NHS, that 5% of the local street and road annual expenditure identified in the 2016 Local Needs Assessment would be spent on the NHS pavements. This is not likely given that NHS routes are likely to be more heavily utilized than a majority of locally owned roadways and will likely require more frequent maintenance treatments. In the MTC region, our modeling indicates that although 7% of the region's locally-owned roadways are on the NHS, 12% of funds available for pavement maintenance will be spent on these routes. Consider increasing your assumption of the amount of local funding that is anticipated will be spent on locally-owned NHS routes by the ratio indicated above.	Revised paragraphs in Section 5.3 Baseline (Pre-SB1) Performance to include a statement about 5% likely underestimates local NHS pavement investments. The following text was revised: "The asset projection model from the SHSMP was adapted to predict future conditions for non-SHS assets. The model assumes that the local investment in NHS pavement is proportional to the magnitude of the NHS, relative to the total local road network. Local NHS pavements account for 5% of the total local roadways. Multiplying the $1.98 billion local road annual expenditure identified in the 2016 Local Needs Assessment by 5% yields an estimated NHS spending for pavement of $99 million per year. Although this assumption likely underestimates the local investment in NHS pavement based on limited MPO feedback, it serves as a reasonable lower bound for purposes of this analysis."
Southern California Association of Governments	General	Federal Guidelines for Performance Measures allow for MPOs to choose their own targets within 180 days of state setting their targets. Although the initial TAMP does not include 2 and 4-year targets, what will the process be to coordinate with MPO's to establish 2 and 4-year targets as part of the final TAMP due June 2019? In addition, if MPOs were to establish targets that are different from the ones set by the state DOT, how would those MPO targets be coordinated and incorporated into the TAMP? An explanation of how this provision might work in California would be helpful.	The following paragraph was inserted into Chapter 3: "Federal regulations allow Metropolitan Planning Organizations (MPO's) to establish their own condition targets for pavements and bridges. Caltrans has discussed this opportunity with our partners, and they are evaluating internally if they plan to exercise this ability or not. MPOs are given six months for the establishment of state condition targets to complete the necessary analysis and provide documentation to Caltrans. To the extent that California MPOs establish their own condition targets, the NHS target for pavements and bridges will be influenced according to the proportion of the NHS inventory that MPOs manage."
Southern California Association of Governments	2-Asset Inventory & Condition	SCAG understands that the federal rules call for collection and reporting based on International Roughness Index (IRI). However, much of data collected and available in California, especially on local roads, are based on Pavement Condition Index (PCI). It would be helpful to provide a brief explanation in the TAMP as to how this is being reconciled to comply with the federal rules.	The following improvement item was added to Chapter 9: "• MAP-21/FAST Act performance measurement coordination (PCI vs IRI)"
Southern California Association of Governments	6-Revenues & Financial Projections	The local funding sources list could be consolidated. For example, development impact fees, traffic impact fees, and transportation mitigation fees should be a single bullet.	The traffic impact and development impact fees in the local funding sources were consolidated in Chapter 6.

Reviewer	Chapter	Comments	Resolution
Southern California Association of Governments	8-Risk Management	Table 8-2, under item #14 regarding ITS elements. There is also the need to incorporate ITS elements into roadway planning to address connected vehicles, to maximize the benefits of this technology. Comment applies to Table 8-5 also.	Chapter 8, Tables 8-2 and 8-5 rank #14 were revised to read: "Improve project coordination to include ITS performance management in planning and project delivery of projects"
Southern California Association of Governments	8-Risk Management	Table 8-2, one risk factor that was not considered is the economic impact as related to increased congestion and reduced freight mobility by not maintaining our infrastructure assets (i.e., ITS, bridge, and pavement). Please consider incorporating impacts to the economy as a potential risk factor.	Chapter 8, Tables 8-2 and 8-5 rank #14 were revised to read: "If we don't include ITS elements into roadway planning, then we may experience increased congestion, reduced freight mobility and impacts to the economy."

13. Appendix C. Asset Management Regulations and Guidelines

The Transportation Asset Management Plan incorporates guidance from many sources. Summaries or links to the most influential guiding documents for preparing California's Transportation Asset Management Plan are included in this Appendix. It includes federal legislation such as Moving Ahead for Progress in the 21st Century Act (MAP-21), Performance Management (PM2) regulations, state legislation including Senate Bills 1 and 486, and the Commission TAMP Guidelines and Actions which directed the state specific aspects of the Plan.

Federal Requirements

Moving Ahead for Progress in the 21st Century Act, PL 112-141

MAP-21 stands for the Moving Ahead for Progress in the 21st Century Act (PL 112-141) and was signed into law by President Obama on July 6th, 2012. MAP-21 authorizes the federal surface transportation programs for highways, highway safety, and transit and provides funding of over $105 billion for the federal fiscal years 2013 and 2014. It covers a variety of transportation related issues including financing, state and metropolitan transportation planning, congestion relief, improved safety, expedited

project delivery, consolidation of federal programs, goods movement, and transportation related research and studies.

Link to federal legislation:

https://www.gpo.gov/fdsys/pkg/PLAW-112publ141/html/PLAW-112publ141.htm

Fixing America's Surface Transportation Act, PL 114-94

On December 4, 2015, the Fixing America's Surface Transportation Act, or "FAST Act" was signed into law. It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term. The FAST Act continues asset management requirements and added critical infrastructure to the considerations a State may include in its asset management plan [23 U.S.C. 119(j)(2)].

Link to federal legislation:

https://www.gpo.gov/fdsys/pkg/PLAW-114publ94/html/PLAW-114publ94.htm

23 Code of Federal Regulations Part 515

The Transportation Asset Management Plan (TAMP) Final Rule establishes the processes State department of transportations must use to develop a TAMP. Each state is required to develop a risk-based TAMP for the National Highway System (NHS) to improve or preserve the condition of the assets and the performance of the system in accordance with Moving Ahead for Progress in the 21st Century (MAP-21) § 1106(a), codified as 23 U.S.C. 119 (e) and (t).

Link to the federal legislation:

https://www.federalregister.gov/documents/2016/10/24/2016-25117/asset-management-plans-and-periodic-evaluations-of-facilities-repeatedly-requiring-repair-and

23 Code of Federal Regulations Part 490

The Pavement and Bridge Performance Management Final Rule was established to implement MAP-21 and FAST Act performance management requirements.

Link to federal legislation:

https://www.federalregister.gov/documents/2017/01/18/2017-00681/national-performance-management-measures-assessing-performance-of-the-national-highway-system

State Requirements

Senate Bill 486

Senate Bill 486, Section 6, Statutes of 2014 (SB 486), requires that Caltrans in consultation with the California Transportation Commission prepare a robust asset management plan to guide the selection of projects in the State Highway Operation and Protection Program.

Link to SB 486 legislation:

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB486

Senate Bill 1

Senate Bill 1, Chapter 5, Statutes of 2017 (SB 1), Road Repair and Accountability Act of 2017 that provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. SB1 provides funding and created new programs.

Link to SB 1 legislation:

https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180SB1

California Transportation Commission Transportation Commission Guidelines (Revised June 29, 2017)

The Commission adopted TAMP Guidelines to implement the provisions of SB 486 and SB 1, and expanded the State Highway System asset classes beyond the federal requirements.

These Guidelines are included below

Link to California Transportation Commission Transportation Commission Guidelines (Revised June 29, 2017):

http://catc.ca.gov/programs/shopp/docs/TAMP_Guidelines_062917_FINAL.pdf

CALIFORNIA TRANSPORTATION COMMISSION

Transportation Asset Management Plan Guidelines

(Revised June 29, 2017)

CALIFORNIA TRANSPORTATION COMMISSION

TRANSPORTATION ASSET MANAGEMENT PLAN GUIDELINES

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STATE OF CALIFORNIA CALIFORNIA TRANSPORTATION COMMISSION

TRANSPORTATION ASSET MANAGEMENT PLAN GUIDELINES

A. TRANSPORTATION ASSET MANAGEMENT PLAN

Senate Bill 486 (DeSaulnier, 2014) requires that the California Department of Transportation (Caltrans), in consultation with the California Transportation Commission (Commission), prepare a "robust" transportation Asset Management Plan (TAMP) to inform and guide the project selection process for the State Highway Operation and Protection Program (SHOPP). Specifically, the legislative intent in support of an asset management plan is that it serves as a policy document to inform future transportation investment decision making.

Subject to Government Code Section 14526.5, the Commission adopts the SHOPP and may decline to adopt the SHOPP if the Commission determines that the SHOPP is not sufficiently consistent with the TAMP. Government Code Section 14526.4 also establishes the requirements for the development of the TAMP and the Commission's roles and responsibilities. Section 14526.4 sets forth the following:

Caltrans responsibilities include:

- Preparing, in consultation with the Commission, a robust TAMP to guide selection of SHOPP projects required by Section 14526.5.
- Ensuring the TAMP is consistent with any applicable state and federal requirements.
- If necessary, preparing the TAMP in phases, with the first phase to be implemented with the 2016 SHOPP, and the complete TAMP to be prepared no later than the 2020 SHOPP.

Commission responsibilities include:

- Adopting targets and performance measures reflecting state transportation goals and objectives.
- Reviewing and approving the TAMP.

The Commission adopted the TAMP Guidelines on June 28, 2017 at its June Commission meeting.

B. STATE GOALS AND OBJECTIVES & ADOPTION OF PERFORMANCE MEASURES AND TARGETS

Government Code Section 14526.4(c)(1) requires that the Commission, in connection with the TAMP, "adopt targets and performance measures reflecting state transportation goals and objectives." The Commission's adoption of targets and performance measures reflects state transportation goals and objectives as identified in substantive part in State Legislation, Governor Executive Orders, and the California Transportation Plan. The Commission's adoption of targets and performance measures is also informed by Federal laws and regulations. Therefore, the Commission expects that Caltrans will submit target and performance measure recommendations for Commission approval that align with these authoritative laws and policies and provide for the following:

<u>Preserve the Existing Transportation Infrastructure</u>

- Ensure existing assets are adequately maintained

<u>Improve the Safety of the Transportation System</u>

- Support projects that minimize fatalities, injuries and reduce property damage

- Provide for emergency preparedness and response

Support State Environmental Goals

- Conserve natural, agricultural and cultural resources
- Reduce greenhouse gas emissions and other pollutants

Support a Vibrant Economy

- Enhance freight mobility, reliability, and global competitiveness

Foster Livable and Healthy Communities

- Support projects that address public health considerations
- Support multimodal and/or active transportation elements

In addition to establishing an TAMP in compliance with the state's transportation goals and objectives, the Road Repair and Accountability Act of 2017, Senate Bill (SB) 1, provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. In providing this funding, the Legislature has increased the Commission's role in a number of existing programs, and created new programs for the Commission to oversee. Specific to the implementation of the TAMP, the legislative intent of SB 1 includes but is not limited to the following:

- Improving the condition of the state's road system will have a positive impact on the economy as it lowers the transportation costs of doing business, reduces congestion impacts for employees, and protects property values in the state.
- Well-maintained roads benefit all users, not just drivers, roads are used for all modes of transport, whether motor vehicles, transit, bicycles, or pedestrians.
- Well-maintained roads additionally provide significant health benefits and prevent injuries and death due to crashes caused by poorly maintained infrastructure.
- Relative to this account, SB 1 states that "it is the intent of the Legislature that the Department of Transportation and local governments are held accountable for the efficient investment of public funds to maintain the public highways, streets, and roads, and are accountable to the people through performance goals that are tracked and reported."
- SB 1 further states that it is the intent of the Legislature that Caltrans meet the following preliminary performance outcomes for additional state highway investments by the end of 2027, in accordance with applicable state and federal standards:
  - Not less than 98 percent of pavement on the state highway system in good or fair condition.
  - Not less than 90 percent level of service achieved for maintenance of potholes, spalls, and cracks.
  - Not less than 90 percent of culverts in good or fair condition.
  - Not less than 90 percent of the transportation management system units in good condition.
  - Fix not less than an additional 500 bridges.

While State Legislation, Governor Executive Orders, the California Transportation Plan, and Federal laws and regulations serve as natural direction for establishment of state goals and priorities. Given limited transportation funding, the Commission expects that Caltrans will recommend targets and performance measures that reflect federal and state goals and objectives, where applicable, through a policy lens that prioritizes high-traffic routes and corridors and identifies opportunities to maximize state funds with matching funds.

C. TRANSPORTATION ASSET MANAGEMENT PLAN COMPONENTS

While Government Code Section 14526.4 defines an asset management plan to mean a "document assessing the health and condition of the state highway system with which the department is able to determine the most effective way to apply the state's limited resources," it provides no rubric for the development of such a plan. For this, Caltrans and the Commission have relied on the federal requirements established in both the Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation (FAST) Acts, respectively, to formulate what constitutes the TAMP.

According to federal requirements, each State is required to "develop a risk-based Asset Management Plan for the National Highway System to improve or preserve the condition of the assets and the performance of the system" (23 U.S.C. 119(e) (1), MAP-21 § 1106). Under the federal requirements, States are required to address pavements and bridges in their asset management plans but are "encouraged" to include all infrastructure within the transportation system right-of-way. Therefore, to ensure consistency with the Federal Highway Administration (FHWA) specifications, the Commission expects that the Caltrans submitted TAMP shall, at a minimum, include the following components:

a. A summary listing of the State's assets;

b. A description of the condition of the assets identified in section (a);

c. Objectives and measures for asset management;

d. Performance gap identification;

e. Lifecycle cost and risk management analysis*

(* With respect to life cycle cost planning, the Commission and Caltrans will assess the efficacy of the investment strategies outlined in the TAMP from a network perspective, and not a project-based perspective)

f. A financial plan; and

g. Investment strategies.

While the federal requirements require the components described above to be applied to the pavements and bridge asset classes on the National Highway System (NHS), SB 486 is clear in its requirement that from the State's perspective the TAMP contemplate this analysis for all asset classes within the State Highway System (SHS). It is the expectation of the Commission that, pursuant to SB 486, a compliant TAMP will include the narrative or analysis for components a-d above for each asset class approved by the Commission, unless the Commission approves a different level of detail for such asset class based upon the recommendation of Caltrans and approval by the Commission at a Commission meeting. A compliant TAMP will also include a global or cumulative analysis for all Commission approved asset classes that includes components e-g, unless otherwise modified and approved by the Commission.

D. TRANSPORTATION ASSET MANAGEMENT PLAN SAMPLE OUTLINE

The FHWA Office of Asset Management, Pavements and Construction has included a number of sample outlines for State Departments of Transportation to use as they develop their transportation asset management plans. Subject to State and federal requirements, the Commission expects Caltrans to follow the FHWA framework, in pertinent part, in developing the TAMP and presenting it for Commission approval. The FHWA outline for the State Departments of Transportation to utilize in the development of their respective asset management plans is included below:

	FHWA Outline for State Departments of Transportation Asset Management Plan Framework	
a.	Summary listing of SHS Assets	Summarize the inventory.
b.	Asset Inventory and Conditions	Summarize the inventory and condition of the SHS assets.
c.	Asset Management Objectives and Measures	▪ Define the objectives of the asset management program. ▪ Define levels of service and measures. ▪ Define short term and long term condition targets.
d.	Performance Gap Assessment	▪ Define asset management planning assessment horizons. ▪ Describe traffic growth and demand on the system. ▪ Present an analysis of future funding versus condition scenarios. ▪ Illustrate the performance gap between existing condition levels and future condition levels.
e.	Lifecycle Cost Considerations and Risk Management Analysis	▪ Define "lifecycle costs" and explain why they are important. ▪ Describe the methodology used to address life cycle costs in the TAMP. ▪ Set the context for risk management. ▪ Define key programmatic risks associated with implementation of the TAMP (e.g., cost escalations, budget cuts and environmental delays.) ▪ Define system risks that could adversely affect the SHS (e.g., asset failure and external events such as floods, earthquakes, and hurricanes.) ▪ Provide a map showing the SHS assets most at risk. ▪ Include a risk register that provides the following for each programmatic risk – likelihood of occurrence, consequences of occurrence, and mitigation activities.
f.	Financial Plan	▪ Summarize historic funding levels for asset management. ▪ Define the amount of funds expected to be available for asset management and describe where funds will come from. ▪ Define how funds will be allocated in the short term. ▪ Define how funds will be allocated in the long term, as part of the asset management long term planning horizon. ▪ Determine current value of the assets and describe the implications of various funding levels in terms of asset valuation and financial sustainability.
g.	Investment Strategies	▪ Describe key work strategies resulting from the above analyses. The strategies should include typical unit costs and typical timing. ▪ Identify priorities for asset management improvement.

E. COMMISSION APPROVED TRANSPORTATION ASSET MANAGEMENT PLAN CLASSIFICATIONS

At the March 2015 Commission meeting, Caltrans recommended the approval of four asset classes that comprise the majority of the SHOPP physical asset expenditures for inclusion in the TAMP. A summary listing of 15 additional assets not recommended for inclusion in the TAMP were listed in Caltrans' book item for a total of 19 asset classes. The Commission requested that office buildings be added to the list of asset classes. The Commission approved the primary and supplementary asset classes for inclusion in the

TAMP, consisting of 20 asset classes identified below and expects that these asset classes will be included in the final TAMP.

Furthermore, in the event there are any deletions, additions, or refinements to the list of approved asset classes, Caltrans will seek approval by the Commission prior to incorporating any changes to the final list of both primary and supplementary asset classes. The following primary and supplementary asset classes have been approved by the Commission and subject to inclusion in the TAMP:

Compliant Transportation Asset Management Plan Components*	Asset Inventory (a)	Condition Assessment (b)	Performance Measures and Targets (c)	Performance Gap Identification (d)
Primary Asset Classes **				
Bridges	☑	☑	☑	☑
Culverts	☑	☑	☑	☑
ITS Elements	☑	☑	☑	☑
Pavements	☑	☑	☑	☑
Supplementary Asset Classes				
Drainage Pump Plants	☑	☑	☑	☑
Highway Lighting	☑	☑	☑	☑
Office Buildings	☑	☑	☑	☑
Overhead Signs	☑	☑	☑	☑
Park and Ride Facilities ***	☑	☑	☑	☑
Roadside Rest Facilities	☑	☑	☑	☑
Sidewalks ***	☑	☑	☑	☑
Transportation Related Facilities****	☑	☑	☑	☑
Weigh in Motion Scales	☑	☑	☑	☑

* A compliant TAMP will also include a global or cumulative analysis for all Commission approved asset classes that includes lifecycle cost and risk management analysis, where applicable, a financial plan, and Investment strategies.
** For primary asset classes, Caltrans will perform a life cycle/risk management assessments
*** For this asset class, Caltrans will perform accessibility analysis.
**** Transportation Related Facilities include maintenance stations, traffic management centers, equipment shops and transportation laboratories)

F. SCHEDULE FOR SUBMISSION OF THE TRANSPORTATION ASSET MANAGEMENT PLAN PHASES INCLUDING PERFORMANCE MEASURES AND TARGETS

Attachment A (Commission Actions as of March 2017) includes a summary of items submitted to the Commission by Caltrans and actions taken, if any, by the Commission related to the TAMP. The Commission acknowledges that Caltrans must submit a compliant TAMP that addresses certain components outlined in these TAMP Guidelines for the purpose of compliance with state and federal regulation that includes how California will address asset management principles for the NHS and SHS. On or before the October 2017 Commission meeting, Caltrans shall present an updated TAMP to the Commission for review and approval that includes the following components for all Commission approved asset classes as specified in Section C of the TAMP Guidelines. For the purposes of the October 2017 draft TAMP, components e-g identified in Section C may be presented for Commission review and approval if such components are substantially completed by Caltrans. Caltrans' proposed schedule for the submission of the October 2017 draft TAMP is as follows, and may be modified subject to mutual agreement:

- October/2017: October 2017 draft TAMP published by Caltrans for stakeholder comments.

- January/2018: October 2017 draft TAMP submitted to the Commission for formal comments.
- March/2018: Commission adopted of the October 2017 TAMP.
- April/2018: Submission of October 2017 TAMP to FHWA for compliance with federal requirements.

G. REPORTING/ACCOUNTABILITY

The Commission understands that Caltrans is currently working on various components and phases of the TAMP. The Commission expects that as Caltrans completes various components and phases of the TAMP, that Caltrans will submit the TAMP revisions to the Commission for formal approval. At a minimum, and no less frequently than on a quarterly basis, the Commission expects that Caltrans will provide reporting to the Commission on the development of components or phases of the Commission approved TAMP and on the implementation and achievement of the Commission approved and SB 1 mandated targets and performance measures.

The final update to the TAMP after the 2020 roll-out will be submitted to the Commission no later than January 31, 2021. It is the expectation of the Commission that the final TAMP that is approved by the Commission is updated on odd years similar to the submission of the Ten Year SHOPP Plan. Thereafter, at a minimum, and no less frequently than on a quarterly basis, the Commission expects that Caltrans will provide reporting to the Commission on the achievement of the Commission approved and SB 1 mandated targets and performance measures.

STATE OF CALIFORNIA CALIFORNIA TRANSPORTATION COMMISSION

ATTACHMENT A

COMMISSION ACTIONS AS OF MARCH 2017

As of March 31, 2017, the following actions have been taken by the Commission with respect to the Asset Management Plan:

January 2015

Caltrans Submission: Caltrans informed the Commission of the Federal asset management plan rule-making process and indicated that the first phase of the Asset Management Plan is likely to include four asset classes: Pavement, Bridges, Culverts, and Intelligent Transportation System (ITS) Elements. Caltrans indicated a more detailed Asset Management Plan would be presented at the March 2015 Commission meeting. Commission staff requested a listing of all asset classes and an Asset Management Plan implementation timeline.

Commission Action: This item was noticed and presented as an information item only and, therefore no actions were taken by the Commission.

March 2015

Caltrans Submission: Caltrans presented the following Phase I Asset Management Plan milestones:

March 2015. Identification of the asset classes recommended for inclusion in the Phase I Asset Management Plan (Pavement, Highway Structures (bridges & tunnels), Culverts, and Highway Operations (ITS Elements).

March 2015. Recommendation of performance measures (Good, Fair, Poor) for the Pavement, Bridges and Culvert asset classes and (Operational or Not) for the ITS Elements asset class.

October 2015. Establishment of the baseline conditions and performance targets for the four Phase I asset classes.

At the meeting, Caltrans recommended four state highway system asset classes for inclusion in the TAMP: Pavement, Bridges, Culverts, ITS Elements. Caltrans also presented fifteen supplementary asset classes which would be "excluded" from the TAMP.

Commission Action: The Commission approved the following four asset classes for inclusion in Phase I of the Asset Management Plan: Pavement, Bridges, Culverts, and ITS Elements. The Commission also approved Good, Fair, and Poor performance measures for the Pavement, Bridges, and Culverts asset classes and Operational or Not Operational performance measures for the ITS Elements asset class. After much discussion, the Commission approved the supplementary classes and added office buildings to the list as well. The Commission approved 20 asset classes (primary and supplementary) in total which included Pavement, Bridges, Culverts, ITS Elements. Overhead Signs, Pump Houses, Closed Circuit Television (CCTV) Cameras, Weigh in Motion Scales, Highway Barriers, Bridge Barriers, Roadside Rest Facilities, Park and Ride Facilities, Highway Lighting, Highway Signs, Sidewalks, Traffic Management Centers, Equipment Shops, Labs, and Maintenance Stations, and office buildings.

October 2015

Caltrans Submission: Caltrans requested that the Commission approve the use of existing performance measures and targets for the Pavement and Bridges asset classes until such time as the Federal asset management rule-making process is finalized, in place of the Good, Fair, Poor performance measures adopted by the Commission at the March 2015 meeting. Caltrans requested to use the amount of distressed pavement for the Pavement asset class and the number of distressed bridges for the Bridges asset class. For the four Phase I asset classes, Caltrans presented the baseline conditions and requested that the unconstrained targets be set as follows: Pavement baseline condition 84% good and unconstrained target 90% good, Bridges baseline condition 93% good and unconstrained target 90 % good, Culverts baseline condition 86% good and unconstrained target 90% good, ITS Elements baseline condition 68% good and unconstrained target 90% good. Caltrans further requested that the Commission approve the development of performance targets based on a fiscally constrained budget over a four year time horizon.

Commission Action: The Commission approved the use of the existing performance measures and targets for the Pavement and Bridges asset classes only until such time as the Federal asset management rule-making process is finalized. The Commission approved the following unconstrained targets: Pavement 90% good, Bridges 96% good, Culverts 90% good, and ITS Elements 90% good.

March 2016

Caltrans Submission: To meet the SB 486 requirements for a Phase 1 of the TAMP required to accompany the 2016 SHOPP, Caltrans presented a 2016 Asset Management Performance Report ahead of the Commission adoption of the 2016 SHOPP. Caltrans stated the "report is provided to meet the Phase I requirement of the TAMP" and to address "the expected performance of the four core asset classes; pavement, bridges, culverts and ITS elements resulting from the 2016 SHOPP project portfolio as well as how each of the core assets are represented as they relate to the adoption of the proposed 2016 SHOPP."

Commission Action: The Commission requested that Caltrans return at the May 2016 Commission meeting to request an extension from the Commission for the approval of the TAMP performance measures and targets if the Federal rule-making process was not finalized by then. This item was noticed as information item only and no action was taken by the Commission.

May 2016

Caltrans Submission: Caltrans requested an extension through August 2016 for Commission approval of Asset Management Plan performance measures and targets because the specific technical criteria proposed by the Federal government to determine Good, Fair and Poor performance measures for the Pavement and Bridges asset classes was still in the Federal rule-making process.

Commission Action: The Commission approved the extension request with the stipulation that Caltrans was to return in August 2016 with recommendations for Asset Management Plan performance measures and targets either derived under Federal rules or Caltrans technical expertise.

August 2016

Caltrans Submission: At the May 2016 Commission meeting, Caltrans committed to provide recommended performance targets for the four approved Asset Management Plan asset classes in time for the August meeting. Unfortunately, the technical details for the Pavement and Bridge asset classes' performance measures were still pending final Federal rules. Caltrans developed the requested performance targets based on the draft Federal rules. However, Commission staff requested that Caltrans

include the fiscal impacts of the proposed performance targets and to further explain the basis for the targets. In lieu of a book item, Caltrans submitted a letter requesting postponement of the performance target discussion until the October 2016 meeting to allow time to produce the fiscal impacts of the proposed targets.

Commission Action: Although, this item was noticed on the agenda as an action item, the Commission took no action after reviewing the Caltrans letter requesting a postponement of the performance target discussion.

October 2016

Caltrans Submission: Caltrans presented *fiscally unconstrained* performance targets for the four Phase I Asset Management Plan asset classes: Pavement, Bridges, Culverts and ITS Elements. In addition, Caltrans subdivided the Pavement asset class into three subclasses: Class 1 Pavement (interstate freeways and other principal arterial and urban freeways/expressways), Class 2 Pavement (rural freeways/expressways and minor arterials), and Class 3 Pavement (major and minor collector routes). Caltrans also presented the technical criteria used to determine the Good, Fair and Poor performance measures.

Commission Action: The Commission approved the proposed fiscally unconstrained targets.

January 2017

Caltrans Submission: Caltrans presented an overview of its 2017 State Highway System Management Plan (SHSMP). The SHSMP is a new Caltrans integrated plan that combines the Ten-Year SHOPP Plan and the Five-Year Maintenance Plan and implements a number of key asset management requirements.

Commission Action: This item was noticed as information item only, the actual 2017 SHSMP document was not provided to the Commission for its consideration and no action was taken by the Commission.

March 2017

Caltrans Submission: Caltrans formally submitted the SHSMP dated March 8, 2017 to the Commission at the March 2017 Commission meeting.

Commission Action: The Commission postponed action on the proposed SHSMP because the Commission was not provided adequate time to respond with its comments. Commission directed staff to provide comments to the SHOPP plan portion of the SHSMP at the May 2017 Commission meeting.

Acknowledgements

This document is a culmination of input from a variety of sources and would not have been possible without the contribution of many people, past and present, from department staff and managers, consultants, partner agencies to key stakeholders, and advocacy organizations.

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Partners and Stakeholders

We would like to acknowledge the valuable input received from numerous local and regional transportation agency attendees of many TAMP development workshops held throughout California. We would like to thank several partners and stakeholders individually that worked extremely close in the development of the TAMP as well as provided comments on the draft TAMP.

Federal Highway Administration
California Transportation Commission
Southern California Association of Governments
Metropolitan Transportation Commission
Humboldt County Association of Governments
City of Yountville

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State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 27

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 - February 1, 2018

Reference No.: 4.7
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **PRESENTATION OF PROPOSED 2018 STATE HIGHWAY OPERATION AND PROTECTION PROGRAM**

SUMMARY:

The California Department of Transportation (Department) will give a presentation to the California Transportation Commission (Commission) on the proposed 2018 State Highway Operation and Protection Program (SHOPP), at its January 31-February 1, 2018 Commission meeting.

BACKGROUND:

The Department's proposed 2018 SHOPP was prepared in accordance with Government Code Section 14526.5, Streets and Highways Code Section 164.6, and the strategies outlined in the Department's Policy for Management of the SHOPP and is consistent with the State Transportation Asset Management Plan (TAMP)

The 2018 SHOPP is a four-year program (from Fiscal Years 2018-19 through 2021-2022) which includes projects for safety, major damage restoration, legal mandates, bridge preservation, roadway preservation, roadside preservation, mobility, and highway-related facilities. The 2018 SHOPP utilizes $17 billion for capital outlay and capital outlay support over the four-year period. This funding level is consistent with the adopted 2018 State Transportation Improvement Program (STIP) Fund Estimate.

The Department will submit a copy of the proposed 2018 SHOPP to the Commission, for review and comment, no later than January 31, 2018.

The Department will address Commission comments and submit the final 2018 SHOPP for adoption by the Commission at its March 2018 meeting, in accordance with Government Code Section 14526.5, as modified by Senate Bill 486, which requires the Commission to adopt and submit the SHOPP to the Legislature and the Governor, no later than April 1 in even-numbered years.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 28

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 - February 1, 2018

Reference No: 2.5f.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **INFORMATIONAL REPORTS – DELEGATED ALLOCATIONS EMERGENCY G-11, SHOPP G-03-10 SAFETY, AND MINOR G-05-16**

SUMMARY:

Since the period reported at the last California Transportation Commission (Commission) meeting, the California Department of Transportation (Department) allocated or sub-allocated:

- $44,305,000 for construction and $13,085,000 for construction engineering for 22 emergency construction projects, pursuant to the authority granted under Resolution G-11 *(2.5f.(1))*.
- $10,518,000 for construction and $2,779,000 for construction engineering for four safety projects, pursuant to the authority granted under Resolution G-03-10 *(2.5f.(3))*.
- $3,783,000 for five 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, 2017, the Department has allocated or sub-allocated the following for construction in the Fiscal Year 2017-18:

- $193,515,000 for 74 emergency construction projects.
- $85,760,000 for 24 safety delegated projects.
- $10,653,000 for 15 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 2017 meeting, the funding and project listing for the FY 2017-18 Lump Sum Minor Construction Program was approved by the Commission under Resolution FM-16-05.

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 # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
1 $9,200,000 Del Norte 01-DN-101 14.8/15.1	Near Crescent City, from 1.0 mile to 1.3 miles norh of Rudsill Road. Ongoing slide activity since March 7, 2016 has continued to cause damage within the Last Chance Grade slide complex. This project will stabilize the roadway from continuous and increased landslides. Work includes a minor adjustment to the roadway alignment to allow for both lanes to be opened to traffic, construct two retaining walls, replace a failed cross-culvert and down drain, and install a subsurface dewatering system. Initial G-11 Allocation 11/20/17: $9,200,000 (Additional $10,000 was allocated for right of way purposes).	01-1127 SHOPP/17-18 CON ENG $2,200,000 CONST $7,000,000 0118000075 4 0H700 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$2,200,000 $7,000,000
2 $12,800,000 Del Norte 01-DN-101 15.1/15.5	Near Klamath, from Wilson Creek Road to 1.7 miles north of Rudisill Road. This project is needed to stabilize the roadway due to continuous and increased landslides within the limits of the Last Chance Grade slide complex. Due to continuous slope movement, the project will repair four damaged retaining walls, construct one new retaining wall, install removable barrier rail, replace a failed culvert, and construct mechanically stabilized fill. Initial G-11 Allocation 11/20/17: $12,800,000	01-1128 SHOPP/17-18 CON ENG $3,000,000 CONST $9,800,000 0118000074 4 0H690 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$3,000,000 $9,800,000
3 $6,250,000 Mendocino 01-Men-101 R33.0/42.0	Near Ukiah from 0.2 mile north of West Road to 0.1 mile south of South Willits Overhead bridge. On October 8, 2017 the Redwood Fire Complex forced the closure of this route for multiple days. The fire damaged culverts, fencing, signs, and roadway pavement. This project will replace culverts, signs, and fencing. Extensive grading and tree removal is necessary to repair damaged slopes. Initial G-11 Allocation 10/30/17: $6,250,000 (Additional $10,000 was allocated for right of way purposes).	01-4701 SHOPP/17-18 CON ENG $1,250,000 CONST $5,000,000 0118000101 4 0H760 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$1,250,000 $5,000,000
4 $1,300,000 Trinity 02-Tri-299 36.0/44.0	Near Helena, from 0.9 mile west of E Fork Road to Sky Ranch Road. On August 29, 2017, a wildfire damaged the roadway, timber lagging on a retaining wall, metal beam guardrail, and drainage basins, resulting in eastbound lane closure. The burned slope and vegetation loss could cause a rockfall and poses a threat to the traveling public. This project will include metal beam guardrail replacement, excavation and backfill, timber lagging replacement, debris removal, roadway repair, rock scaling, embankment repair, and traffic control. Supplemental work is necessary to address the deeper than anticipated excavation at the retaining wall. Rock slope protection will also be added to ensure stability beneath the retaining wall and prevent the potential of future fire damage. Due to the spread of the wildfire, the hydroseed area has also increased. Initial G-11 Allocation 09/21/17: $2,100,000 Supplemental G-11 Allocation 10/26/17: $1,300,000 Revised Allocation: $3,400,000	02-3705 SHOPP/17-18 CON ENG $300,000 CONST $1,000,000 0218000032 4 3H780 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$300,000 $1,000,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
5 $350,000 Butte 03-But-70 41.5	Near Pulga, at 0.5 mile east of North Fork Feather River Bridge. On January 10, 2017 staff were notified of a roadway embankment slipout at this location that caused longitudinal roadway cracking and up to 4" of settlement in the traffic lane. A three foot vertical scarpe is encroaching into the shoulder and mud and debris from the slipout has entered an adjacent downslope home. A secondary location of settlement and tension cracks is beginning 40 feet east of the first and also directly above a house. This project will remove debris from private property, install a soldier pile retaining wall, restore the embankment and roadway, and provide temporary one-way traffic control. Supplemental right-of-way capital and cos support is necessary to provide reimbursement for residence and livestock displacement, and to close-out project. Initial G-11 Allocation 01/24/17: $4,050,000 Supplemental G-11 Allocation 0/0/: $350,000 Revised Allocation: $4,400,000 (Additional $80,000 was allocated for right of way purposes).	03-2290 SHOPP/16-17 CON ENG $350,000 CONST $0 0317000180 4 2H750 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$350,000 $0
6 $650,000 El Dorado 03-ED-49 16.9	Near Placerville, at 0.5 mile north of Diana Street. On October 3, 2017, the Department was notified that a slipout occurred which damaged the edge of pavement, leaving a 3 foot scarp and a roadway settlement of 4 inches. The project includes replacing a failed culvert, reconstructing embankment including rock slope protection (RSP), and repairing the roadway. Initial G-11 Allocation 10/31/17: $650,000 (Additional $25,000 was allocated for right of way purposes).	03-3153 SHOPP/17-18 CON ENG $200,000 CONST $450,000 0318000121 4 3H990 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$200,000 $450,000
7 $720,000 Placer 03-Pla-65 R23.6/R23.8	Near Wheatland from 0.2 mile south of Bear River Bridge to Bear River Bridge. On September 13, 2017 the Department was notified of an eroded embankment which has comprised the roadway and damaged the asphalt dike. The project will reconstruct embankment, replace asphalt dike, and repair asphalt shoulder. Initial G-11 Allocation 11/06/17: $720,000 (Additional $10,000 was allocated for right of way purposes).	03-4900 SHOPP/17-18 CON ENG $180,000 CONST $540,000 0318000112 4 3H940 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$180,000 $540,000
8 $1,250,000 Placer 03-Pla-80 43.5	Near Baxter, at 0.3 mile east of Ridge Road; also at 0.4 mile east of Baxter Overcrossing (PM 47.32); also in Nevada County, near Hinton at 0.4 mile west of Hirschdale Road (PM 21.98). Due to a series of 2017 winter storms, multiple slipouts were revealed once the snow melt had occurred. This project will reconstruct embankments, repair drainage systems, and repair roadway. Initial G-11 Allocation 11/06/17: $1,250,000	03-5136 SHOPP/16-17 CON ENG $250,000 CONST $1,000,000 0318000125 4 4H010 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$250,000 $1,000,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
9 $1,460,000 Marin 04-Mrn-1 9.8	Near Stinson Beach, at Lone Tree Creek. On November 27, 2017 a sinkhole was discovered and has been expanding. This project will reconstruct a failed 54-inch corrugated steel pipe (CSP), import soil, and repair roadway. Initial G-11 Allocation 12/07/17: $1,460,000 (Additional $10,000 was allocated for right of way purposes).	04-2021H SHOPP/16-17 CON ENG $360,000 CONST $1,100,000 0418000059 4 0Q260 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$360,000 $1,100,000
10 $8,900,000 Napa 04-Nap-Var Var	In Napa, Sonoma, and Lake Counties, at various locaitons. On October 8, 2017, several fires called the Napa Fire Complex broke out in Napa, Sonoma, and Lake counties. This project will remove trees and debris, reconstruct MBGR, fencing, and road signs; as well as, repair electrical facilities, drainage facilities, and damaged pavement. Initial G-11 Allocation 10/24/17: $8,900,000 (Additional $10,000 was allocated for right of way purposes).	04-0269S SHOPP/17-18 CON ENG $2,100,000 CONST $6,800,000 0418000172 4 0Q910 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$2,100,000 $6,800,000
11 $0 San Mateo 04-SM-280 R20.4	In San Bruno, at 0.2 mile north of Jenevein Avenue. A series of heavy storms beginning in January 2017 through February 2017 caused a washout. Three culverts failed causing flooding and mud deposits to spill onto adjacent private properties. The project will repair drainage system, place rock slope protection (RSP), repair roadway, and install erosion control measures.Supplemental work is necessary to provide additional access, easements, and utility relocation to complete the work. Initial G-11 Allocation 04/13/17: $1,150,000 Supplemental G-11 Allocation 0/0/: $0 Revised Allocation: $1,150,000 (Additional $183,000 was allocated for right of way purposes).	04-1461R SHOPP/16-17 CON ENG $0 CONST $0 0417000418 4 0P280 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$0 $0
12 $500,000 Monterey 05-Mon-1 47.0/58.0	Near Big Sur, from 0.2 mile north of Pfeiffer Big Sur Road to 0.8 mile south of Coast Road. Heavy rains beginning February 16, 2017 and continuing through out February 2017, have caused several landslides and embankment failures and closed the highway in both directions. This project will remove slide debris, reconstruct embankment washouts, repair drainage systems, and reconstruct roadway. Supplemental work is necessary to complete slide debris removal and disposal which includes an additional embankment failure (PM 59.9) and continue to support traffic restrictions. An additional Supplemental is necessary to off haul 12,000 cy of temporarily stockpiled debris from Pt. Sur Naval Facility and complete the restoration of embankments. Initial G-11 Allocation 0/0/: $ Supplemental G-11 Allocation 11/06/17: $500,000 Revised Allocation: $500,000	05-2717 SHOPP/16-17 CON ENG $0 CONST $500,000 0517000087 4 1J320 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$0 $500,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
13 $500,000 Santa Cruz 05-SCr-1 R3.7/R3.9	Near Watsonville, from 0.4 mile south of Buena Vista Avenue to 0.2 mile south of Buena Vista Drive. On December 2, 2016, Department forces identified a large sink hole and eroded embankment near the edge of pavement. The damage was found to be caused by corrosion of the culvert invert and settlement of the drainage system junction boxes. This project will buttress the failing embankment and install a new culvert by jack-and-bore methods between junction boxes. Supplemental work is necessary to replace an unexpected failed culvert in the same drainage system. This failure created a sinkhole in the #1 north bound lane, creating an additional need for traffic control, replacement of guardrail and repaving the roadway due to sinkhole and construction related activities. Initial G-11 Allocation 12/13/16: $2,300,000 Supplemental G-11 Allocation 10/26/17: $500,000 Revised Allocation: $2,800,000 (Additional $20,000 was allocated for right of way purposes).	05-2683 SHOPP/17-18 CON ENG $0 CONST $500,000 0516000146 4 1H730 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$0 $500,000
14 $120,000 Kern 06-Ker-5 8.9R	Near Grapevine (PM 8.9R), at 1.3 miles south of Grapevine Road East. On March 1, 2017, repeated storms lead to a double box culvert failure and exposure due to storm debris. A 60 ft. section of the affected culvert was inundated with water, which caused the hillside to slide onto the culvert. The force of the slide also caused the concrete lined channel surrounding the culvert to collapse. This project will reconstruct embankment washout, remove channel debris, repair double box culvert, and install slope drainage. Supplemental work is necessary to address additional damages that were revealed after the destroyed culvert was removed, as well as, construct a parapet on along one of the walls to prevent soil from eroding and collapsing into the channel. Initial G-11 Allocation 03/14/17: $600,000 Supplemental G-11 Allocation 10/20/17: $120,000 Revised Allocation: $720,000 (Additional $720,000 was allocated for right of way purposes).	06-6863 SHOPP/17-18 CON ENG $0 CONST $120,000 0617000194 4 0W290 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$0 $120,000
15 $6,185,000 Los Angeles 07-LA-210 R11.1/R14.8	In the city of Los Angeles from Sundland Blvd to 0.6 mile east of La Tuna Canyon Road. On September 1, 2017 the La Tuna Fire burned 7,000 acres closing the route for multiple days. This project will repair damaged fencing and signs, clean fire debris from the drainage systems, and stabilize slopes. Initial G-11 Allocation 10/20/17: $6,185,000	07-5278 SHOPP/17-18 CON ENG $1,250,000 CONST $4,935,000 0718000110 4 1XF80 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$1,250,000 $4,935,000
16 $495,000 Los Angeles 07-LA-Var Var	In Los Angeles County on Routes 5 and 210 at various locations. After a series of winter storms in January 2017 and February 2017, routine maintenance inspections during summer 2017 revealed erosion of multiple embankments, drainage channel damage, and eroded bridge abutment slope. This project will reconstruct embankments, repair concrete lined channel, and recompact bridge abutment slope. Initial G-11 Allocation 11/08/17: $495,000 (Additional $50,000 was allocated for right of way purposes).	07-5263 SHOPP/16-17 CON ENG $120,000 CONST $375,000 0718000107 4 1XE30 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$120,000 $375,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
17 $735,000 Ventura 07-Ven-1 0.8	In Malibu, at Tonga Street. On October 19, 2017 a sinkhole developed due to a failed culvert. The leaking culvert has caused the support slope to washout. This project will remove and replace culvert, construct a drainage junction box, stabilize slope, backfill sinkhole, and repair fence. Initial G-11 Allocation 11/29/17: $735,000 (Additional $50,000 was allocated for right of way purposes).	07-5279 SHOPP/16-17 CON ENG $150,000 CONST $585,000 0718000156 4 1XF90 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$150,000 $585,000
18 $625,000 Ventura 07-Ven-150 20.2	Near Ojai, about 0.2 mile east of Reeves Road. On September 28, 2017 District Maintenance Engineering and Hydraulics Design were notified of a damaged reinforced concrete box (RCB) culvert and in danger of collapsing. This project will remove the existing RCB culvert and replace it with a precast 7'x7' RCB culvert, along with removing and replacing wing walls. The portion of AC and slopes affected by damaged culvert will be addressed. Initial G-11 Allocation 11/20/17: $625,000 (Additional $25,000 was allocated for right of way purposes).	07-5299 SHOPP/16-17 CON ENG $125,000 CONST $500,000 0718000157 4 1XG00 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$125,000 $500,000
19 $1,450,000 Riverside 08-Riv-91 R0.0/R1.1	In Corona, from Orange County line to Green River Drive. On September 25, 2017 the Canyon Fire affected this route. This project will repair damaged embankment by removing debris, place erosion control, replace burned Metal Beam Guardrail and repair culverts and headwalls. Initial G-11 Allocation 10/20/17: $1,450,000 (Additional $10,000 was allocated for right of way purposes).	08-3009W SHOPP/17-18 CON ENG $350,000 CONST $1,100,000 0818000061 4 1J520 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$350,000 $1,100,000
20 $0 San Bernardino 08-SBd-15 R18.5/R21.4	Near Cajon Junction, from 1.5 miles south of Cleghorn Road to Route 138; also on Route 138 from Pine Lodge East Overhead to Route 15 (PM R14.8/R15.2). A significant storm event from February 17, 2017 through February 18, 2017 caused embankment slipouts of southbound lanes which collapsed at two locations. As a result, the highway was reduced to only two lanes. The project will reconstruct embankment slipouts, clean drainage systems, and repair collapsed roadway. This Supplemental is necessary to cover the cost required for environmental mitigation. Initial G-11 Allocation 02/28/17: $3,200,000 Supplemental G-11 Allocation 0/0/: $0 Revised Allocation: $3,200,000 (Additional $42,000 was allocated for right of way purposes).	08-3006S SHOPP/16-17 CON ENG $0 CONST $0 0817000129 4 1H760 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$0 $0

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
21 $1,800,000 San Joaquin 10-SJ-99 30.7	In Lodi, at East Pine Street Overcrossing No. 29-0149. On October 8, 2017, the bridge sustained a high load hit. This project will erect temporary falsework, install a debris containment system, repair a reinforced concrete girder, and replace portions of bridge deck, pedestrian guardrailing, and sidewalk. Initial G-11 Allocation 11/06/17: $1,800,000	10-3287 SHOPP/16-17 CON ENG $600,000 CONST $1,200,000 1018000103 4 1J320 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$600,000 $1,200,000
22 $2,100,000 Orange 12-Ora-241 33.0/39.1	Near the city of Orange, from 0.5 mile north of E Santiago Canyon Road to Route 91; also on Route 91, from Route 241 to Riverside County line. On October 9, 2017, a brush fire occurred in the cities of Anaheim, Orange and Tustin along Routes 91 and 241. The fire damaged guardrails, traffic control devices, roadway signs, fencing, debris-catchment wall at the Coal Canyon Basin, and electrical systems. This project will replace guardrails, signs, electrical systems, drainage inlets and culverts, traffic control devices, roadway repair, wildlife protection and access fencing, debris-catchment wall reconstruction, debris removal, and erosion control. Supplemental work is necessary to address additional damages including electrical and fiber optic utility repair, wildlife fencing, and fire retardent cleanup from roadway. Initial G-11 Allocation 10/18/17: $1,200,000 Supplemental G-11 Allocation 11/13/17: $2,100,000 Revised Allocation: $3,300,000	12-5504B SHOPP/17-18 CON ENG $300,000 CONST $1,800,000 1218000038 4 0R110 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$300,000 $1,800,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Allocation History	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
1 $6,866,000 Lake 01-Lak-29 9.6/10.3	Near Middletown, from Putah Lane to 0.3 mile north of Spruce Road. Outcome/Output: Construct roundabout to reduce the number and severity of traffic collisions. Performance Measure: Planned: 26, Actual: 26 Collision(s) Reduced Preliminary Engineering / Budget / Expended PA&ED / $954,000 / $509,081 PS&E / $1,255,000 / $863,993 R/W Supp / $289,000 / $121,698 (CEQA - CE, 07/29/2016; Re-validation 10/26/2017) (NEPA - CE, 07/29/2016; Re-validation 10/26/2017) Allocation Date: 12/14/17	01-3095 SHOPP/17-18 CON ENG ~~$1,322,000~~ **$1,446,000** CONST $5,200,000 0113000046 4 0C750	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 802-0890 FTF 20.20.201.010	$1,446,000 $108,000 $5,312,000 $5,420,000
2 $710,000 Yolo 03-Yol-5 Var	In Woodland, at various locations at the Routes 5 and 113 ramp intersections with Main Street. Outcome/Output: Reduce the number and severity of collisions by modifying and coordinating state and city signal controllers resulting in reduced queuing and congestion. Performance Measure: Planned: 20, Actual: 20 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $155,000 / $154,535 PS&E / $350,000 / $159,717 R/W Supp / $50,000 / $0 (CEQA - CE, 12/14/2016; Re-validation 10/24/2017) (NEPA - CE, 12/14/2016; Re-validation 10/24/2017) Allocation Date: 11/28/17	03-9157 SHOPP/17-18 CON ENG ~~$140,000~~ **$159,000** CONST $555,000 0315000119 4 0H270	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010	$159,000 $11,000 $540,000 $551,000
3 $4,688,000 Kings 06-Kin-198 R15.5	Near Hanford, at the Hanford-Armona Road Undercrossing. Outcome/Output: Construct roundabout to reduce the number and severity of traffic collisions. Performance Measure: Planned: 46, Actual: 46 Collision(s) Reduced Preliminary Engineering / Budget / Expended PA&ED / $925,000 / $483,737 PS&E / $1,475,000 / $884,504 R/W Supp / $725,000 / $158,484 (CEQA - MND, 12/21/2015; Re-validation 1/8/2016) (NEPA - CE, 1/8/2016) (Future consideration of funding approved under Resolution E-16-20; May 2016.) Allocation Date: 12/18/17	06-6651 SHOPP/17-18 CON ENG ~~$806,000~~ **$875,000** CONST $3,200,000 0613000034 4 0Q320	001-0890 FTF 20.10.201.010 2017-18 302-0890 FTF 20.20.201.010	$875,000 $3,813,000

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Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
4 $1,033,000 Los Angeles 07-LA-14 R30.6	In Santa Clarita, at the Sierra Highway southbound on-ramp; also, in Palmdale, at the Palmdale Boulevard (Route 138) northbound off-ramp (PM R59.55). Outcome/Output: Improve wet roadway safety by applying High Friction Surface Treatment (HFST) to ramps. This project will reduce the severity and number of collisions. Performance Measure: Planned: 37.0, Actual: 37.0 Collisions Reduced Preliminary Engineering Budget Expended PA&ED $240,000 $173,863 PS&E $432,000 $0 R/W Supp $10,000 $0 (CEQA - CE, 7/10/2017) (NEPA - CE, 7/10/2017) Allocation Date: 12/18/17	07-4958 SHOPP/17-18 CON ENG ~~$251,000~~ **$299,000** CONST $695,000 0715000234 4 31700	001-0890 FTF 20.10.201.010 2017-18 302-0042 SHA 802-0890 FTF 20.20.201.010	$299,000 $15,000 $719,000 $734,000

2.5 Highway Financial Matters

#	Dist	County	Route	Postmile	Location/Description	EA1	Program Code	Original Est.	Allocations
2.5f.(4)	**Informational Report - Minor Construction Program - Resolution G-05-16 Delegated Allocations**								
1	02	Plu	70	Var	Upgrade and install culverts.	0H030	201.151	$625,000	$641,000
2	05	SB	135	0.0/1.0	Pavement preservation.	1G560	201.121	$1,250,000	$1,037,000
3	07	LA	210	R39.7	Improve operations and enhance pedestrian and vehicular flow.	3P680	201.310	$620,000	$618,000
4	08	Riv	15	20.6/21.3	Install new ramp metering.	1G721	201.315	$476,000	$487,000
5	08	SBd	10	27.0/28.0	Add turn pockets.	1G290	201.310	$1,000,000	$1,000,000

2.5 Highway Financial Matters

TAB 28 - REPLACEMENT ITEM

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
1 $9,200,000 Del Norte 01-DN-101 14.8/15.1	Near Crescent City, from 1.0 mile to 1.3 miles norh of Rudsill Road. Ongoing slide activity since March 7, 2016 has continued to cause damage within the Last Chance Grade slide complex. This project will stabilize the roadway from continuous and increased landslides. Work includes a minor adjustment to the roadway alignment to allow for both lanes to be opened to traffic, construct two retaining walls, replace a failed cross-culvert and down drain, and install a subsurface dewatering system. Initial G-11 Allocation 11/20/17: $9,200,000 (Additional $10,000 was allocated for right of way purposes).	01-1127 SHOPP/17-18 CON ENG $2,200,000 CONST $7,000,000 0118000075 4 0H700 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$2,200,000 $7,000,000
2 $12,800,000 Del Norte 01-DN-101 15.1/15.5	Near Klamath, from Wilson Creek Road to 1.7 miles north of Rudisill Road. This project is needed to stabilize the roadway due to continuous and increased landslides within the limits of the Last Chance Grade slide complex. Due to continuous slope movement, the project will repair four damaged retaining walls, construct one new retaining wall, install removable barrier rail, replace a failed culvert, and construct mechanically stabilized fill. Initial G-11 Allocation 11/20/17: $12,800,000	01-1128 SHOPP/17-18 CON ENG $3,000,000 CONST $9,800,000 0118000074 4 0H690 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$3,000,000 $9,800,000
3 $6,250,000 Mendocino 01-Men-101 R33.0/42.0	Near Ukiah from 0.2 mile north of West Road to 0.1 mile south of South Willits Overhead bridge. On October 8, 2017 the Redwood Fire Complex forced the closure of this route for multiple days. The fire damaged culverts, fencing, signs, and roadway pavement. This project will replace culverts, signs, and fencing. Extensive grading and tree removal is necessary to repair damaged slopes. Initial G-11 Allocation 10/30/17: $6,250,000 (Additional $10,000 was allocated for right of way purposes).	01-4701 SHOPP/17-18 CON ENG $1,250,000 CONST $5,000,000 0118000101 4 0H760 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$1,250,000 $5,000,000
4 $1,300,000 Trinity 02-Tri-299 36.0/44.0	Near Helena, from 0.9 mile west of E Fork Road to Sky Ranch Road. On August 29, 2017, a wildfire damaged the roadway, timber lagging on a retaining wall, metal beam guardrail, and drainage basins, resulting in eastbound lane closure. The burned slope and vegetation loss could cause a rockfall and poses a threat to the traveling public. This project will include metal beam guardrail replacement, excavation and backfill, timber lagging replacement, debris removal, roadway repair, rock scaling, embankment repair, and traffic control. Supplemental work is necessary to address the deeper than anticipated excavation at the retaining wall. Rock slope protection will also be added to ensure stability beneath the retaining wall and prevent the potential of future fire damage. Due to the spread of the wildfire, the hydroseed area has also increased. Initial G-11 Allocation 09/21/17: $2,100,000 Supplemental G-11 Allocation 10/26/17: $1,300,000 Revised Allocation: $3,400,000	02-3705 SHOPP/17-18 CON ENG $300,000 CONST $1,000,000 0218000032 4 3H780 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$300,000 $1,000,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
5 $350,000 Butte 03-But-70 41.5	Near Pulga, at 0.5 mile east of North Fork Feather River Bridge. On January 10, 2017 staff were notified of a roadway embankment slipout at this location that caused longitudinal roadway cracking and up to 4" of settlement in the traffic lane. A three foot vertical scarpe is encroaching into the shoulder and mud and debris from the slipout has entered an adjacent downslope home. A secondary location of settlement and tension cracks is beginning 40 feet east of the first and also directly above a house. This project will remove debris from private property, install a soldier pile retaining wall, restore the embankment and roadway, and provide temporary one-way traffic control. Supplemental right-of-way capital and cos support is necessary to provide reimbursement for residence and livestock displacement, and to close-out project. Initial G-11 Allocation 01/24/17: $4,050,000 Supplemental G-11 Allocation $350,000 Revised Allocation: $4,400,000 (Additional $80,000 was allocated for right of way purposes).	03-2290 SHOPP/16-17 CON ENG $350,000 CONST $0 0317000180 4 2H750 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$350,000 $0
6 $650,000 El Dorado 03-ED-49 16.9	Near Placerville, at 0.5 mile north of Diana Street. On October 3, 2017, the Department was notified that a slipout occurred which damaged the edge of pavement, leaving a 3 foot scarp and a roadway settlement of 4 inches. The project includes replacing a failed culvert, reconstructing embankment including rock slope protection (RSP), and repairing the roadway. Initial G-11 Allocation 10/31/17: $650,000 (Additional $25,000 was allocated for right of way purposes).	03-3153 SHOPP/17-18 CON ENG $200,000 CONST $450,000 0318000121 4 3H990 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$200,000 $450,000
7 $720,000 Placer 03-Pla-65 R23.6/R23.8	Near Wheatland from 0.2 mile south of Bear River Bridge to Bear River Bridge. On September 13, 2017 the Department was notified of an eroded embankment which has comprised the roadway and damaged the asphalt dike. The project will reconstruct embankment, replace asphalt dike, and repair asphalt shoulder. Initial G-11 Allocation 11/06/17: $720,000 (Additional $10,000 was allocated for right of way purposes).	03-4900 SHOPP/17-18 CON ENG $180,000 CONST $540,000 0318000112 4 3H940 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$180,000 $540,000
8 $1,250,000 Placer 03-Pla-80 43.5	Near Baxter, at 0.3 mile east of Ridge Road; also at 0.4 mile east of Baxter Overcrossing (PM 47.32); also in Nevada County, near Hinton at 0.4 mile west of Hirschdale Road (PM 21.98). Due to a series of 2017 winter storms, multiple slipouts were revealed once the snow melt had occurred. This project will reconstruct embankments, repair drainage systems, and repair roadway. Initial G-11 Allocation 11/06/17: $1,250,000	03-5136 SHOPP/17-18 CON ENG $250,000 CONST $1,000,000 0318000125 4 4H010 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$250,000 $1,000,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
9 $1,460,000 Marin 04-Mrn-1 9.8	Near Stinson Beach, at Lone Tree Creek. On November 27, 2017 a sinkhole was discovered and has been expanding. This project will reconstruct a failed 54-inch corrugated steel pipe (CSP), import soil, and repair roadway. Initial G-11 Allocation 12/07/17: $1,460,000 (Additional $10,000 was allocated for right of way purposes).	04-2021H SHOPP/17-18 CON ENG $360,000 CONST $1,100,000 0418000059 4 0Q260 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$360,000 $1,100,000
10 $8,900,000 Napa 04-Nap-Var Var	In Napa, Sonoma, and Lake Counties, at various locaitons. On October 8, 2017, several fires called the Napa Fire Complex broke out in Napa, Sonoma, and Lake counties. This project will remove trees and debris, reconstruct MBGR, fencing, and road signs; as well as, repair electrical facilities, drainage facilities, and damaged pavement. Initial G-11 Allocation 10/24/17: $8,900,000 (Additional $10,000 was allocated for right of way purposes).	04-0269S SHOPP/17-18 CON ENG $2,100,000 CONST $6,800,000 0418000172 4 0Q910 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$2,100,000 $6,800,000
11 $0 San Mateo 04-SM-280 R20.4	In San Bruno, at 0.2 mile north of Jenevein Avenue. A series of heavy storms beginning in January 2017 through February 2017 caused a washout. Three culverts failed causing flooding and mud deposits to spill onto adjacent private properties. The project will repair drainage system, place rock slope protection (RSP), repair roadway, and install erosion control measures.Supplemental work is necessary to provide additional access, easements, and utility relocation to complete the work. Initial G-11 Allocation 04/13/17: $1,150,000 Supplemental G-11 Allocation $0 Revised Allocation: $1,150,000 (Additional $183,000 was allocated for right of way purposes).	04-1461R SHOPP/16-17 CON ENG $0 CONST $0 0417000418 4 0P280 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$0 $0
12 $500,000 Monterey 05-Mon-1 47.0/58.0	Near Big Sur, from 0.2 mile north of Pfeiffer Big Sur Road to 0.8 mile south of Coast Road. Heavy rains beginning February 16, 2017 and continuing through out February 2017, have caused several landslides and embankment failures and closed the highway in both directions. This project will remove slide debris, reconstruct embankment washouts, repair drainage systems, and reconstruct roadway. Supplemental work is necessary to complete slide debris removal and disposal which includes an additional embankment failure (PM 59.9) and continue to support traffic restrictions. An additional Supplemental is necessary to off haul 12,000 cy of temporarily stockpiled debris from Pt. Sur Naval Facility and complete the restoration of embankments. Initial G-11 Allocation 03/14/17: $1,350,000 Supplemental G-11 Allocation 05/17/17: $1,150,000 Supplemental G-11 Allocation 11/06/17: $500,000 Revised Allocation: $3,000,000	05-2717 SHOPP/16-17 CON ENG $0 CONST $500,000 0517000087 4 1J320 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$0 $500,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
13 $500,000 Santa Cruz 05-SCr-1 R3.7/R3.9	Near Watsonville, from 0.4 mile south of Buena Vista Avenue to 0.2 mile south of Buena Vista Drive. On December 2, 2016, Department forces identified a large sink hole and eroded embankment near the edge of pavement. The damage was found to be caused by corrosion of the culvert invert and settlement of the drainage system junction boxes. This project will buttress the failing embankment and install a new culvert by jack-and-bore methods between junction boxes. Supplemental work is necessary to replace an unexpected failed culvert in the same drainage system. This failure created a sinkhole in the #1 north bound lane, creating an additional need for traffic control, replacement of guardrail and repaving the roadway due to sinkhole and construction related activities. Initial G-11 Allocation 12/13/16: $2,300,000 Supplemental G-11 Allocation 10/26/17: $500,000 Revised Allocation: $2,800,000 (Additional $20,000 was allocated for right of way purposes).	05-2683 SHOPP/16-17 CON ENG $0 CONST $500,000 0516000146 4 1H730 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$0 $500,000
14 $120,000 Kern 06-Ker-5 8.9R	Near Grapevine (PM 8.9R), at 1.3 miles south of Grapevine Road East. On March 1, 2017, repeated storms lead to a double box culvert failure and exposure due to storm debris. A 60 ft. section of the affected culvert was inundated with water, which caused the hillside to slide onto the culvert. The force of the slide also caused the concrete lined channel surrounding the culvert to collapse. This project will reconstruct embankment washout, remove channel debris, repair double box culvert, and install slope drainage. Supplemental work is necessary to address additional damages that were revealed after the destroyed culvert was removed, as well as, construct a parapet on along one of the walls to prevent soil from eroding and collapsing into the channel. Initial G-11 Allocation 03/14/17: $600,000 Supplemental G-11 Allocation 10/20/17: $120,000 Revised Allocation: $720,000 (Additional $720,000 was allocated for right of way purposes).	06-6863 SHOPP/16-17 CON ENG $0 CONST $120,000 0617000194 4 0W290 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$0 $120,000
15 $6,185,000 Los Angeles 07-LA-210 R11.1/R14.8	In the city of Los Angeles from Sundland Blvd to 0.6 mile east of La Tuna Canyon Road. On September 1, 2017 the La Tuna Fire burned 7,000 acres closing the route for multiple days. This project will repair damaged fencing and signs, clean fire debris from the drainage systems, and stabilize slopes. Initial G-11 Allocation 10/20/17: $6,185,000	07-5278 SHOPP/17-18 CON ENG $1,250,000 CONST $4,935,000 0718000110 4 1XF80 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$1,250,000 $4,935,000
16 $495,000 Los Angeles 07-LA-Var Var	In Los Angeles County on Routes 5 and 210 at various locations. After a series of winter storms in January 2017 and February 2017, routine maintenance inspections during summer 2017 revealed erosion of multiple embankments, drainage channel damage, and eroded bridge abutment slope. This project will reconstruct embankments, repair concrete lined channel, and recompact bridge abutment slope. Initial G-11 Allocation 11/08/17: $495,000 (Additional $50,000 was allocated for right of way purposes).	07-5263 SHOPP/17-18 CON ENG $120,000 CONST $375,000 0718000107 4 1XE30 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$120,000 $375,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
17 $735,000 Ventura 07-Ven-1 0.8	In Malibu, at Tonga Street. On October 19, 2017 a sinkhole developed due to a failed culvert. The leaking culvert has caused the support slope to washout. This project will remove and replace culvert, construct a drainage junction box, stabilize slope, backfill sinkhole, and repair fence. Initial G-11 Allocation 11/29/17: $735,000 (Additional $50,000 was allocated for right of way purposes).	07-5279 SHOPP/17-18 CON ENG $150,000 CONST $585,000 0718000156 4 1XF90 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$150,000 $585,000
18 $625,000 Ventura 07-Ven-150 20.2	Near Ojai, about 0.2 mile east of Reeves Road. On September 28, 2017 District Maintenance Engineering and Hydraulics Design were notified of a damaged reinforced concrete box (RCB) culvert and in danger of collapsing. This project will remove the existing RCB culvert and replace it with a precast 7'x7' RCB culvert, along with removing and replacing wing walls. The portion of AC and slopes affected by damaged culvert will be addressed. Initial G-11 Allocation 11/20/17: $625,000 (Additional $25,000 was allocated for right of way purposes).	07-5299 SHOPP/17-18 CON ENG $125,000 CONST $500,000 0718000157 4 1XG00 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$125,000 $500,000
19 $1,450,000 Riverside 08-Riv-91 R0.0/R1.1	In Corona, from Orange County line to Green River Drive. On September 25, 2017 the Canyon Fire affected this route. This project will repair damaged embankment by removing debris, place erosion control, replace burned Metal Beam Guardrail and repair culverts and headwalls. Initial G-11 Allocation 10/20/17: $1,450,000 (Additional $10,000 was allocated for right of way purposes).	08-3009W SHOPP/17-18 CON ENG $350,000 CONST $1,100,000 0818000061 4 1J520 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$350,000 $1,100,000
20 $0 San Bernardino 08-SBd-15 R18.5/R21.4	Near Cajon Junction, from 1.5 miles south of Cleghorn Road to Route 138; also on Route 138 from Pine Lodge East Overhead to Route 15 (PM R14.8/R15.2). A significant storm event from February 17, 2017 through February 18, 2017 caused embankment slipouts of southbound lanes which collapsed at two locations. As a result, the highway was reduced to only two lanes. The project will reconstruct embankment slipouts, clean drainage systems, and repair collapsed roadway. This Supplemental is necessary to cover the cost required for environmental mitigation. Initial G-11 Allocation 02/28/17: $3,200,000 Supplemental G-11 Allocation $0 Revised Allocation: $3,200,000 (Additional $42,000 was allocated for right of way purposes).	08-3006S SHOPP/16-17 CON ENG $0 CONST $0 0817000129 4 1H760 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$0 $0

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
21 $1,800,000 San Joaquin 10-SJ-99 30.7	In Lodi, at East Pine Street Overcrossing No. 29-0149. On October 8, 2017, the bridge sustained a high load hit. This project will erect temporary falsework, install a debris containment system, repair a reinforced concrete girder, and replace portions of bridge deck, pedestrian guardrailing, and sidewalk. Initial G-11 Allocation 11/06/17: $1,800,000	10-3287 SHOPP/17-18 CON ENG $600,000 CONST $1,200,000 1018000103 4 1J320 Emergency	001-0042 SHA 20.10.201.130 2016-17 302-0042 SHA 20.20.201.130	$600,000 $1,200,000
22 $2,100,000 Orange 12-Ora-241 33.0/39.1	Near the city of Orange, from 0.5 mile north of E Santiago Canyon Road to Route 91; also on Route 91, from Route 241 to Riverside County line. On October 9, 2017, a brush fire occurred in the cities of Anaheim, Orange and Tustin along Routes 91 and 241. The fire damaged guardrails, traffic control devices, roadway signs, fencing, debris-catchment wall at the Coal Canyon Basin, and electrical systems. This project will replace guardrails, signs, electrical systems, drainage inlets and culverts, traffic control devices, roadway repair, wildlife protection and access fencing, debris-catchment wall reconstruction, debris removal, and erosion control. Supplemental work is necessary to address additional damages including electrical and fiber optic utility repair, wildlife fencing, and fire retardent cleanup from roadway. Initial G-11 Allocation 10/18/17: $1,200,000 Supplemental G-11 Allocation 11/13/17: $2,100,000 Revised Allocation: $3,300,000	12-5504B SHOPP/17-18 CON ENG $300,000 CONST $1,800,000 1218000038 4 0R110 Emergency	001-0042 SHA 20.10.201.130 2017-18 302-0042 SHA 20.20.201.130	$300,000 $1,800,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

TAB 29

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31–February 1, 2018

Reference No.: 3.2a. - ***REPLACEMENT ITEM***
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **STATUS OF CONSTRUCTION CONTRACT AWARD FOR STATE HIGHWAY PROJECTS**

SUMMARY:

The California Department of Transportation is presenting this item to provide the status of construction contract award for projects on the State Highway System allocated in Fiscal Year (FY) 2016-17 and FY 2017-18.

In FY 2016-17, the California Transportation Commission (Commission) voted 524 State-administered State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), and Proposition 1B projects on the State Highway System. As of December 28, 2017, 509 projects totaling $1.526 billion have been awarded. Funds for one project have lapsed.

In FY 2017-18, the California Transportation Commission (Commission) voted 186 State-administered State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), and Proposition 1B projects on the State Highway System. As of December 28, 2017, 102 projects totaling $238.969 million have been awarded.

BACKGROUND:

Starting with July 2006 allocations, projects are subject to Resolution G-06-08, which formalizes the condition of allocation that requires projects to be ready to proceed to construction within six months of allocation. The policy also requires that projects that are not awarded within four months of allocation be reported to the Commission.

FY 2016-17 Allocations

Month Allocated	No. Projects Voted	Voted Projects $ X 1000	No. Projects Awarded	No. Projects Funds Lapse	Awarded Projects $ X 1000	No. Projects Pending Bid Opening/ Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2016	117	$865,733	117	0	$664,795	0	73	107
October 2016	41	$201,371	41	0	$170,519	0	30	40
December 2016	26	$257,956	26	0	$214,042	0	16	25
January 2017	21	$54,567	21	0	$38,808	0	15	20
March 2017	72	$222,442	70	1	$193,171	1	63	69
May 2017	144	$488,450	138	0	$103,544	6	130	136
June 2017	103	$609,374	97	0	$141,044	6	85	95
TOTAL	524	$2,699,893	510	1	$1,525,923	13	412	492

Note: 1. Total awarded amount reflects total project allotment, including G-12 and supplemental funds.
2. FY 2016-17 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

FY 2017-18 Allocations

Month Allocated	No. Projects Voted	Voted Projects $ X 1000	No. Projects Awarded	No. Projects Funds Lapse	Awarded Projects $ X 1000	No. Projects Pending Bid Opening/ Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2017	116	$1,099,304	69	0	$231,771	47	63	69
October 2017	34	$ 175,889	18	0	$5,791	16	17	18
December 2017	36	$ 175,956	15	0	$1,407	21	15	15
TOTAL	186	$1,451,149	102	0	$238,969	85	95	102

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.

Attachment

Voted Not Awarded Project Status

TAB 29- REPLACEMENT ITEM

FY 2016-17 Project Award Status

Dist-PPNO	EA	Work Description	Allocation Date	Award Deadline	Allocation Amt.	Project Status
04-0440Q	4G830	In Sunnyvale and Mountain View, from Fremont Avenue Undercrossing to 0.2 mile north of Stevens Creek Bridge No. 37-0185. Overlay southbound deck with polyester concrete and overlay northbound deck with reinforced concrete.	3/15/17	3/31/18	$4,539,000	Project was advertised on 5/1/17. Bids were opened on 6/20/17. The Department rejected all bids on 7/26/17. The project was re-packaged on 11/28/17 and was re-advertised on 1/8/17. Bid opening is on 2/20/18. A six-month time extension request was approved at the October 2017 CTC Meeting.
02-3560	4G550	In and near Dunsmuir, from Sacramento River Bridge to 0.6 mile south of North Mount Shasta Underpass. Rehabilitate roadway.	5/17/17	8/31/18	$64,265,000	This project was advertised on 7/17/17. Bids were opened on 9/6/17. A nine-month time extension was approved at the December 2017 CTC Meeting.
03-6913	0F351	In various locations in Yolo and Sacramento County. Construct Ramp meters including electrical system, loop detectors, signal heads and masts, and bus/carpool bypass lanes.	5/17/17	2/28/18	$20,634,000	Project was advertised on 9/6/17. Bids were opened on 11/15/17. A three-month time extension was approved at the December 2017 CTC Meeting.
04-0135Q	4G790	In Oakland, at Oakland Avenue Undercrossing No. 33 -0288. Rehabilitate bridge deck.	5/17/17	6/30/18	$3,944,000	Project was advertised on 7/17/17. Bids were opened on 8/15/16. All bids were rejected. The project will be re-packaged and re-advertised on 2/12/18. Bids will be opened on 3/12/18. A seven-month time extension was approved at the October 2017 CTC Meeting.
05-4019	0N190	Near the cities of Monterey and Salinas, from Route 1 to Spreckels Boulevard. Install Traffic Management System (TMS) elements.	5/17/17	8/31/18	$1,469,000	Project was advertised on 6/21/17. Bids were opened on 7/12/17. The Department has determined that the third bidder is the lowest responsible bidder. However, supplemental funds are required to award the project. If the supplemental funds request is not approved, all bids will be rejected and the project will be re-packaged and re-advertised in February 2018. A nine-month time extension was approved at the December 2017 CTC Meeting.
06-6662	0Q620	Near Buttonwillow, at the northbound and southbound Buttonwillow safety roadside rest areas. Upgrade water and waste water systems.	5/17/17	8/31/18	$3,400,000	Project was advertised on 6/19/17. Bids were opened on 7/25/17. All bids were rejected on 8/30/17. A nine-month time extension was approved at the December 2017 CTC Meeting.

Voted Not Awarded Project Status

12-2859A	0N080	In the cities of Santa Ana and Orange, from Broadway to the Santa Ana River; also on Route 22 from Santa Ana River to Main Street, and on Route 57 from Route 5 to Chapman Avenue. Enhance highway worker safety with access gates and other measures.	5/17/17	5/31/18	$5,150,000	Project was advertised on 6/19/17. Bids were opened on 8/1/17. All bids were rejected. The project was re-packaged and re-advertised on 11/6/17. Bids were opened on 12/19/17. A six-month time extension was approved at the December 2017 CTC Meeting.
04-1487B	2J480	In San Rafael, at the Route 101/580 interchange. Repair sinking pavement and drainage systems.	6/28/17	12/31/17	$3,173,000	Project was advertised on 3/30/17. Bids were opened on 9/26/17. A concurrent time extension is being requested at the January 2018 CTC Meeting.
04-1490H	4J260	In Oakland, at 0.1 mile south of Carson Street. Plant establishment and biological monitoring.	6/28/17	12/31/17	$390,000	Project will be advertised on 1/29/18. Bid opening is scheduled for 2/12/18. A concurrent time extension is being requested at the January 2018 CTC Meeting.
04-16543	4J370	In the Bay Area in various counties, on various routes, at various locations. On-call service contract to restore non-operational Transportation Management System elements.	6/28/17	12/31/17	$19,000,000	Project was advertised on 10/23/17. Bids were opened on 11/7/17. All bids were rejected. Project will be repackaged and re-advertised on 4/16/18. Bid opening will be on 5/30/18. A concurrent time extension is being requested at the January 2018 CTC Meeting.
07-4137A	20212	In Bell, Vernon, Commerce and East Los Angeles, from 0.2 mile south of Slauson Avenue Overcrossing to 0.1 mile north of 3rd Street Overcrossing. Rehabilitate roadway including widening median, lane and shoulder to meet current standard widths.	6/28/17	12/31/17	$117,667,000	Project was advertised on 12/12/17. Bid opening will be on 1/30/18. A concurrent time extension is being requested at the January 2018 CTC Meeting.
07-4552	29370	In Los Angeles County, from 405/110 Interchange to Torrance Boulevard Off-ramp. Improvements and construct Auxiliary lane.	6/28/17	12/31/17	$31,129,000	Project was advertised on 8/8/17. Bid opening was scheduled on 9/27/17. However, the Department rejected all bids due to an issue with the Department's electronic bid system. The project has been re-packaged and and re-advertised. Bid opening will be on 1/23/18. A concurrent time extension request is being requested at the January 2018 CTC Meeting.

Voted Not Awarded Project Status

Dist-PPNO	EA	Work Description	Allocation Date	Award Deadline	Allocation Amt.	Project Status
12-2860M	0N640	In the city of Orange and Anaheim from Santa Ana River to Harbor Boulevard. Grove existing concrete pavement.	6/28/17	12/31/17	$3,153,000	Project was advertised on 8/1/17. Bids were opened on 8/29/17. All bids were rejected on 9/11/17. The project was re-packaged on 11/9/17 and re-advertised on 12/4/17. Bid opening was on 1/10/18. A concurrent time extension is being requested at the January 2018 CTC Meeting.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 29

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31–February 1, 2018

Reference No.: 3.2a.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **STATUS OF CONSTRUCTION CONTRACT AWARD FOR STATE HIGHWAY PROJECTS**

SUMMARY:

The California Department of Transportation is presenting this item to provide the status of construction contract award for projects on the State Highway System allocated in Fiscal Year (FY) 2016-17 and FY 2017-18.

In FY 2016-17, the California Transportation Commission (Commission) voted 524 State-administered State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), and Proposition 1B projects on the State Highway System. As of December 28, 2017, 509 projects totaling $1.526 billion have been awarded.

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BACKGROUND:

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FY 2016-17 Allocations

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May 2017	144	$488,450	138	0	$103,544	6	130	136
June 2017	103	$609,374	96	0	$141,044	6	85	95
TOTAL	523	$2,699,893	509	1	$1,525,923	13	412	492

Note: 1. Total awarded amount reflects total project allotment, including G-12 and supplemental funds.
2. FY 2016-17 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

FY 2017-18 Allocations

Month Allocated	No. Projects Voted	Voted Projects $ X 1000	No. Projects Awarded	No. Projects Funds Lapse	Awarded Projects $ X 1000	No. Projects Pending Bid Opening/ Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2017	116	$1,099,304	69	0	$231,771	48	63	69
October 2017	34	$ 175,889	18	0	$5,791	16	17	18
December 2017	36	$ 175,956	15	0	$1,407	21	15	15
TOTAL	186	$1,451,149	102	0	$238,969	85	95	102

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.

Attachment

Voted Not Awarded Project Status

FY 2016-17 Project Award Status

Dist-PPNO	EA	Work Description	Allocation Date	Award Deadline	Allocation Amt.	Project Status
04-0440Q	4G830	In Sunnyvale and Mountain View, from Fremont Avenue Undercrossing to 0.2 mile north of Stevens Creek Bridge No. 37-0185. Overlay southbound deck with polyester concrete and overlay northbound deck with reinforced concrete.	3/15/17	3/31/18	$4,539,000	Project was advertised on 5/1/17. Bids were opened on 6/20/17. The Department rejected all bids on 7/26/17. The project was re-packaged on 11/28/17 and was re-advertised on 1/8/17. Bid opening is on 2/20/18. A six-month time extension request was approved at the October 2017 CTC Meeting.
02-3560	4G550	In and near Dunsmuir, from Sacramento River Bridge to 0.6 mile south of North Mount Shasta Underpass. Rehabilitate roadway.	5/17/17	8/31/18	$64,265,000	This project was advertised on 7/17/17. Bids were opened on 9/6/17. A nine-month time extension was approved at the December 2017 CTC Meeting.
03-6913	0F351	In various locations in Yolo and Sacramento County. Construct Ramp meters including electrical system, loop detectors, signal heads and masts, and bus/carpool bypass lanes.	5/17/17	2/28/18	$20,634,000	Project was advertised on 9/6/17. Bids were opened on 11/15/17. A three-month time extension was approved at the December 2017 CTC Meeting.
04-0135Q	4G790	In Oakland, at Oakland Avenue Undercrossing No. 33 -0288. Rehabilitate bridge deck.	5/17/17	6/30/18	$3,944,000	Project was advertised on 7/17/17. Bids were opened on 8/15/16. All bids were rejected. The project will be re-packaged and re-advertised on 2/12/18. Bids will be opened on 3/12/18. A seven-month time extension was approved at the October 2017 CTC Meeting.
05-4019	0N190	Near the cities of Monterey and Salinas, from Route 1 to Spreckels Boulevard. Install Traffic Management System (TMS) elements.	5/17/17	8/31/18	$1,469,000	Project was advertised on 6/21/17. Bids were opened on 7/12/17. The Department has determined that the third bidder is the lowest responsible bidder. However, supplemental funds are required to award the project. If the supplemental funds request is not approved, all bids will be rejected and the project will be re-packaged and re-advertised in February 2018. A nine-month time extension was approved at the December 2017 CTC Meeting.
06-6662	0Q620	Near Buttonwillow, at the northbound and southbound Buttonwillow safety roadside rest areas. Upgrade water and waste water systems.	5/17/17	8/31/18	$3,400,000	Project was advertised on 6/19/17. Bids were opened on 7/25/17. All bids were rejected on 8/30/17. A nine-month time extension was approved at the December 2017 CTC Meeting.

Voted Not Awarded Project Status

12-2859A	0N080	In the cities of Santa Ana and Orange, from Broadway to the Santa Ana River; also on Route 22 from Santa Ana River to Main Street, and on Route 57 from Route 5 to Chapman Avenue. Enhance highway worker safety with access gates and other measures.	5/17/17	5/31/18	$5,150,000	Project was advertised on 6/19/17. Bids were opened on 8/1/17. All bids were rejected. The project was re-packaged and re-advertised on 11/6/17. Bids were opened on 12/19/17. A six-month time extension was approved at the December 2017 CTC Meeting.
04-1487B	2J480	In San Rafael, at the Route 101/580 interchange. Repair sinking pavement and drainage systems.	6/28/17	12/31/17	$3,173,000	Project was advertised on 3/30/17. Bids were opened on 9/26/17. A concurrent time extension is being requested at the January 2018 CTC Meeting.
04-1490H	4J260	In Oakland, at 0.1 mile south of Carson Street. Plant establishment and biological monitoring.	6/28/17	12/31/17	$390,000	Project will be advertised on 1/29/18. Bid opening is scheduled for 2/12/18. A concurrent time extension is being requested at the January 2018 CTC Meeting.
04-16543	4J370	In the Bay Area in various counties, on various routes, at various locations. On-call service contract to restore non-operational Transportation Management System elements.	6/28/17	12/31/17	$19,000,000	Project was advertised on 10/23/17. Bids were opened on 11/7/17. All bids were rejected. Project will be repackaged and re-advertised on 4/16/18. Bid opening will be on 5/30/18. A concurrent time extension is being requested at the January 2018 CTC Meeting.
07-4137A	20212	In Bell, Vernon, Commerce and East Los Angeles, from 0.2 mile south of Slauson Avenue Overcrossing to 0.1 mile north of 3rd Street Overcrossing. Rehabilitate roadway including widening median, lane and shoulder to meet current standard widths.	6/28/17	12/31/17	$117,667,000	Project was advertised on 12/12/17. Bid opening will be on 1/30/18. A concurrent time extension is being requested at the January 2018 CTC Meeting.
07-4552	29370	In Los Angeles County, from 405/110 Interchange to Torrance Boulevard Off-ramp. Improvements and construct Auxiliary lane.	6/28/17	12/31/17	$31,129,000	Project was advertised on 8/8/17. Bid opening was scheduled on 9/27/17. However, the Department rejected all bids due to an issue with the Department's electronic bid system. The project has been re-packaged and and re-advertised. Bid opening will be on 1/23/18. A concurrent time extension request is being requested at the January 2018 CTC Meeting.

Voted Not Awarded Project Status

Dist-PPNO	EA	Work Description	Allocation Date	Award Deadline	Allocation Amt.	Project Status
12-2860M	0N640	In the city of Orange and Anaheim from Santa Ana River to Harbor Boulevard. Grove existing concrete pavement.	6/28/17	12/31/17	$3,153,000	Project was advertised on 8/1/17. Bids were opened on 8/29/17. All bids were rejected on 9/11/17. The project was re-packaged on 11/9/17 and re-advertised on 12/4/17. Bid opening was on 1/10/18. A concurrent time extension is being requested at the January 2018 CTC Meeting.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 30

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2017

Reference No.: 3.2b.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE STIP PROJECTS, PER STIP GUIDELINES**

SUMMARY:

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of locally-administered State Transportation Improvement Program (STIP) projects that received a construction allocation in Fiscal Year (FY) 2015-16, FY 2016-2017 and FY 2017-18.

In FY 2015-16, the California Transportation Commission (Commission) allocated $87,547,000 to construct 30 locally-administered STIP projects. As of December 28, 2017, 29 projects totaling $85,547,000 have been awarded. One project has received a time extension.

In FY 2016-17, the Commission allocated $8,736,000 to construct 11 locally-administered STIP projects. As of December 28, 2017, nine projects totaling $5,059,000 has been awarded. Two projects have received time extensions.

In FY 2017-18, the Commission allocated $2,578,000 to construct two locally-administered STIP project. As of December 28, 2017, no 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 2015-16 Allocations

Month Allocated	No. Projects Voted	Voted Projects (in 1000's)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2015	5	$7,397	5	0	0	2	4
October 2015	3	$3,928	3	0	0	0	3
December 2015	0	$0	0	0	0	0	0
January 2016	3	$1,852	3	0	0	2	3
March 2016	6	$8,628	6	0	0	2	6
May 2016	9	$62,535	8	0	1	6	7
June 2016	4	$3,207	4	0	0	3	4
TOTAL	30	$87,547	29	0	1	15	27

FY 2016-17 Allocations

Month Allocated	No. Projects Voted	Voted Projects (in 1000s)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2016	0	$0	0	0	0	0	0
October 2016	2	$1,392	1	0	1	0	0
December 2016	1	$190	1	0	0	0	1
January 2017	0	$0	0	0	0	0	0
March 2017	2	$150	2	0	0	2	2
May 2017	2	3,442	1	0	1	1	1
June 2017	4	$3,562	4	0	0	1	3
TOTAL	11	$8,736	9	0	2	4	7

FY 2017-18 Allocations

Month Allocated	No. Projects Voted	Voted Projects (in 1000s)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2017	0	$0	0	0	0	0	0
October 2017	1	$1,846	0	0	1	0	0
December 2017	1	732	0	0	1	0	0
TOTAL	2	$2,578	0	0	2	0	0

Note: Excludes STIP Planning, Programming, and Monitoring allocations and locally-administered STIP Regional Rideshare Program allocations, as no contract is awarded for these programs.

Local STIP Projects, Beyond Four Months of Construction Allocation, Not Yet Awarded

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline	Allocation Amount	Project Status
City of Galt	C Street/Central Galt Complete Streets	03-6576	19-May-16	30-Jun-18	$2,000,000 (1)	The project will award by the extended deadline.
Mendocino County	Brandscomb Road Bridge	01-4517	21-Oct-16	30-Jun-18	$385,000 (2)	The project will award by the extended deadline.
City of Davis	Third Street Improvements	03-8726	17-May-17	28-Feb-18	$3,292,000 (3)	The project will award by the extended deadline.
Grand Total					**$5,677,000**	

(1) This extension deadline was approved in December 2016 (Waiver 16-45)
(2) This extension deadline was approved in March 2017 (Waiver 17-06)
(3) This extension deadline was approved in October 2017 (Waiver 17-40)

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 31

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 3.2c.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES**

SUMMARY:

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of Active Transportation Program (ATP) projects that received a construction allocation in Fiscal Year (FY) 2016-17 and FY 2017-18.

In FY 2016-17, the Commission allocated $151,142,000 to construct 111 ATP projects. As of December 28, 2017, 84 projects totaling $101,231,000 have been awarded. Twenty-one projects have approved time extensions. Two projects have concurrent time extension requests on the January 2018 Commission meeting agenda. One project has lapsed.

In FY 2017-18, the Commission allocated $27,432,000 to construct 15 ATP projects. As of December 28, 2017, two 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 4 months	No. Projects Awarded within 6 months
August 2016	11	$6,233	11	0	0	6	9
October 2016	9	$10,958	9	0	0	1	6
December 2016	16	$27,711	15	1	0	2	9
January 2017	15	$25,061	11	0	4	2	8
March 2017	15	$18,038	12	0	3	5	10
May 2017	21	$31,338	11	0	10	4	7
June 2017	24	$32,699	15	0	9	8	1
Total	111	$151,142	84	1	26	28	68

FY 2017-18 Allocations

Month Allocated	No. Projects Voted	Voted Projects (in 1000's)	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2017	3	$3,154	2	0	1	2	2
October 2017	6	$14,398	0	0	6	0	0
December 2017	6	$9,880	0	0	6	0	0
Total	15	$27,432	2	0	13	2	2

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

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

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline	Allocation Amount	Project Status
City of Carson	City of Carson Active Transportation Project	07-4934	8-Dec-16	31-Dec-17	$1,436,000 (1)	Lapsed.
City of McFarland	Kern Avenue Elementary Safe Routes to School Connectivity	06-6843	29-Jun-17	31-Jan-18	$263,000	The project will be awarded by the deadline.
Kern County	Lamont Pedestrian Improvement Project	06-6846	29-Jun-17	31-Jan-18	$1,430,000	The project will be awarded by the deadline.
Imperial County	Imperial County Pedestrian Master Plan	11-1233	29-Jun-17	31-Jan-18	$100,000	A Concurrent Time Extension was submitted for the January 2018 meeting.
Butte County	South Oroville Safe Routes to School ATP Cycle 2 – Lincoln Boulevard and Las Plumas Avenue	03-1020B	29-Jun-17	31-Jan-18	$250,000	The project will be awarded by the deadline.
City of Torrance	Downtown Torrance Active Transportation Improvement Projects	07-5132	17-Aug-17	28-Feb-18	$1,687,000	A Concurrent Time Extension was submitted for the January 2018 meeting.
City of Riverside	Downtown and Adjoining Areas Bicycle and Pedestrian Improvement Project	08-1186	16-Mar-17	28-Feb-18	$877,000 (3)	The project will be awarded by the extended deadline.
City of Yucaipa	Safe Routes to Calimesa and Wildwood Elementary Schools	08-1206	16-Mar-17	31-Mar-18	$872,000 (3)	The project will be awarded by the extended deadline.
City of Irwindale	Citywide Non-Motorized Design Guidelines and Active Transportation Action Plan	07-5139	17-May-17	31-Mar-18	$154,000 (4)	The project will be awarded by the extended deadline.
City of Indio	Andrew Jackson Elementary Pedestrian Improvements	08-1144	17-May-17	31-May-18	$2,374,000 (4)	The project will be awarded by the extended deadline.
City of Riverside	City of Riverside – Wells/Arlanza Sidewalk Improvements	08-1187	17-May-17	31-Mar-18	$1,782,000 (3)	The project will be awarded by the extended deadline.
City of Riverside	City of Riverside – Norte Vista Sidewalk Improvements	08-1188	17-May-17	31-Mar-18	$1,822,000 (3)	The project will be awarded by the extended deadline.
San Bernardino Association of Governments	San Bernardino Association of Governments Metrolink Station Accessibility Improvement Project	08-1166	17-May-17	31-Mar-18	$4,103,000 (4)	The project will be awarded by the extended deadline.
City of Anaheim	South Street Sidewalk Gap Closure	12-2170R	17-May-17	31-Mar-18	$429,000 (4)	The project will be awarded by the extended deadline.
Regents of the University of California - Santa Barbara	University of California Santa Barbara, North Campus Open Space Multi-Modal Trail Project	05-2672	19-Jan-17	30-Apr-18	2,449,000 (2)	The project will be awarded by the extended deadline.
City of Oakland	International Boulevard Pedestrian Lighting and Sidewalk Repair Project	04-2190C	17-May-17	31-May-18	$2,481,000 (3)	The project will be awarded by the extended deadline.
City of Monterey	North Fremont Bike and Pedestrian Access and Safety Improvements	05-2610	17-May-17	31-May-18	$5,638,000 (3)	The project will be awarded by the extended deadline.
City of Merced	State Highway 59 & BNSF RR Multi-Use Path	10-3126	29-Jun-17	30-Jun-18	$834,000 (3)	The project will be awarded by the extended deadline.
City of Folsom	Oak Parkway Trail Under Crossing and Johnny Cash Trail Connection	03-1683	19-Jan-17	31-Jul-18	$882,000 (2)	The project will be awarded by the extended deadline.
East Bay Regional Park District	San Francisco Bay Trails, Pinole Shores to Bay Front Park	4-2122B	19-Jan-17	31-Jul-18	$4,000,000 (2)	The project will be awarded by the extended deadline.
City of Santa Barbara	Montecito – Yanonali Street Bridge Replacement and Corridor Improvements	05-2603	19-Jan-17	31-Jul-18	$2,845,000 (2)	The project will be awarded by the extended deadline.
Tahoe Transportation	State Route 89 Fanny Bridge Community Revitalization Project – Active Transportation Improvements	03-1524	16-Mar-17	31-Jul-18	$4,900,000 (3)	The project will be awarded by the extended deadline.
City of Victorville	City of Victorville – Interagency Safe Routes to School Projects	08-1158	29-Jun-17	31-Jul-18	$3,592,000 (4)	The project will be awarded by the extended deadline.
County of San Diego	Safe Routes to School – Live Oak Elementary/Potter Junior High	11-1158	29-Jun-17	31-Jul-18	$1,900,000 (4)	The project will be awarded by the extended deadline.

City of Fresno	Sidewalk on Hughes Avenue from Hedges to Floradora	06-6759	17-May-17	31-Nov-17	$127,000	The project will be awarded by the deadline.
City of Covina	Covina Bicycle Network Phase 2	07-4528	17-May-17	31-Nov-17	$839,000 (4)	The project will be awarded by the extended deadline.
City of Moreno Valley	Citywide Safe Routes to School Pedestrian Facility Improvements	08-1167	29-Jun-17	31-Dec-18	$1,480,000 (4)	The project will be awarded by the extended deadline.
City of Los Angeles	Sixth (6th) Street Viaduct Replacement Project: Bicycle and Pedestrian Facilities	07-4931	29-Jun-17	31-Jan-19	$2,052,000 (4)	The project will be awarded by the extended deadline.
Grand Total					**$58,325,000**	

(1) This extended deadline was approved in May 2017 (Waiver 17-12)
(2) This extended deadline was approved in June 2017 (Waiver 17-13)
(3) This extended deadline was approved in October 2017 (Waiver 17-39)
(4) This extended deadline was approved in December 2017 (Waiver 17-47)

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum TAB 32

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 3.3- ***REPLACEMENT ITEM***
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **STATUS OF PRECONSTRUCTION SUPPORT ALLOCATIONS FOR SHOPP PROJECTS PER THE TIMELY USE FUNDS POLICY**

SUMMARY:

The California Department of Transportation (Department) is presenting this item on the status of preconstruction support phases for State Highway Operation and Protection Program (SHOPP) allocated since June 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 Fiscal Year (FY) 2016-17, the California Transportation Commission (Commission) allocated 1,098 SHOPP preconstruction support phases. As of December 28, 2017, 1,060 phases have started expending. Five phases were identified in the previous report as not incurring expenditures, and were removed from this report. Thirty-three phases were identified during the development of this report as not incurring expenditures, and will be removed from the next report in March 2018.

In FY 2017-18, the California Transportation Commission (Commission) allocated 423 SHOPP preconstruction support phases. As of December 28, 2017, 147 projects have started expending.

The attachment reflects those phases allocated and that have reached the 4-month milestone but have not begun to incur expenditures; this applies to phases allocated in August 2017. 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 State Highway Operation and Protection Program (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 the 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. The policy also requires that preconstruction phases that have not begun expending within four months of allocation be reported to the Commission.

FY 2016-17 Allocations

Month Allocated	Preconstruction Support Phase	Number of Support Phases Voted	Voted Phases $ x 1000	Voted Phases Started $ x 1000	Number of Phases Started within 4 months	Number of Phases Started within 6 months
Jun-17	PA&ED	393	$513,018	$512,201	385	389
	PS&E	353	$547,000	$532,013	329	343
	R/W Sup	352	$114,219	$108,906	265	328
FY 16-17 Total		**1,098**	**$1,174,237**	**$1,153,120**	**979**	**1,060**

FY 2017-18 Allocations

Month Allocated	Preconstruction Support Phase	Number of Support Phases Voted	Voted Phases $ x 1000	Voted Phases Started $ x 1000	Number of Phases Started within 4 months	Number of Phases Started within 6 months
Aug-17	PA&ED	52	$51,222	$51,222	52	52
	PS&E	60	$75,748	$72,191	56	56
	R/W Sup	56	$14,720	$8,412	32	32
August 2017 Total		**168**	**$141,690**	**$131,825**	**140**	**140**
Oct-17	PA&ED	108	$178,185	$1,243	2	2
	PS&E	41	$33,982	$2,038	3	3
	R/W Sup	39	$11,317	$170	2	2
October 2017 Total		**188**	**$223,484**	**$3,451**	**7**	**7**
Dec-17	PA&ED	11	$20,103	$0	0	0
	PS&E	32	$40,068	$0	0	0
	R/W Sup	24	$3,198	$0	0	0
December 2017 Total		**67**	**$63,369**	**$0**	**0**	**0**
FY 17-18 Total		**423**	**$428,543**	**$135,276**	**147**	**147**

Attachment

Voted Not Expended Project Status

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
1	02-3543	4G41U	Near Dunsmuir, at Crag View Drive Undercrossing Bridge No. 06-0095 (PM 66.8); also, at Sims Road Undercrossing No. 06-0111 (PM 57.4). Replace bridges	PA&ED	06/28/2017	12/31/2017	$ 1,220,000	PA&ED completed under another PPNO.
2	03-6923	0H341	Near Pollock Pines, at Sawmill Undercrossing No. 25-0041; also at Sly Park Road (PM R30.17/R31.3). Replace bridge, restore culverts, and add highway lighting.	PA&ED	06/28/2017	12/31/2017	$ 600,000	PA&ED completed under another PPNO.
3	10-3235	1H341	Near Lathrop, at Mathews Road Undercrossing 29-0218L. Improve to standard truck capacity.	PA&ED	06/28/2017	12/31/2017	$ 798,000	PA&ED completed under another PPNO.
PA&ED Phase - 3 Projects								
4	01-2302	0A120	In Humboldt County on Routes 96 and 101 at various locations. Seismic retrofit 3 bridges.	PS&E	06/28/2017	12/31/2017	$ 1,856,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.
5	03-3290	4E620	Near Placerville and Camino, from 0.1 mile west of Still Meadows Road to 0.1 mile east of Upper Carson Road. Install median barrier, widen shoulders and construct cceleration/deceleration lane.	PS&E	06/28/2017	12/31/2017	$ 3,500,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.
6	03-4450	3F680	In Grass Valley, from Park Street to Route 20. Upgrade pedestrian infrastructure to meet Americans with Disabilities Act (ADA) requirements.	PS&E	06/28/2017	12/31/2017	$ 950,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.
7	03-5113	0H460	In Roseville, at the Atlantic Street/Eureka Road westbound on-ramp. Install ramp meters and widen ramp for storage capacity. (G13 Contingency Project)	PS&E	06/28/2017	12/31/2017	$ 850,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.

Voted Not Expended Project Status

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
8	03-6916	3F540	On Route 99, at South Lagoon Creek Bridge No. 24 -0028L, Lagoon Creek Bridge No. 24-0045L (PM 5.0), and North Lagoon Creek Bridge No. 24-0027L (PM 5.1); also on Route 160 (PM R44.5) at American River Bridge No. 24-0001L. Scour mitigation and bridge replacement.	PS&E	06/28/2017	12/31/2017	$ 2,000,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.
9	04-0076B	2A332	In Fremont, from Route 238 (Mission Boulevard) to Route 680. Widen shoulders, install traffic signals and upgrade barriers.	PS&E	06/28/2017	12/31/2017	$ 3,500,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.
10	07-4810	31100	In Pasadena, at the Route 210/134/710 Interchange. Roadside safety improvements.	PS&E	06/28/2017	12/31/2017	$ 900,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.
11	07-4983	31640	In and near Downey, from Garfield Avenue to east of Woodruff Avenue. Roadside safety improvements.	PS&E	06/28/2017	12/31/2017	$ 1,000,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.
12	08-3002L	1F410	Near Desert Center, at Palen Ditch Bridge No. 56-0040 R/L. Bridge rail replacement.	PS&E	08/16/2017	02/28/2018	$ 393,000	More time needed to start PS&E. The Department will request a time extension at the March 2018 CTC Meeting.
13	08-3003P	1F590	In Hemet, from Warren Avenue to Soboba Street. Construct and upgrade pedestrian facilities to current Americans with Disability Act standards.	PS&E	08/16/2017	02/28/2018	$ 1,815,000	More time needed to start PS&E. The Department will request a time extension at the March 2018 CTC Meeting.
14	08-3003T	0K121	Near Fontana, from Sierra Avenue to Devore Road. Rehabilitate roadway.	PS&E	08/16/2017	02/28/2018	$ 900,000	The Department expects expenditures to begin in February 2018.

Voted Not Expended Project Status

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
15	08-3003X	1G210	In Rancho Cucamonga and Fontana, from East Avenue to west of Beech Avenue; also on Route 15 at Route 210/15 Separation. Install Transportation Management System elements.	PS&E	08/16/2017	02/28/2018	$ 449,000	The Department expects expenditures to begin in February 2018.
16	09-0653	36340	Near Shoshone, from east of Route 127 to Chicago Valley Road. Replace and install culverts.	PS&E	06/28/2017	12/31/2017	$ 620,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.
PS&E Phase - 13 Projects								
17	03-3290	4E620	Near Placerville and Camino, from 0.1 mile west of Still Meadows Road to 0.1 mile east of Upper Carson Road. Install median barrier, widen shoulders and construct acceleration/deceleration lane.	R/W Supp	06/28/2017	12/31/2017	$ 1,200,000	More time needed to start R/W Support. The Department is requesting a time extension at the January 2018 CTC Meeting.
18	03-4450	3F680	In Grass Valley, from Park Street to Route 20. Upgrade pedestrian infrastructure to meet Americans with Disabilities Act (ADA) requirements.	R/W Supp	06/28/2017	12/31/2017	$ 730,000	More time needed to start R/W Support. The Department is requesting a time extension at the January 2018 CTC Meeting.
19	03-5113	0H460	In Roseville, at the Atlantic Street/Eureka Road westbound on-ramp. Install ramp meters and widen ramp for storage capacity. (G13 Contingency Project)	R/W Supp	06/28/2017	12/31/2017	$ 130,000	More time needed to start R/W Support. The Department is requesting a time extension at the January 2018 CTC Meeting.
20	03-6177	0H080	In the city of Sacramento, from Route 5 to Watt Avenue. Roadway rehabilitation.	R/W Supp	08/16/2017	02/28/2018	$ 1,800,000	The Department expects expenditures to begin in February 2018.
21	03-6711	0H470	In and near the city of Sacramento, from west of West El Camino Avenue to east of Route 244. Pavement rehabilitation.	R/W Supp	08/16/2017	02/28/2018	$ 105,000	More time needed to start R/W Support. The Department will request a time extension at the March 2018 CTC Meeting.

Voted Not Expended Project Status

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
22	04-0085S	17247	Near Oakland, at the McCosker property on East Bay Regional Parks District (EBRPD) land. Required environmental mitigation (site 2) for EA 17240, Project ID 04 0000 0455, PPNO 0086Z. (Financial Contribution Only.)	R/W Supp	06/28/2017	12/31/2017	$ 5,000	No R/W Support needed.
23	04-0334J	15161	In and near Sausalito, Corte Madera, and Larkspur, from north of Golden Gate Bridge to 0.3 mile north of Sir Francis Drake Boulevard. Install ramp metering and traffic operations system (TOS) elements.	R/W Supp	08/16/2017	02/28/2018	$ 50,000	The Department expects expenditures to begin in January 2018.
24	04-0481C	0J660	In San Jose and Milpitas, from Route 101 to Scott Creek Road at various locations. Construct maintenance worker safety improvements.	R/W Supp	08/16/2017	02/28/2018	$ 110,000	The Department expects expenditures to begin in January 2018.
25	04-0587E	3G601	In and near Fremont, from Auto Mall Parkway to Koopman Road. Rehabilitate roadway.	R/W Supp	06/28/2017	12/31/2017	$ 170,000	No R/W Support needed.
26	04-0738	0G680	Near Schellville, from north of Tolay Creek Bridge to south of Yellow Creek Bridge. Widen for standard shoulders, upgrade curves to standard, and install rumble strips.	R/W Supp	06/28/2017	12/31/2017	$ 1,800,000	More time needed to start R/W Support. The Department is requesting a time extension at the January 2018 CTC Meeting.
27	04-1463D	4G113	In and near Fremont, Pleasanton, and Dublin, from 0.3 mile south of Scott Creek Road to 0.3 mile north of Alcosta Boulevard. Install ramp meters, ramp HOV bypass lanes, and traffic operations systems (TOS).	R/W Supp	08/16/2017	02/28/2018	$ 100,000	The Department expects expenditures to begin in January 2018.

Voted Not Expended Project Status

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
28	04-1488T	3K310	In Alameda County, on Routes 24, 80, 84, 92, 238, 580, 680, 880, and 980 at various locations. Repair and replace existing Transportation Management System elements.	R/W Supp	08/16/2017	02/28/2018	$ 10,000	The Department expects expenditures to begin in January 2018.
29	04-1488V	3K320	In Contra Costa County, on Routes 4, 24, 80, 242, 580, and 680 at various locations. Repair and replace existing Transportation Management System elements.	R/W Supp	08/16/2017	02/28/2018	$ 10,000	The Department expects expenditures to begin in January 2018.
30	04-1488W	3K330	In Santa Clara County, on Routes 17, 85, 87, 101, 152, 237, 280, and 680 at various locations. Repair and replace existing Transportation Management System elements.	R/W Supp	08/16/2017	02/28/2018	$ 10,000	The Department expects expenditures to begin in January 2018.
31	04-1488X	3K340	In San Mateo and San Francisco Counties, on Routes 80, 92, 101, and 280 at various locations. Repair and replace existing Transportation Management System elements.	R/W Supp	08/16/2017	02/28/2018	$ 10,000	The Department expects expenditures to begin in January 2018.
32	04-1488Y	3K350	In Sonoma, Marin, Napa, and Solano Counties, on Routes 12, 29, 37, 80, 101, 580, 680, and 780 at various locations. Repair and replace existing Transportation Management System elements.	R/W Supp	08/16/2017	02/28/2018	$ 10,000	The Department expects expenditures to begin in January 2018.
33	04-1494K	0K470	In Oakland, at Foothill Boulevard Undercrossing No. 33-0334K. Bridge deck rehabilitation.	R/W Supp	08/16/2017	02/28/2018	$ 21,000	The Department expects expenditures to begin in January 2018.
34	04-16543	4J370	In the Bay Area, in various counties, on various routes, at various locations. On-call service contract to restore non-operational Transportation Management System elements.	R/W Supp	06/28/2017	12/31/2017	$ 10,000	No R/W Support needed.

Voted Not Expended Project Status

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
35	07-4774	30790	In the city of Los Angeles, near Hollywood, from Route 110 to north of Pilgrimage Overcrossing. Pavement rehabilitation.	R/W Supp	06/28/2017	12/31/2017	$ 40,000	No R/W Support needed.
36	08-3001P	0K840	In the city of San Bernardino, at San Bernardino Maintenance Station (L5726) at 175 Cluster Street. Reconstruct maintenance station.	R/W Supp	08/16/2017	02/28/2018	$ 42,000	The Department expects expenditures to begin in February 2018.
37	08-3002J	1E770	Near Lake Elsinore, at 0.8 mile west of Grand Avenue. Stabilize slope to protect safety of traveling public.	R/W Supp	08/16/2017	02/28/2018	$ 20,000	The Department expects expenditures to begin in February 2018.
38	08-3002L	1F410	Near Desert Center, at Palen Ditch Bridge No. 56-0040 R/L. Bridge rail replacement.	R/W Supp	08/16/2017	02/28/2018	$ 10,000	More time needed to start R/W Support. The Department will request a time extension at the March 2018 CTC Meeting.
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42	08-3003V	0K123	In Barstow, from Outlet Center Drive to Mojave River Bridge. Rehabilitate pavement.	R/W Supp	08/16/2017	02/28/2018	$ 10,000	The Department expects expenditures to begin in February 2018.

Voted Not Expended Project Status

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
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44	08-3005A	1F362	in San Bernardino County, on Routes 71, 210, 215 and 259 at various locations. Replace existing guide signs with Type XI reflectivity. (G13 Contingency Project)	R/W Supp	08/16/2017	02/28/2018	$ 32,000	The Department expects expenditures to begin in February 2018.
45	08-3005C	1F372	In Riverside County, on Routes 10, 15, 71 and 215 at various locations. Replace existing guide signs with Type XI reflectivity. (G13 Contingency Project)	R/W Supp	08/16/2017	02/28/2018	$ 45,000	The Department expects expenditures to begin in February 2018.
46	08-3007U	0R302	In Palm Springs, from Gateway Drive to Golf Club Drive. Reconstruct and construct curb ramps.	R/W Supp	08/16/2017	02/28/2018	$ 3,339,000	The Department expects expenditures to begin in February 2018.
47	08-302Q	1F560	In Riverside County, on Routes 10, 62, 74, 86, 86S, 111 and 95 at various locations. Advance Mitigation. (Financial Contribution Only)	R/W Supp	08/16/2017	02/28/2018	$ 15,000	The Department expects expenditures to begin in February 2018.
48	09-0653	36340	Near Shoshone, from east of Route 127 to Chicago Valley Road. Replace and install culverts.	R/W Supp	06/28/2017	12/31/2017	$ 150,000	More time needed to start R/W Support. The Department is requesting a time extension at the January 2018 CTC Meeting.
49	10-0126	40160	Near Long Barn, from Lyons Dam Road to west of Long Barn Connection. Rehabilitate pavement.	R/W Supp	06/28/2017	12/31/2017	$ 11,000	No R/W Support needed.

Voted Not Expended Project Status

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
50	10-0282	3A730	In Stanislaus County near Oakdale, from west of Lancaster Road to county line (STA PM 11.2/T18.2): also, in Tuolumne County near Sonora, from the Tuolumne county line to Moccasin Creek Bridge (TUO PM R0.0/R24.1); also, on Route 108 from Route 120 to Route 49 (TUO PM L0.0/L2.8). Rehabilitate pavement.	R/W Supp	06/28/2017	12/31/2017	$ 280,000	No R/W Support needed.
51	10-0337	0G720	In Stockton, at Route 5/4 Separation Bridge No. 29-0232R/L, Route 4/5 Connector Undercrossing Bridge No. 29-0235R/L and Route 5/4 Connector viaduct Bridge No. 29-0233H. Seismic retrofit.	R/W Supp	06/28/2017	12/31/2017	$ 10,000	No R/W Support needed.
52	10-3023	0Y740	In and near the city of Merced, from east Junction 33 to Route 99. Rehabilitate pavement.	R/W Supp	06/28/2017	12/31/2017	$ 215,000	No R/W Support needed.
53	10-3091	1C180	In Merced and Stanislaus Counties near Turlock, from 0.3 mile north of Bradbury Road to 0.2 mile north of the Stanislaus County line (STA PM R0.0/R0.2). Rehabilitate pavement.	R/W Supp	06/28/2017	12/31/2017	$ 4,000	No R/W Support needed.
54	10-3101	1C550	Near Los Banos, from Vista Point Access Road to San Luis Dam Service Road. Construct median barrier.	R/W Supp	06/28/2017	12/31/2017	$ 20,000	No R/W Support needed.
55	10-3129	1C530	In San Joaquin County on Routes 5 and 99, and in Stanislaus County on Routes 5, at various locations. Upgrade sign panels and replace overhead sign structures.	R/W Supp	08/16/2017	02/28/2018	$ 52,000	More time needed to start R/W Support. The Department will request a time extension at the March 2018 CTC Meeting.
56	10-3144	1C270	Near Westley, at the Westley Safety Roadside Rest Area (SRRA). Replace SRRA buildings.	R/W Supp	06/28/2017	12/31/2017	$ 10,000	No R/W Support needed.

Voted Not Expended Project Status

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
57	10-3156	1C060	In Ripon, at Main Street Overcrossing; also in Lodi at Turner Road Overcrossing (PM 31.6). Upgrade pedestrian facilities to comply with Americans with Disabilities Act requirements.	R/W Supp	06/28/2017	12/31/2017	$ 58,000	No R/W Support needed.
58	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.	R/W Supp	06/28/2017	12/31/2017	$ 4,000	No R/W Support needed.
59	10-4736	0G340	Near Mariposa, from the north Junction of Route 140 and 49 to Whitlock Road. Rehabilitate pavement.	R/W Supp	06/28/2017	12/31/2017	$ 2,000	No R/W Support needed.
60	12-2314	0N260	Near Laguna Beach, from north of Irvine Cove Drive to Moro Ridge Road. Storm water mitigation.	R/W Supp	06/28/2017	12/31/2017	$ 10,000	No R/W Support needed.
61	12-2860G	0N280	In Santa Ana, at the northbound connector to westbound Route 22. Groove pavement, upgrade drainage system, and install new delineation to improve wet pavement conditions. Also, upgrade guardrail.	R/W Supp	06/28/2017	12/31/2017	$ 11,000	No R/W Support needed.

R/W Supp - 45 Projects

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 32

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 3.3
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **STATUS OF PRECONSTRUCTION SUPPORT ALLOCATIONS FOR SHOPP PROJECTS PER THE TIMELY USE FUNDS POLICY**

SUMMARY:

The California Department of Transportation (Department) is presenting this item to provide the status of preconstruction support phases for State Highway Operation and Protection Program (SHOPP) allocated since June 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).

The California Transportation Commission (Commission) voted 1,521 preconstruction support phases totaling $1.602 billion on the State Highway System at the June, August, and October 2017 Commission meetings. As of January 9, 2017, 1,207 preconstruction support phases totaling $1.288 billion have begun accruing expenditures.

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 State Highway Operation and Protection Program (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 the 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.

FY 2016-17 Allocations

Month Allocated	Preconstruction Support Phase	Number of Support Phases Voted	Voted Phases $ x 1000	Voted Phases Started $ x 1000	Number of Phases Started within 4 months	Number of Phases Started within 6 months
Jun-17	PA&ED	393	$513,018	$512,201	385	389
	PS&E	353	$547,000	$532,013	329	343
	R/W Sup	352	$114,219	$108,906	265	328
June 2017 Total		**1,098**	**$1,174,237**	**$1,153,120**	**979**	**1,060**

FY 2017-18 Allocations

Month Allocated	Preconstruction Support Phase	Number of Support Phases Voted	Voted Phases $ x 1000	Voted Phases Started $ x 1000	Number of Phases Started within 4 months	Number of Phases Started within 6 months
Aug-17	PA&ED	52	$51,222	$51,222	52	52
	PS&E	60	$75,748	$72,191	56	56
	R/W Sup	56	$14,720	$8,412	32	32
August 2017 Total		**168**	**$141,690**	**$131,825**	**140**	**140**
Oct-17	PA&ED	108	$178,185	$1,243	2	2
	PS&E	41	$33,982	$2,038	3	3
	R/W Sup	39	$11,317	$170	2	2
October 2017 Total		**188**	**$223,484**	**$3,451**	**7**	**7**
Dec-17	PA&ED	11	$20,103	$0	0	0
	PS&E	32	$40,068	$0	0	0
	R/W Sup	24	$3,198	$0	0	0
December 2017 Total		**67**	**$63,369**	**$0**	**0**	**0**
Total	PA&ED	564	$762,528	$564,666	439	443
	PS&E	486	$696,798	$606,242	388	402
	R/W Sup	471	$143,454	$117,488	299	362
Grand Total (including FY 2016-17)		**1,521**	**$1,602,780**	**$1,288,396**	**1,126**	**1,207**

Attachment

Voted Not Expended Project Status

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
1	02-3543	4G41U	Near Dunsmuir, at Crag View Drive Undercrossing Bridge No. 06-0095 (PM 66.8); also, at Sims Road Undercrossing No. 06-0111 (PM 57.4). Replace bridges	PA&ED	06/28/2017	12/31/2017	$ 1,220,000	PA&ED completed under another PPNO.
2	03-6923	0H341	Near Pollock Pines, at Sawmill Undercrossing No. 25-0041; also at Sly Park Road (PM R30.17/R31.3). Replace bridge, restore culverts, and add highway lighting.	PA&ED	06/28/2017	12/31/2017	$ 600,000	PA&ED completed under another PPNO.
3	10-3235	1H341	Near Lathrop, at Mathews Road Undercrossing 29-0218L. Improve to standard truck capacity.	PA&ED	06/28/2017	12/31/2017	$ 798,000	PA&ED completed under another PPNO.
PA&ED Phase - 3 Projects								
4	01-2302	0A120	In Humboldt County on Routes 96 and 101 at various locations. Seismic retrofit 3 bridges.	PS&E	06/28/2017	12/31/2017	$ 1,856,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.
5	03-3290	4E620	Near Placerville and Camino, from 0.1 mile west of Still Meadows Road to 0.1 mile east of Upper Carson Road. Install median barrier, widen shoulders and construct cceleration/deceleration lane.	PS&E	06/28/2017	12/31/2017	$ 3,500,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.
6	03-4450	3F680	In Grass Valley, from Park Street to Route 20. Upgrade pedestrian infrastructure to meet Americans with Disabilities Act (ADA) requirements.	PS&E	06/28/2017	12/31/2017	$ 950,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.
7	03-5113	0H460	In Roseville, at the Atlantic Street/Eureka Road westbound on-ramp. Install ramp meters and widen ramp for storage capacity. (G13 Contingency Project)	PS&E	06/28/2017	12/31/2017	$ 850,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.

Voted Not Expended Project Status

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
8	03-6916	3F540	On Route 99, at South Lagoon Creek Bridge No. 24 -0028L, Lagoon Creek Bridge No. 24-0045L (PM 5.0), and North Lagoon Creek Bridge No. 24-0027L (PM 5.1); also on Route 160 (PM R44.5) at American River Bridge No. 24-0001L. Scour mitigation and bridge replacement.	PS&E	06/28/2017	12/31/2017	$ 2,000,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.
9	04-0076B	2A332	In Fremont, from Route 238 (Mission Boulevard) to Route 680. Widen shoulders, install traffic signals and upgrade barriers.	PS&E	06/28/2017	12/31/2017	$ 3,500,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.
10	07-4810	31100	In Pasadena, at the Route 210/134/710 Interchange. Roadside safety improvements.	PS&E	06/28/2017	12/31/2017	$ 900,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.
11	07-4983	31640	In and near Downey, from Garfield Avenue to east of Woodruff Avenue. Roadside safety improvements.	PS&E	06/28/2017	12/31/2017	$ 1,000,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.
12	08-3002L	1F410	Near Desert Center, at Palen Ditch Bridge No. 56-0040 R/L. Bridge rail replacement.	PS&E	08/16/2017	02/28/2018	$ 393,000	More time needed to start PS&E. The Department will request a time extension at the March 2018 CTC Meeting.
13	08-3003P	1F590	In Hemet, from Warren Avenue to Soboba Street. Construct and upgrade pedestrian facilities to current Americans with Disability Act standards.	PS&E	08/16/2017	02/28/2018	$ 1,815,000	More time needed to start PS&E. The Department will request a time extension at the March 2018 CTC Meeting.
14	08-3003T	0K121	Near Fontana, from Sierra Avenue to Devore Road. Rehabilitate roadway.	PS&E	08/16/2017	02/28/2018	$ 900,000	The Department expects expenditures to begin in February 2018.

Voted Not Expended Project Status

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
15	08-3003X	1G210	In Rancho Cucamonga and Fontana, from East Avenue to west of Beech Avenue; also on Route 15 at Route 210/15 Separation. Install Transportation Management System elements.	PS&E	08/16/2017	02/28/2018	$ 449,000	The Department expects expenditures to begin in February 2018.
16	09-0653	36340	Near Shoshone, from east of Route 127 to Chicago Valley Road. Replace and install culverts.	PS&E	06/28/2017	12/31/2017	$ 620,000	More time needed to start PS&E. The Department is requesting a time extension at the January 2018 CTC Meeting.
PS&E Phase - 13 Projects								
17	03-3290	4E620	Near Placerville and Camino, from 0.1 mile west of Still Meadows Road to 0.1 mile east of Upper Carson Road. Install median barrier, widen shoulders and construct acceleration/deceleration lane.	R/W Supp	06/28/2017	12/31/2017	$ 1,200,000	More time needed to start R/W Support. The Department is requesting a time extension at the January 2018 CTC Meeting.
18	03-4450	3F680	In Grass Valley, from Park Street to Route 20. Upgrade pedestrian infrastructure to meet Americans with Disabilities Act (ADA) requirements.	R/W Supp	06/28/2017	12/31/2017	$ 730,000	More time needed to start R/W Support. The Department is requesting a time extension at the January 2018 CTC Meeting.
19	03-5113	0H460	In Roseville, at the Atlantic Street/Eureka Road westbound on-ramp. Install ramp meters and widen ramp for storage capacity. (G13 Contingency Project)	R/W Supp	06/28/2017	12/31/2017	$ 130,000	More time needed to start R/W Support. The Department is requesting a time extension at the January 2018 CTC Meeting.
20	03-6177	0H080	In the city of Sacramento, from Route 5 to Watt Avenue. Roadway rehabilitation.	R/W Supp	08/16/2017	02/28/2018	$ 1,800,000	The Department expects expenditures to begin in February 2018.
21	03-6711	0H470	In and near the city of Sacramento, from west of West El Camino Avenue to east of Route 244. Pavement rehabilitation.	R/W Supp	08/16/2017	02/28/2018	$ 105,000	More time needed to start R/W Support. The Department will request a time extension at the March 2018 CTC Meeting.

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Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
22	04-0085S	17247	Near Oakland, at the McCosker property on East Bay Regional Parks District (EBRPD) land. Required environmental mitigation (site 2) for EA 17240, Project ID 04 0000 0455, PPNO 0086Z. (Financial Contribution Only.)	R/W Supp	06/28/2017	12/31/2017	$ 5,000	No R/W Support needed.
23	04-0334J	15161	In and near Sausalito, Corte Madera, and Larkspur, from north of Golden Gate Bridge to 0.3 mile north of Sir Francis Drake Boulevard. Install ramp metering and traffic operations system (TOS) elements.	R/W Supp	08/16/2017	02/28/2018	$ 50,000	The Department expects expenditures to begin in January 2018.
24	04-0481C	0J660	In San Jose and Milpitas, from Route 101 to Scott Creek Road at various locations. Construct maintenance worker safety improvements.	R/W Supp	08/16/2017	02/28/2018	$ 110,000	The Department expects expenditures to begin in January 2018.
25	04-0587E	3G601	In and near Fremont, from Auto Mall Parkway to Koopman Road. Rehabilitate roadway.	R/W Supp	06/28/2017	12/31/2017	$ 170,000	No R/W Support needed.
26	04-0738	0G680	Near Schellville, from north of Tolay Creek Bridge to south of Yellow Creek Bridge. Widen for standard shoulders, upgrade curves to standard, and install rumble strips.	R/W Supp	06/28/2017	12/31/2017	$ 1,800,000	More time needed to start R/W Support. The Department is requesting a time extension at the January 2018 CTC Meeting.
27	04-1463D	4G113	In and near Fremont, Pleasanton, and Dublin, from 0.3 mile south of Scott Creek Road to 0.3 mile north of Alcosta Boulevard. Install ramp meters, ramp HOV bypass lanes, and traffic operations systems (TOS).	R/W Supp	08/16/2017	02/28/2018	$ 100,000	The Department expects expenditures to begin in January 2018.

Voted Not Expended Project Status

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
28	04-1488T	3K310	In Alameda County, on Routes 24, 80, 84, 92, 238, 580, 680, 880, and 980 at various locations. Repair and replace existing Transportation Management System elements.	R/W Supp	08/16/2017	02/28/2018	$ 10,000	The Department expects expenditures to begin in January 2018.
29	04-1488V	3K320	In Contra Costa County, on Routes 4, 24, 80, 242, 580, and 680 at various locations. Repair and replace existing Transportation Management System elements.	R/W Supp	08/16/2017	02/28/2018	$ 10,000	The Department expects expenditures to begin in January 2018.
30	04-1488W	3K330	In Santa Clara County, on Routes 17, 85, 87, 101, 152, 237, 280, and 680 at various locations. Repair and replace existing Transportation Management System elements.	R/W Supp	08/16/2017	02/28/2018	$ 10,000	The Department expects expenditures to begin in January 2018.
31	04-1488X	3K340	In San Mateo and San Francisco Counties, on Routes 80, 92, 101, and 280 at various locations. Repair and replace existing Transportation Management System elements.	R/W Supp	08/16/2017	02/28/2018	$ 10,000	The Department expects expenditures to begin in January 2018.
32	04-1488Y	3K350	In Sonoma, Marin, Napa, and Solano Counties, on Routes 12, 29, 37, 80, 101, 580, 680, and 780 at various locations. Repair and replace existing Transportation Management System elements.	R/W Supp	08/16/2017	02/28/2018	$ 10,000	The Department expects expenditures to begin in January 2018.
33	04-1494K	0K470	In Oakland, at Foothill Boulevard Undercrossing No. 33-0334K. Bridge deck rehabilitation.	R/W Supp	08/16/2017	02/28/2018	$ 21,000	The Department expects expenditures to begin in January 2018.
34	04-16543	4J370	In the Bay Area, in various counties, on various routes, at various locations. On-call service contract to restore non-operational Transportation Management System elements.	R/W Supp	06/28/2017	12/31/2017	$ 10,000	No R/W Support needed.

Voted Not Expended Project Status

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
35	07-4774	30790	In the city of Los Angeles, near Hollywood, from Route 110 to north of Pilgrimage Overcrossing. Pavement rehabilitation.	R/W Supp	06/28/2017	12/31/2017	$ 40,000	No R/W Support needed.
36	08-3001P	0K840	In the city of San Bernardino, at San Bernardino Maintenance Station (L5726) at 175 Cluster Street. Reconstruct maintenance station.	R/W Supp	08/16/2017	02/28/2018	$ 42,000	The Department expects expenditures to begin in February 2018.
37	08-3002J	1E770	Near Lake Elsinore, at 0.8 mile west of Grand Avenue. Stabilize slope to protect safety of traveling public.	R/W Supp	08/16/2017	02/28/2018	$ 20,000	The Department expects expenditures to begin in February 2018.
38	08-3002L	1F410	Near Desert Center, at Palen Ditch Bridge No. 56-0040 R/L. Bridge rail replacement.	R/W Supp	08/16/2017	02/28/2018	$ 10,000	More time needed to start R/W Support. The Department will request a time extension at the March 2018 CTC Meeting.
39	08-3002T	1F920	In the cities of Calimesa and Beaumont, from Cherry Valley Boulevard to 14th Street/ San Timoteo Canyon Road; also on Routes 60 and 86 at various locations. Install Changeable Message Signs.	R/W Supp	08/16/2017	02/28/2018	$ 20,000	The Department expects expenditures to begin in February 2018.
40	08-3003P	1F590	In Hemet, from Warren Avenue to Soboba Street. Construct and upgrade pedestrian facilities to current Americans with Disability Act standards.	R/W Supp	08/16/2017	02/28/2018	$ 467,000	More time needed to start R/W Support. The Department will request a time extension at the March 2018 CTC Meeting.
41	08-3003T	0K121	Near Fontana, from Sierra Avenue to Devore Road. Rehabilitate roadway.	R/W Supp	08/16/2017	02/28/2018	$ 10,000	The Department expects expenditures to begin in February 2018.
42	08-3003V	0K123	In Barstow, from Outlet Center Drive to Mojave River Bridge. Rehabilitate pavement.	R/W Supp	08/16/2017	02/28/2018	$ 10,000	The Department expects expenditures to begin in February 2018.

Voted Not Expended Project Status

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
43	08-3003X	1G210	In Rancho Cucamonga and Fontana, from East Avenue to west of Beech Avenue; also on Route 15 at Route 210/15 Separation. Install Transportation Management System elements.	R/W Supp	08/16/2017	02/28/2018	$ 10,000	The Department expects expenditures to begin in February 2018.
44	08-3005A	1F362	in San Bernardino County, on Routes 71, 210, 215 and 259 at various locations. Replace existing guide signs with Type XI reflectivity. (G13 Contingency Project)	R/W Supp	08/16/2017	02/28/2018	$ 32,000	The Department expects expenditures to begin in February 2018.
45	08-3005C	1F372	In Riverside County, on Routes 10, 15, 71 and 215 at various locations. Replace existing guide signs with Type XI reflectivity. (G13 Contingency Project)	R/W Supp	08/16/2017	02/28/2018	$ 45,000	The Department expects expenditures to begin in February 2018.
46	08-3007U	0R302	In Palm Springs, from Gateway Drive to Golf Club Drive. Reconstruct and construct curb ramps.	R/W Supp	08/16/2017	02/28/2018	$ 3,339,000	The Department expects expenditures to begin in February 2018.
47	08-302Q	1F560	In Riverside County, on Routes 10, 62, 74, 86, 86S, 111 and 95 at various locations. Advance Mitigation. (Financial Contribution Only)	R/W Supp	08/16/2017	02/28/2018	$ 15,000	The Department expects expenditures to begin in February 2018.
48	09-0653	36340	Near Shoshone, from east of Route 127 to Chicago Valley Road. Replace and install culverts.	R/W Supp	06/28/2017	12/31/2017	$ 150,000	More time needed to start R/W Support. The Department is requesting a time extension at the January 2018 CTC Meeting.
49	10-0126	40160	Near Long Barn, from Lyons Dam Road to west of Long Barn Connection. Rehabilitate pavement.	R/W Supp	06/28/2017	12/31/2017	$ 11,000	No R/W Support needed.

Voted Not Expended Project Status

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
50	10-0282	3A730	In Stanislaus County near Oakdale, from west of Lancaster Road to county line (STA PM 11.2/T18.2): also, in Tuolumne County near Sonora, from the Tuolumne county line to Moccasin Creek Bridge (TUO PM R0.0/R24.1); also, on Route 108 from Route 120 to Route 49 (TUO PM L0.0/L2.8). Rehabilitate pavement.	R/W Supp	06/28/2017	12/31/2017	$ 280,000	No R/W Support needed.
51	10-0337	0G720	In Stockton, at Route 5/4 Separation Bridge No. 29-0232R/L, Route 4/5 Connector Undercrossing Bridge No. 29-0235R/L and Route 5/4 Connector viaduct Bridge No. 29-0233H. Seismic retrofit.	R/W Supp	06/28/2017	12/31/2017	$ 10,000	No R/W Support needed.
52	10-3023	0Y740	In and near the city of Merced, from east Junction 33 to Route 99. Rehabilitate pavement.	R/W Supp	06/28/2017	12/31/2017	$ 215,000	No R/W Support needed.
53	10-3091	1C180	In Merced and Stanislaus Counties near Turlock, from 0.3 mile north of Bradbury Road to 0.2 mile north of the Stanislaus County line (STA PM R0.0/R0.2). Rehabilitate pavement.	R/W Supp	06/28/2017	12/31/2017	$ 4,000	No R/W Support needed.
54	10-3101	1C550	Near Los Banos, from Vista Point Access Road to San Luis Dam Service Road. Construct median barrier.	R/W Supp	06/28/2017	12/31/2017	$ 20,000	No R/W Support needed.
55	10-3129	1C530	In San Joaquin County on Routes 5 and 99, and in Stanislaus County on Routes 5, at various locations. Upgrade sign panels and replace overhead sign structures.	R/W Supp	08/16/2017	02/28/2018	$ 52,000	More time needed to start R/W Support. The Department will request a time extension at the March 2018 CTC Meeting.
56	10-3144	1C270	Near Westley, at the Westley Safety Roadside Rest Area (SRRA). Replace SRRA buildings.	R/W Supp	06/28/2017	12/31/2017	$ 10,000	No R/W Support needed.

Voted Not Expended Project Status

Project No.	Dist-PPNO	EA	Work Description	Phase	Allocation Date	Expend. Deadline	Allocation Amount	Project Status
57	10-3156	1C060	In Ripon, at Main Street Overcrossing; also in Lodi at Turner Road Overcrossing (PM 31.6). Upgrade pedestrian facilities to comply with Americans with Disabilities Act requirements.	R/W Supp	06/28/2017	12/31/2017	$ 58,000	No R/W Support needed.
58	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.	R/W Supp	06/28/2017	12/31/2017	$ 4,000	No R/W Support needed.
59	10-4736	0G340	Near Mariposa, from the north Junction of Route 140 and 49 to Whitlock Road. Rehabilitate pavement.	R/W Supp	06/28/2017	12/31/2017	$ 2,000	No R/W Support needed.
60	12-2314	0N260	Near Laguna Beach, from north of Irvine Cove Drive to Moro Ridge Road. Storm water mitigation.	R/W Supp	06/28/2017	12/31/2017	$ 10,000	No R/W Support needed.
61	12-2860G	0N280	In Santa Ana, at the northbound connector to westbound Route 22. Groove pavement, upgrade drainage system, and install new delineation to improve wet pavement conditions. Also, upgrade guardrail.	R/W Supp	06/28/2017	12/31/2017	$ 11,000	No R/W Support needed.

R/W Supp - 45 Projects

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 33

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No: 3.5
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **QUARTERLY REPORT - LOCAL ASSISTANCE LUMP SUM ALLOCATION FOR THE PERIOD ENDING SEPTEMBER 30, 2017**

SUMMARY:

As of September 30, 2017, about $1.2 billion, or 67 percent, of the $1.7 billion allocated by the California Transportation Commission (Commission) for Federal Fiscal Year (FFY) 2017 has been sub-allocated to 1,290 local projects. The majority of the sub-allocations (approximately $881 million) are for 690 projects in the following three categories:

- Surface Transportation Block Grant Program (STBGP) – 170 projects, $306 million
- Congestion Mitigation & Air Quality Program –225 projects, $311 million
- National Highway Performance Program & RSTP Bridge – 295 projects, $264 million

The remaining $270 million was sub-allocated for 600 projects in other categories (as referenced with an asterisk on the attachment).

BACKGROUND:

The California Department of Transportation's (Department) Division of Local Assistance administers the local assistance subvention budget under delegated authority from the Commission. The Commission provides an annual lump sum allocation consistent with each Fiscal Year's Budget Act. The Commission further delegates to the Department the authority to adjust allocations between categories, and the Department reports to the Commission if transfers in or out of an expenditure category exceed 10 percent of its allocation, per Commission Resolution G-01-08.

Attachment

LOCAL ASSISTANCE LUMP SUM ALLOCATIONS
Period Ending September 30, 2017
(Dollars in Thousands)

Reference No.: 3.5
January 31 - February 1, 2018
Attachment

Fund Description	Total Sub-Allocations			Commission Allocation				Allocation Balance			Percent Sub- Allocated	Number of Projects
	State	Federal	Total	State	Federal	Total		State	Federal	Total	Total	Total
Local Administered & Miscellaneous Programs												
Surface Transportation Block Grant Program (STBGP)[1]		305,671	305,671		485,811	485,811			180,140	180,140	63%	170
Surface Transportation Program State Match and Exchange	56,075		56,075	57,849		57,849	*	1,774		1,774	97%	138
Congestion Mitigation & Air Quality Program		310,646	310,646		474,871	474,871			164,225	164,225	65%	225
Freeway Service Patrol	25,479		25,479	25,479		25,479	*	0		0	100%	13
High Priority Projects/Demonstration Projects/Emergency Relief		111,858	111,858		247,068	247,068	*		135,210	135,210	45%	159
Miscellaneous	1,156		1,156	3,250		3,250	*	2,094	-	2,094	36%	5
Bridge Programs												
Bridge Inspection	340		340	735		735	*	395		395	46%	1
National Highway Performance Program (NHPP) & RSTP Bridge[2]		264,326	264,326		319,162	319,162			54,836	54,836	83%	295
Rail Programs												
Railroad Grade Crossing Maintenance	3,663		3,663	3,765		3,765	*	102		102	97%	1
Railroad Grade Separation	0		0	15,000		15,000	*	15,000		15,000	0%	0
Safety Programs												
Highway Safety Improvement Program		69,544	69,544		75,926	75,926	*		6,382	6,382	92%	272
Systemic Safety Analysis Report Program	1,758		1,758	7,700		7,700	*	5,942		5,942	23%	11
Total Local Assistance Subvention Funds	88,471	1,062,045	1,150,516	113,778	1,602,838	1,716,616		25,307	540,793	566,100	67%	1,290

Notes

Allocations for state funds reflect the June 2016 Commission meeting vote, Item 2.5i, Resolution FM-16-03.
Allocations for federal funds reflect the October 2016 Commission meeting vote, Item 2.5h, Resolution FM-16-02.
The Allocation Balance is the difference between the Commission Allocations and the Total Sub-Allocations.
Total Sub-Allocations are from InfoAdvantage (accounting system).
Includes funding and projects that have been transferred to the Federal Transit Administration.
In accordance with Commission Resolution G-01-08, the Department reports when total transfers in or out of an expenditure category exceed 10 percent of its allocation.

Assumptions:

* Indicates programs that were not discussed in Reference 3.13.
[1] STBGP consists of the Surface Transportation Program subvented to local agencies, less funding set-aside for off-system bridge projects.
[2] NHPP consists of on-system bridges (about $244 million) while RSTP bridge projects consist of off-system bridge (about $75 million).

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No: 3.6
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **FOURTH QUARTER – BALANCE REPORT ON AB 1012 "USE IT OR LOSE IT" PROVISION FOR FEDERAL FISCAL YEAR 2015 UNOBLIGATED RSTP AND CMAQ FUNDS**

SUMMARY:

As of September 30, 2017, the Congestion Mitigation and Air Quality Improvement Program (CMAQ) has approximately $6,600 that is subject to reprogramming and the Regional Surface Transportation Program (RSTP) does not have any funding subject to reprogramming.

BACKGROUND:

The Intermodal Surface Transportation Efficiency Act was enacted in 1991, and was in effect for six years. During that time, the Regions only obligated 87 percent of their federal funding. The next Federal Highway Act, known as the Transportation Equity Act for the 21st Century (TEA-21), was signed into law in 1998. During the first two years of TEA-21, the Regions' obligation of federal funds declined to 41 percent. By October 1999, the Regions had accumulated a $1.2 billion backlog in federal apportionments and $854 million in Obligation Authority (OA).

Assembly Bill (AB) 1012 was enacted on October 10, 1999 (Chapter 783, Statutes of 1999), with a goal of improving the delivery of transportation projects and addressing the backlog of the Regions' federal apportionments and OA. AB 1012 states that RSTP and CMAQ funds not obligated within the first three years of federal eligibility are subject to reprogramming by the California Transportation Commission in the fourth year in order to prevent the funds from being lost by the state.

The annual notice to the Regions, under AB 1012 "Use It or Lose It" provisions for Federal Fiscal Year (FFY) 2015 (October 1, 2014 through September 30, 2015), was released on November 15, 2016. The total FFY 2015 funds identified as subject to reprogramming under the provisions of AB 1012 were approximately $75.9 million. This included approximately $37.3 million of RSTP funds and approximately $38.6 million of CMAQ funds. As of September 30, 2017, the RSTP amount has decreased to $0 and the CMAQ amount has decreased to $6,638.

The California Department of Transportation (Department) is responsible for monitoring and reporting unobligated balances. Each month, the Department provides notification to the Regions of the unobligated RSTP and CMAQ balances that have one year remaining under the AB 1012 guidelines. Beginning in FFY 2000, and continuing through FFY 2017, the Department's local partners have delivered enough projects to obligate a minimum of 100 percent of the available OA.

Attachments

AB 1012
Balances entering the 3rd Year
(from FFY 2015*)
Regional Report Summary

*Previously referred to as Cycle 18

Region	CMAQ Unobligated 09/30/2017 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2017 [2]	RSTP Unobligated 09/30/2017 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2017 [2]
Butte	797,707	-	(827)	-
Fresno	9,152,466	-	14,099,085	-
Kern	8,943,274	-	3,345,308	-
Kings	2,544,039	-	(617)	-
Los Angeles	(1,604,951)	-	123,274,203	-
Madera	4,643,933	-	(573)	-
Merced	3,533,651	-	(1,026)	-
Monterey[3]	-	-	(1,475)	-
Orange	23,521,685	-	3,854,881	-
Riverside	16,279,490	-	8,961,864	-
S. F. Bay Area (MTC)	(1,322,851)	-	(301,229)	-
Sacramento (SACOG)	4,830,396	-	973,192	-
San Benito[3]	-	-	16,850	-
San Bernardino	49,238,470	-	35,617,201	-
San Diego	(5,279)	-	4,715,186	-
San Joaquin	3,608,922	-	4,828,429	-
San Luis Obispo	1,991,370	-	368,884	-
Santa Barbara[3]	-	-	1,066,774	-
Santa Cruz[3]	-	-	5,927	-
Stanislaus	4,868,115	-	5,182,395	-
Tahoe	1,839,350	-	2,023,038	-
Tulare	751,260	-	1,647,932	-
Ventura	9,225,488	-	13,585,412	-
Rural Counties & SCAG	3,777,276	6,638	3,400,932	-
TOTAL	146,613,810	6,638	226,661,749	-

Footnotes:

Balances in the 3rd year (October 1, 2016) are subject to reprogramming on November 1, 2017. These balances include the Federal Fiscal Year (FFY) 2016 "Actual" apportionments (dated October 18, 2016), FFY 2017 "Estimated" apportionments (dated November 4, 2016) and the adjustment for FFY 2013 RSTP "Actual" apportionments (dated May 6, 2014). The FFY 2013 CMAQ "Actual" apportionments adjustments were made in the October 31, 2014 report.

[1] Indicates all apportionments not yet obligated.

[2] Totals reflect balances in the third year.

[3] These Regions are in air quality attainment and cannot use unobligated CMAQ apportionments, which are deobligations of closed out projects. It is anticipated that any CMAQ balance that accumulates in a Region in air quality attainment will be included in a future CMAQ rescission or transferred to another Region that over-delivered prior to the end of the current FFY.

Apportionment Status Report
CMAQ and RSTP
as of September 30, 2017

Reference No: 3.6
January 31-February 1, 2018
Attachment 2

AB 1012
Balances entering the 3rd Year
(from FFY 2015*)
Rural Report Summary

*Previously referred to as Cycle 18

Region	CMAQ Unobligated 09/30/2017 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2017 [2]	RSTP Unobligated 09/30/2017 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2017 [2]
Rural County Information:				
Alpine	-	-	(123)	-
Amador[3]	-	-	(279)	-
Calaveras	411,924	-	(333)	-
Colusa	-	-	(222)	-
Del Norte	-	-	(206)	-
El Dorado	-	-	-	-
Glenn	-	-	(233)	-
Humboldt	-	-	(834)	-
Imperial (SCAG)	1,213,287	-	2,410,798	-
Inyo	-	-	(1,008)	-
Lake	-	-	(363)	-
Lassen	-	-	(530)	-
Mariposa	699,491	-	(220)	-
Mendocino	-	-	(779)	-
Modoc	-	-	(283)	-
Mono	-	-	(851)	-
Nevada	661,643	-	(438)	-
Placer	-	-	-	-
Plumas	-	-	(314)	-
Shasta	-	-	(907)	-
Sierra	-	-	(156)	-
Siskiyou	-	-	(628)	-
Tehama	784,293	-	999,539	-
Trinity	-	-	(337)	-
Tuolumne[3]	6,638	6,638 [4]	(362)	-
Rural Combined Totals:	3,777,276	6,638	3,400,932	-

Footnotes:

Balances in the 3rd year (October 1, 2016) are subject to reprogramming on November 1, 2017. These balances include the Federal Fiscal Year (FFY) 2016 "Actual" apportionments (dated October 18, 2016), FFY 2017 "Estimated" apportionments (dated November 4, 2016) and the adjustment for FFY 2013 RSTP "Actual" apportionments (dated May 6, 2014). The FFY 2013 CMAQ "Actual" apportionments adjustments were made in the October 31, 2014 report.

[1] Indicates all apportionments not yet obligated.

[2] Totals reflect balances in the third year.

[3] These Regions are in air quality attainment and beginning with FFY 2016 they no longer receive new CMAQ funding. These Regions can use these unobligated CMAQ apportionments prior to their AB 1012 reprogramming date or contribute to a federal rescission.

[4]Tuolumne obligated $6,638 on project CML 5932(084) in October 2017. This resolves their amount subject to reprogramming. This amount accurately reflects the unobligated balance as of September 30, 2017, even though the funds have subsequently been obligated, and is shown for informational purposes.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 35

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 4.8
Information Item

From: NORMA ORTEGA
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.

The Department reported on TCRP activity for the Fiscal Year (FY) 2016-17 by compiling and summarizing Commission actions and data provided by lead agencies, which the Commission used in its annual report to the Legislature on the status of the TCRP.

As of June 30, 2017, of the $4.9 billion Traffic Congestion Relief Fund (TCRF) program, $4.572 billion was ultimately programmed and $4.564 billion allocated. The program legislated 141 specific projects some of which have been subdivided, creating a total of 217 separate projects. Of these, 175 projects or project components with TCRP expenditures have been deemed complete or no longer active. There are no longer any projects on the Tier 1 or Tier 2 project list eligible for allocation of TCRP funds.

BACKGROUND:

The Traffic Congestion Relief Act of 2000 (Assembly Bill [AB] 2928, Chapter 91, Statutes of 2000 and Senate Bill [SB] 1662, Chapter 656, Statutes of 2000) created the TCRP and the TCRF, and committed $4.9 billion to 141 specific projects. Various statutes were enacted to loan or delay the receipt of funding between 2001 and 2006. In 2008, the Commission took action to adopt an Allocation Plan, due to the inconsistent availability of funds. The Allocation Plan consisted of two tiers: Tier 1 included projects that had a higher priority for funding and Tier 2 included all remaining projects. The Tier 2 projects included those with programmed and unprogrammed TCRP funding.

On March 1, 2016, the Legislature enacted AB 133 which authorized the transfer of $148 million to the Traffic Congestion Relief Fund, by January 1, 2017. This left a total of $336 million unfunded from the original $4.9 billion program.

At its June 2016 meeting, the Commission adopted a policy to direct the $148 million from the TCRF be used on existing programmed projects included in Tier 2.

With the passage of SB 1 (Beall, 2017), the Traffic Congestion Relief Program has been deemed complete and final as of June 30, 2017. Projects without approved applications in accordance with Government Code Section 14556.12 shall no longer be eligible for program funding and any future program savings shall be transferred to other transportation accounts. There will be no further programming of TCRP projects.

PROGRAM STATUS

Programming: The Commission has approved $4.57 billion in applications through June 30, 2017, including full or partial applications for each of the 141 designated projects. Application approval, equivalent to project programming, defines the scope, cost, and schedule of a project or project phase, and generally includes expenditures projected for future years.

Allocations: The Commission allocated approximately $189 million for TCRP projects in FY 2016-17. As of June 30, 2017, approximately $4.56 billion was allocated to TCRP projects, of which approximately $4.13 billion has been expended.

	Traffic Congestion Relief Fund ($1000s)				
	In Statute	Programmed	Allocated	Expended	Unprogrammed
Total All Projects	$4,909,000	$4,572,059	$4,564,296	$4,131,521	$336,000
% of Total	100%	93%	92%	84%	6.8%

Number of TCRP projects: According to TCRP statutes (Government Code Section 14556-14556.52) and Commission guidelines, agencies may substitute alternate projects, subject to approval by the Commission. Of the 141 projects identified in Statute, 39 projects have been subdivided for a total of 217 TCRP projects approved by the Commission. Of the 217 individual projects, 10 either were substituted with other projects and not funded or the funding was incorporated into other TCRP projects leaving a total of 207 projects funded with TCRP funds. During FY 2016-17, 24 projects, or TCRP funded phases, were reported as completed. As of June 30, 2017, a total of 175 projects have been completed leaving a total of 42 TCRP projects active all of which have been allocated. These projects will continue to be reported on until complete. The following table lists the TCRP projects, or TCRP funded phases that are complete or closed.

List of completed projects as of 06/30/2017

TCRP No	PPNO	Dist.	Co	Title
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 Rd
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.
9.4	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
13	T0130	4	Bay Area	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 Ala & CC Cos.
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 ln, Novato to Petaluma (Novato Narrows)
18.1	T0181	4	MRN/SON	Rte 101; widen 8 miles of fwy to 6 lanes (East Washington Blvd. Interchnage)
18.2	0360G	4	MRN/SON	Rte 101; widen 8 miles of fwy to 6 lanes (San Antonio Creek Curve Correction)
20.1	2134	4	SF	San Francisco Muni 3rd Street Light Rail Extension
20.2	T0202	4	SF	San Francisco Muni Third Street Light Rail
21	T0210	4	SF	San Francisco Muni Ocean Avenue Light Rail.
22	0619A	4	SF	Doyle Drive Replacement
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
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.

TCRP No	PPNO	Dist.	Co	Title
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.
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
32.6	T0326	1	HUM	North Coast Railroad; repair and upgrade track. Sub-paragraph (f) debt reduction.
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-emision 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 railline
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.
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
41.2	0158K	7	LA	Route 5; HOV lanes in San Fernando Valley (Segment 1, from Route 118 to Route 14)
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 (Rte 405-Waterford Ave-Rte 10)
53	T0530	7	LA	Automated Signal Corridors (ATSAC).
54.1	2318	7	LA	Alameda Corridor East; build grade seps on BNSF & UP RR ines, downtown LA to co line ACE
54.3	T0543	7	LA	Alameda Corridor East; build grade seps on BNSF line at Passons Blvd in Pico Rivera
55.1	T0551	8	SBD	Alameda Corridor East; build grade seps on BNSF and UP rail lines. LA County line to Colton in San Bernradino County (Montclair)

TCRP No	PPNO	Dist.	Co	Title
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	RIV	Route 10; reconstruct Apache Trail Interchange e/o Banning in Riv Co.
62	0092A	8	RIV	Route 91; Add HOV Lanes; Adams Street to Route 60/215 Junction
62.1	0121L	8	RIV	Route 215 Corridor; Rte 60/91/215 Connectors
63	0033	8	RIV	Rte 60; add 7 mi of HOV lanes west of Riverside, Rte 15 to Valley Way
64.1	0076B	8	RIV	Rte 91; replace Green River Rd O/C, in Riverside Co.
64.2	4678	12	ORA	Rte 91; E,B aux lane & E/B 91 to N/B 71 connector ramp
70.1	T0701	12	ORA	Route 22; add HOV lanes on Garden Grove Freeway, Route I-405 to Route 55 in Orange Co. – 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, Rt405-Rt55 (Lanscape)
73	9656	12	ORA	Alameda Corridor East; (Orangethorpe Corridor) build grade seps on BNSF line.
74		11	SD	Pacific Surfliner; within San Diego Co.
74.1	2071	11	SD	Pacific Surfliner; double track intercity rail line w/n San Diego Co, 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	11	SD	Pacific Surfliner; Santa Margarita River Bridge and Doubletrack
74.10		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.

TCRP No	PPNO	Dist.	Co	Title
77	T0770	11	SD	Rte 94 environmental & HOV lanes from Rte 5 in downtown to Rte 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)
83.2	0223B	11	SD	I-15 Managed Lanes
85	0271E	11	SD	Route 56; new freeway between I-5 and I-15 in the city of San Diego
86	0374K	11	SD	Rte 905; 6-lane freeway on Otay Mesa, Rte 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 Ave (add lane) at San Ysidro POE
88.1	T0881	11	SD	Route 5; realign freeway at Virginia Avenue (southbound lanes) near San Ysidro POE
88.2	T0882	11	SD	Route 5; realign freeway at Virginia Ave (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 Ave to Temperance Ave
92	2092	75	KIN	San Joaquin Corridor; improve track & signals near Hanford in Kings Co
93	T0930	6	FRE	Rte 180; complete envl studies to extend Rte 180 w. fr. Mendota to I-5
94	1490	6	FRE	Highland Avenue 4 Lane
95	T0950	6	FRE	Route 41; add auxiliary lane from Herndon Ave to Friant Road, widen Friant Road off-ramp and add turning lanes, Fresno
96	T0096	6	FRE	Friant Rd; widen to 4 ln from Copper Ave to Rd 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.
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
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	0916	5	SB	Route 101 access; State Street smart corridor Advanced Traffic Corridor System (ATSC) technology – Outer State Street Signal System.

TCRP No	PPNO	Dist.	Co	Title
102.2		5	SB	State St smart corridor, Santa Barbara
103	E013	6	KER	7th Standard Road Widening
104	5414	10	Mer	Route 99; 6-lane freeway s/o Merced, Buchanan Hollow Rd to Healey Rd
105	5401	10	Mer	Route 99; 6-lane freeway from Madera County line to Buchanan Hollow Rd. in Merced County
107	7965B	10	SJ	Widen freeway to 6 lanes, Tracy to I-5
108	7213	10	SJ	Rte 5; add NB lane to fwy thru Mossdale "Y", Rte 205 to Rte 120
109	0944M	10	Sta	Route 132; 4-lane expressway in Modesto, Stone Ave to 6th Street
110	7855	10	Sta	Route 132; four-lane expressway, Route 33 to SJ-Stanislaus County Line
111	A4360B	6	KIN	Rte 198; build 10 miles of new 4-lane expway from Rte 99 to Hanford
114	T1140			Route 65; improvements, studies, Route 99 to Tulare County Line, in Kern Co.
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	8650D	6	Tul	Route 65 widening from 7th Standard-Rt 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.
149	T1490	5	SCr	Purchase of low-emission buses for express service on Route 17.

TCRP No	PPNO	Dist.	Co	Title
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 Blvd/Mateo Street/Porter Street
159	0789A	4	SON	Route 101 HOV Lanes; Route 12 to Steele Lane

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 36

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.1a.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **STIP AMENDMENT 16S-18**
IMPERIAL COUNTY – PPNO 0606

ISSUE:

Should the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 16S-18?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve the requested STIP Amendment 16S-18. This item was noticed at the Commission's December 2017 meeting.

The City of Calexico (City) proposes to re-program $4,500,000 of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)-Border Infrastructure Program (BIP) funds for construction on the Cesar Chavez Boulevard Widening and Improvement – 2nd Street to Route 98 project (PPNO 0606) in Imperial County. The Imperial County Transportation Commission concurs with this proposal.

BACKGROUND:

The Cesar Chavez Boulevard widening project consists of widening the roadway from 2nd Street to State Route 98, including pedestrian access improvements to comply with the Americans with Disabilities Act. The route will serve as the primary access to the Calexico West International Land Port of Entry to Mexicali, Mexico.

In May 2016, the City requested, and the Commission approved, an amendment to program $4,500,000 in BIP funding for construction in Fiscal Year (FY) 2016-17. Due to lengthy delays securing Right-of-Way for the project, the City was unable to deliver the project as programmed and the BIP funds lapsed in July 2017. The City is now ready to advertise the project and requests that the $4,500,000 be re-programmed in FY 2017-18 for allocation at the January 2018 Commission meeting.

SAFETEA-LU, enacted in August 2005, authorizes funding through the BIP to improve transportation at international borders and ports of entry, and within trade corridors. Since the enactment of SAFETEA-LU, California has received a total apportionment of $188 million in BIP funding.

These BIP funds are eligible in a border region, defined as any portion of a border State within 100 miles of an international land border with Canada or Mexico, for the following types of improvements to facilitate/expedite cross-border motor vehicle and cargo movements:

- Improvements to existing transportation and supporting infrastructure,
- Construction of highways and related safety and safety enforcement facilities related to international trade,
- Operational improvements, including those related to electronic data interchange and use of telecommunications,
- Modifications to regulatory procedures,
- International coordination of transportation planning, programming, and border operations with Canada and Mexico.

The proposed funding plan for the widening project is as follows:

REVISE Cesar Chavez Boulevard Widening and Improvement – 2nd Street to Route 98 project (PPNO 0606):

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Imperial County	11	0606		CO	~~2016-17~~ **2017-18**			

Implementing Agency: (by component)	**PA&ED**	Calexico, City of	**PS&E**	Calexico, City of
	R/W	Calexico, City of	**CON**	Calexico, City of

RTPA/CTC:	Imperial County Transportation Commission
Project Title:	Cesar Chavez Boulevard Widening and Improvement – 2nd Street to State Route 98
Location:	On Cesar Chavez Boulevard - 2nd Street to State Route 98.
Description:	Widening and Pedestrian Improvements

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	16/17	17/18	18/19	19/20	20/21+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Federal Discretionary (Border Infrastructure Program)													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	4,500	0	0	4,500	0	0	0	0	4,500	0	0	0	0
Proposed	**4,500**	**0**	**0**	**4,500**	**0**	**0**	**0**	**0**	**4,500**	**0**	**0**	**0**	**0**
Local Funds (Federal Omnibus Approp)													
Existing	2,850	0	1,850	1,000	0	0	0	1,700	1,000	150	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	**2,850**	**0**	**1,850**	**1,000**	**0**	**0**	**0**	**1,700**	**1,000**	**150**	**0**	**0**	**0**
Local Funds (City of Calexico)													
Existing	2,445	541	0	1,904	0	0	0	350	1,904	191	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	**2,445**	**541**	**0**	**1,904**	**0**	**0**	**0**	**350**	**1,904**	**191**	**0**	**0**	**0**
State SB1 - Road Maintenance and Rehabilitation Account													
Existing	100	0	0	100	0	0	0	0	100	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	**100**	**0**	**0**	**100**	**0**	**0**	**0**	**0**	**100**	**0**	**0**	**0**	**0**
Total													
Existing	5,395	541	1,850	3,004	0	0	0	2,050	3,004	341	0	0	0
Change	4,500	0	0	4,500	0	0	0	0	4,500	0	0	0	0
Proposed	**9,895**	**541**	**1,850**	**7,504**	**0**	**0**	**0**	**2,050**	**7,504**	**341**	**0**	**0**	**0**

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby re-program $4,500,000 of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)-Border Infrastructure Program (BIP) funds for construction on the Cesar Chavez Boulevard Widening and Improvement – 2nd Street to Route 98 project (PPNO 0606) in Imperial County.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.1a.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **STIP AMENDMENT 16S-20**
SAN DIEGO COUNTY – PPNO 0999B

ISSUE:

Should the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) Amendment 16S-20?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve the requested STIP Amendment 16S-20. This item was noticed at the Commission's December 2017 meeting.

The Department proposes to amend the Route 11 Highway and Commercial Vehicle Enforcement Facility (CVEF) project – Segment 2 (PPNO 0999B) in San Diego County to: replace a portion of the programmed local funds with a federal grant from the Fixing America's Surface Transportation Act (FAST Act); split the project into Segment 2 (PPNO 0999B) and Segment 2A (PPNO 0999D); and deliver Segment 2A in Fiscal Year (FY) 2018-19. The Department also proposes to program $3,350,000 of Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Border Infrastructure Program (BIP) funds to the new Segment 2A project. The San Diego Association of Governments (SANDAG) concurs with this request.

BACKGROUND:

The Route 11 CVEF project – Segment 2 scope consists of constructing a four-lane highway, including the Siempre Viva Interchange, the CVEF and the tolling and border wait time systems. When completed (along with the new Otay Mesa Port of Entry), the project will increase capacity to the regional border-crossing infrastructure and also create a link between the United States regional highway system and the Mexico free-and-toll road system.

The total construction need for Segment 2 is close to $167 million. Currently, the local funds programmed for construction on Segment 2 include funds from innovative financing methods, such as the sale of bonds backed by future toll revenues, loans, grants, and private sector sources. This is allowed through Senate Bill 1486, which established San Diego Association of Governments

(SANDAG) as the Toll Authority for Route 11, authorizing SANDAG to, among other things, solicit and accept grants of funds and to enter into contracts and agreements for the purpose of establishing highway toll projects to facilitate the movement of goods and people along the State Route 11 corridor in the County of San Diego or at the Otay Mesa East Port of Entry. The bill also authorizes SANDAG to issue bonds for the acquisition, construction, and completion of transportation facilities and to impose tolls and user fees for the use of the corridor.

An Investment Grade Traffic and Revenue (T&R) Study is necessary to determine the financial leveraging power of this border project for the sale of bonds. The T&R Study was completed in 2015, but revealed an overall shortfall in revenue versus cost. Additional studies to address the shortfall are currently being conducted and should be completed by May 2018.

Until solutions are developed to finance the entire project, the Department proposes to expedite delivery of a portion of the Segment 2 project (Segment 2A) with funding from a FAST Act grant, as well as program savings from the SAFETEA-LU BIP and Proposition 1B Trade Corridors Improvement Fund (TCIF) funding.

Segment 2A includes the four-lane highway portion of Segment 2 at a construction cost estimate of $60,453,000. The Plans, Specifications and Estimate phase is currently being developed with previously programmed and allocated BIP funding under Segment 2.

The Department proposes to fully fund the construction phase of Segment 2A as follows:

Federal Grant
In April 2016, a $49,278,000 grant for construction was awarded to the Department from the Nationally Significant Freight and Highway Projects (NSFHP) program as established by the Federal Highway Administration's FAST Act. The $49,278,000 grant will fully fund construction capital.

Trade Corridors Improvement Fund
In October 2017, the Commission approved $7,825,000 in TCIF de-allocations due to savings on three other projects in San Diego County. The Department plans to request re-programming of those savings at the January 2018 Commission meeting to the construction support component.

SAFETEA-LU Border Infrastructure Program
The Department has identified $3,350,000 in BIP savings from previous allocations to border projects in the region. It is proposed to re-program those savings to the construction support component.

The SAFETEA-LU, enacted in August 2005, authorizes funding through the BIP to improve transportation at international borders and ports of entry, and within trade corridors. This program replaced the TEA-21 Coordinated Border Infrastructure discretionary program that ended after 2005. Since enactment of SAFETEA-LU, California received a total apportionment of $188 million.

Pursuant to Section 164.1 of the California Streets and Highways Code, BIP funds shall be programmed, allocated, and expended in the same manner as other federal funds made available for capital improvement projects in the State Transportation Improvement Program (STIP). These BIP funds are eligible in a border region, defined as any portion of a border state within 100 miles of an international land border with Canada or Mexico, for the following types of improvements to facilitate/expedite cross-border motor vehicle and cargo movements:

- Improvements to existing transportation and supporting infrastructure.
- Construction of highways and related safety and safety enforcement facilities related to international trade.
- Operation improvements, including those related to electronic data interchange and use of telecommunications.
- Modifications to regulatory procedures.
- International coordination of transportation planning, programming, and border operation with Canada and Mexico.

ADD Segment 2A: Route 11 – Construct 4-lane highway project (PPNO 0999D)
(Split from Segment 2)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
San Diego County	11	0999D	5636	CO	2018-19	1.2	2.7	11

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans
	R/W	Caltrans	**CON**	Caltrans

RTPA/CTC:	San Diego Association of Governments
Project Title:	Route 11 - Enrico Fermi Drive to Otay Mesa Port of Entry
Location:	On Route 11 from 0.1 mile west of Enrico Fermi Drive to 1.2 mile east of Enrico Fermi Drive.
Description:	Construct 4-lane highway

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	16/17	17/18	18/19	19/20	20/21+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Federal Discretionary (FAST Act) Grant													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	49,278	0	0	0	49,278	0	0	0	49,278	0	0	0	0
Proposed	**49,278**	**0**	**0**	**0**	**49,278**	**0**	**0**	**0**	**49,278**	**0**	**0**	**0**	**0**
Federal Discretionary (Coordinated Border Infrastructure - SAFETEA-LU)													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	3,350	0	0	0	3,350	0	0	0	0	0	0	0	3,350
Proposed	**3,350**	**0**	**0**	**0**	**3,350**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,350**
Trade Corridors Improvement Fund (TCIF) - Proposed													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	7,825	0	0	0	7,825	0	0	0	0	0	0	0	7,825
Proposed	**7,825**	**0**	**0**	**0**	**7,825**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7,825**
Total													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	60,453	0	0	0	60,453	0	0	0	49,278	0	0	0	11,175
Proposed	**60,453**	**0**	**0**	**0**	**60,453**	**0**	**0**	**0**	**49,278**	**0**	**0**	**0**	**11,175**

The revised Segment 2 scope and funding plan for the remaining elements is as follows:

REVISE: Route 11- Siempre Viva Interchange, CVEF and tolling and border wait time system project – Segment 2 (PPNO 0999B)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
San Diego County	11	0999B	05633	CO	2019-20	0	2.8	11

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans
	R/W	Caltrans	**CON**	Caltrans

RTPA/CTC:	San Diego Association of Governments
Project Title:	Rte 11 Siempre Viva Interchange, Commercial Vehicle Enforcement Facility and Tolling and Border Wait Time Sys.
Location:	Route 905/11 Separation to 1.2 miles east of Enrico Fermi Dr; Route 125 from 0.8 mile north of 905/11 Separation to Route 905/11 Separation; Route 905 from just west of Britannia Boulevard overcrossing to Route 905/11 Separation.
Description:	Construct Interchange, Commercial Vehicle Enforcement Facility and Tolling and Border Wait Time System

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	16/17	17/18	18/19	19/20	20/21+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Federal Discretionary (Coordinated Border Infrastructure - SAFETEA-LU)													
Existing	28,800	28,800	0	0	0	0	0	9,200	0	0	17,500	2,100	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	**28,800**	**28,800**	**0**	**0**	**0**	**0**	**0**	**9,200**	**0**	**0**	**17,500**	**2,100**	**0**
Federal Discretionary (Coordinated Border Infrastructure - FAST Act)													
Existing	35,400	0	0	35,400	0	0	0	35,400	0	0	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	**35,400**	**0**	**0**	**35,400**	**0**	**0**	**0**	**35,400**	**0**	**0**	**0**	**0**	**0**
Local Funds - City Funds													
Existing	175,900	0	0	175,900	0	0	0	0	155,800	0	0	0	20,100
Change	(60,453)	0	0	(175,900)	8,911	106,536	0	0	(63,764)	0	8,911	0	(5,600)
Proposed	**115,447**	**0**	**0**	**0**	**8,911**	**106,536**	**0**	**0**	**92,036**	**0**	**8,911**	**0**	**14,500**
Total													
Existing	240,100	28,800	0	211,300	0	0	0	44,600	155,800	0	17,500	2,100	20,100
Change	(60,453)	0	0	(175,900)	8,911	106,536	0	0	(63,764)	0	8,911	0	(5,600)
Proposed	**179,647**	**28,800**	**0**	**35,400**	**8,911**	**106,536**	**0**	**44,600**	**92,036**	**0**	**26,411**	**2,100**	**14,500**

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby amend the Route 11 Highway and Commercial Vehicle Enforcement Facility (CVEF) project – Segment 2 (PPNO 0999B) in San Diego County to: replace a portion of the programmed local funds with a federal grant from the Fixing America's Surface Transportation Act (FAST Act); split the project into Segment 2 (PPNO 0999B) and Segment 2A (PPNO 0999D); and deliver Segment 2A in Fiscal Year (FY) 2018-19. The Department also proposes to program $3,350,000 of Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Border Infrastructure Program (BIP) funds to the new Segment 2A project in San Diego County.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 38

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31- February 1, 2018

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Philip J. Stolarski, Chief
Division of Environmental
Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-18-01, E-18-02, E-18-03, E-18-04, E-18-05, and E-18-06?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolutions E-18-01, E-18-02, E-18-03, E-18-04, E-18-05, and E-18-06.

BACKGROUND:

02-But-70, PM 42.06/42.21/46.44, 02-Plu-70, PM 23.67/31.82
RESOLUTION E-18-01

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 70 (SR 70) in Butte and Plumas Counties. Construct fish passages at five tributaries along SR 70 in Butte and Plumas Counties. (EA 02-0H800/0H900)

This project involves improvement of aquatic organism passage at five tributaries in Butte and Plumas Counties to the Feather River along SR 70. The five locations that are tributaries to the Feather River are Mill Creek, Bear Creek, Rush Creek, Soda Creek and an unnamed tributary. The project is fully funded by District 2 Minor A and United States Forest Service for an estimated $12.7 million. Construction is estimated to begin in Fiscal Year 2019-20. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 State Highway Operation and Protection Program (SHOPP).

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: biological and cultural resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, a project-specific capture-and-relocation plan for the foothill yellow-legged frog will be developed by a qualified biologist, Worker Environmental Awareness Training will be conducted for construction workers, pre-construction surveys will be conducted for the western pond turtle, and a Secretary of the Interior Standards Rehabilitation Action Plan will be developed for the cultural resources occurring in the project area. As a result, an MND was completed for this project.

Attachment 1

03-Yub-20, PM 13.30/R17.80
RESOLUTION E-18-02

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 20 (SR 20) in Yuba County. Construct roadway improvements and replace an existing bridge on SR 20 near the city of Marysville. (PPNO 9579)

This project is located east of the city of Marysville, from Marysville Road to the Yuba River and proposes to widen shoulders, realign a portion of SR 20 and replace Dry Creek Bridge (Bridge No. 16-0010). This project is intended to bring the highway alignment up to current design standards and extend the service life of the pavement. Also, replacing the Dry Creek Bridge will allow SR 20 to have full permit loads for vehicles traveling from Marysville to Grass Valley. The project is programmed in the 2016 SHOPP and is estimated to cost $45 million. Construction is estimated to begin in Fiscal Year 2020-21. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 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: geology and soils, hazards and hazardous material, hydrology and water quality, and biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, results of subsurface testing have been incorporated into the bridge design to reduce seismic hazards and hazards from expansive soils, a wetland delineation report shall be submitted to the United States Corps of Engineers (USACE) and if needed a USACE permit shall be obtained, and a California Department of Fish and Wildlife streambed alteration agreement shall be obtained. As a result, an MND was completed for this project.

Attachment 2

03-Yub-20, PM R18.07/20.25
RESOLUTION E-18-03

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

- State Route 20 (SR 20) in Yuba County. Construct roadway improvements on a portion of SR 20 near the town of Smartsville. (PPNO 9590)

This project is located near the town of Smartsville along SR 20 in Yuba County. The project proposes to improve the roadway's horizontal and vertical alignment, widen shoulders and add turn pockets from the Yuba River Bridge to the east of Lower Smartsville Road. The project is fully funded and programmed in the 2016 SHOPP for an estimated total of $67.3 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 2016 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: biological and cultural resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, impacts to Other Waters of the U.S. and wetlands will be mitigated through purchase of credits at an offsite mitigation bank, and potential adverse effects to historic-era sites will be mitigated by implementing a Data Recovery Plan. As a result, an MND was completed for this project.

Attachment 3

05-SB-192, PM 15.4/15.6
RESOLUTION E-18-04

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 192 (SR 192) in Santa Barbara County. Replace existing bridge on SR 192 near the city of Carpinteria. (PPNO 0335)

This project is located northwest of the city of Carpinteria in Santa Barbara County. The project proposes to replace the Arroyo Parida Creek Bridge, also known as the Arroyo Paredon Creek Bridge (Bridge No. 51-0113) on SR 192. The project will replace the current bridge with reinforced concrete slab, concrete bridge rail, wider lanes and shoulders, correct alignment, upgraded culvert crossings, and construct a retaining wall. The project is fully funded and programmed in the 2016 SHOPP for an estimated total $15 million which

includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in Fiscal Year 2019-20. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 SHOPP.

A copy of the 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: visual/aesthetics, and biological and resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, the final color and texture of the bridge shall be determined with input from the community, all visible metal guardrail shall be darkened, fish weirs shall be installed during construction, and all disturbed wetlands and waters of the United States shall be restored. As a result, an MND was completed for this project.

Attachment 4

08-Riv-10, PM R62.3/R63.7
RESOLUTION E-18-05

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 10 (I-10) in Riverside County. Construct a new interchange on I-10 at Avenue 50 in the city of Coachella. (EA 08-45210)

This project is located in the city of Coachella in Riverside County. The project proposes to construct a new interchange at I-10 and Avenue 50. The new intersection will include a new bridge overcrossing with six standard lanes. This project will provide connection to a future extension of Avenue 50 and regional access to I-10. This project is currently programmed in the Federal Transportation Improvement Program and is fully funded from local funds for $60 million. Construction is estimated to begin in Fiscal Year 2019-20.

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, restoration of Mojave desert wash scrub either on-site or off site at a ratio of no less than 1:1, and a Paleontological Mitigation Plan shall be prepared and implemented. As a result, an MND was completed for this project.

Attachment 5

10-Mer-99, PM 20.1/24.3
RESOLUTION E-18-06

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 99 (SR 99) in Merced County. Resurface and restore pavement on a portion of SR 99 in the city of Atwater. (PPNO 5431)

This project is located on SR 99 in the city of Atwater, Merced County. The project proposes to resurface and restore the pavement on SR 99 and construct five retention basins. Also proposed in the project are deceleration lanes at the Applegate northbound and southbound off-ramps. The project is not fully funded and programmed in the 2016 SHOPP for an estimated total of $81.8 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 2016 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: paleontological 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 shall be prepared and implemented. As a result, an MND was completed for this project.

Attachment 6

Attachment 1

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
02-But-70, PM 42.06/42.21/46.44, 02-Plu-70, PM 23.67/31.82
Resolution E-18-01

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 70 (SR 70) in Butte and Plumas Counties. Construct fish passages at five tributaries along SR 70 in Butte and Plumas Counties. (EA 02-0H800/0H900)

1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 1

Feather River Aquatic Organism Passage Project Initial Study with Mitigated Negative Declaration/Environmental Assessment

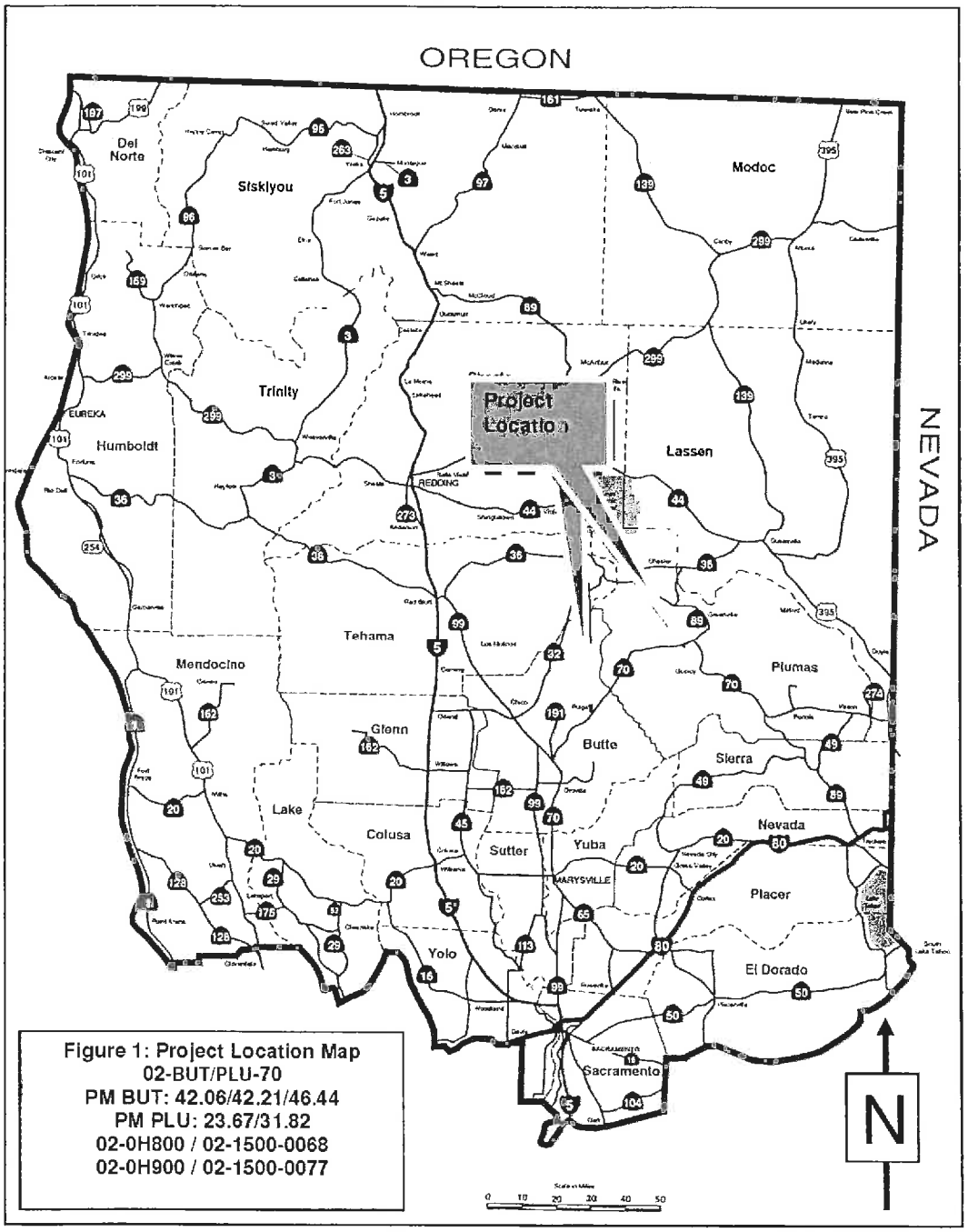


Figure 1: Project Location Map
02-BUT/PLU-70
PM BUT: 42.06/42.21/46.44
PM PLU: 23.67/31.82
02-0H800 / 02-1500-0068
02-0H900 / 02-1500-0077

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: Feather River Aquatic Organism Passage Project

2017052056	Andre Benoist	(530) 225-3302
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route (SR) 70 in Butte and Plumas Counties.

Project Description: Construct fish passages at five locations along the Feather River in Butte and Plumas counties.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on January 31-February 1, 2018, 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. 2, 1031 Butte St., Redding, CA 96001

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

Attachment 2

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
03-Yub-20, PM 13.30/R17.80
Resolution E-18-02

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 20 (SR 20) in Yuba County. Construct roadway improvements and replace an existing bridge on SR 20 near the city of Marysville. (PPNO 9579)

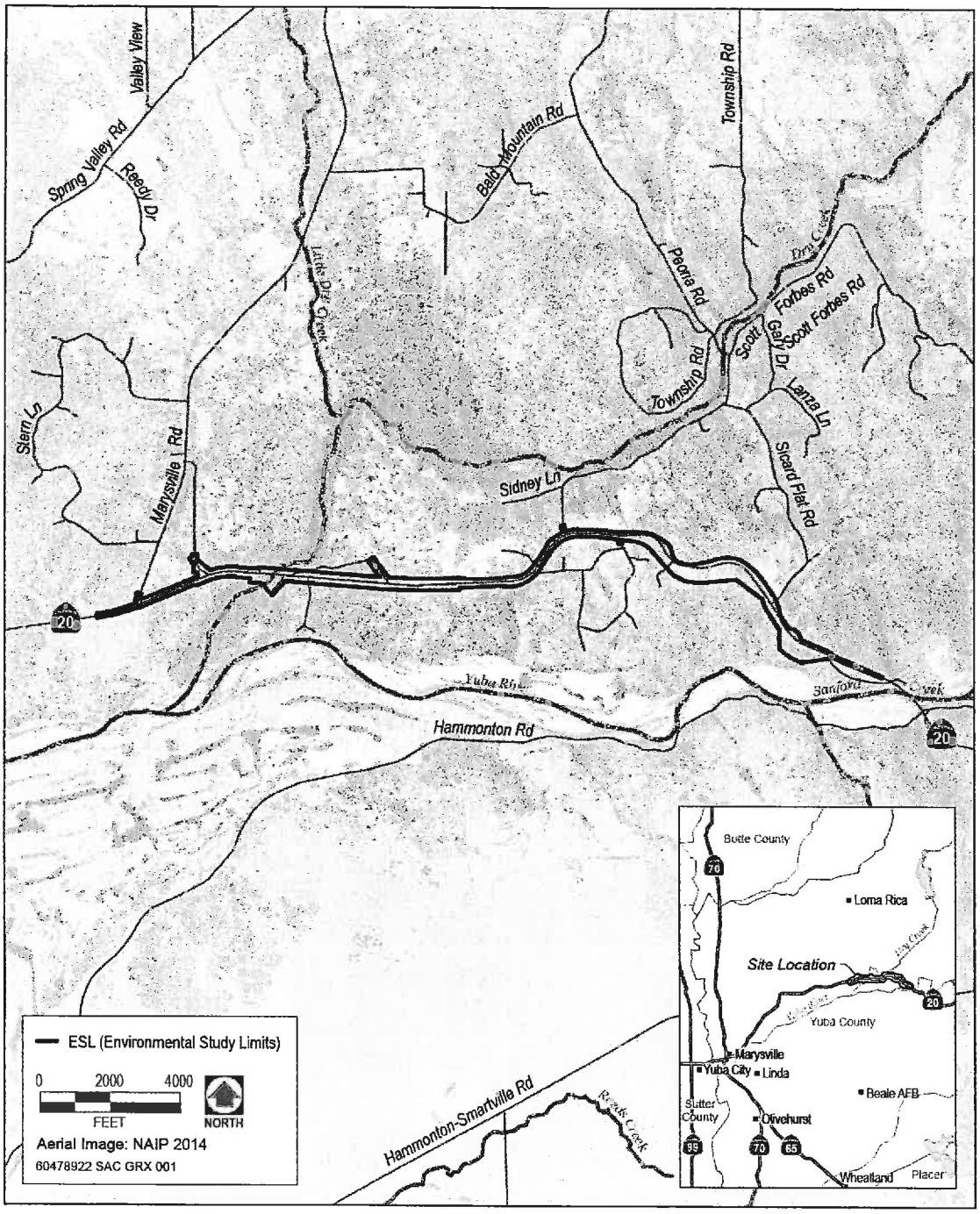
1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

Figure 1-1. Project Location



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: Browns Valley Rehabilitation Project

2017052071	Kristen Stubblefield	(530) 741-5124
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route (SR) 20 in Yuba County.

Project Description: Construct roadway improvements and replace an existing bridge on SR 20 in Yuba County.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on January 31-February 1, 2018, 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. 3, 703 B St., Marysville, CA 95901

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

Attachment 3

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
03-Yub-20, PM R18.07/20.25
Resolution E-18-03

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:

- State Route 20 (SR 20) in Yuba County. Construct roadway improvements on a portion of SR 20 near the town of Smartsville. (PPNO 9590)

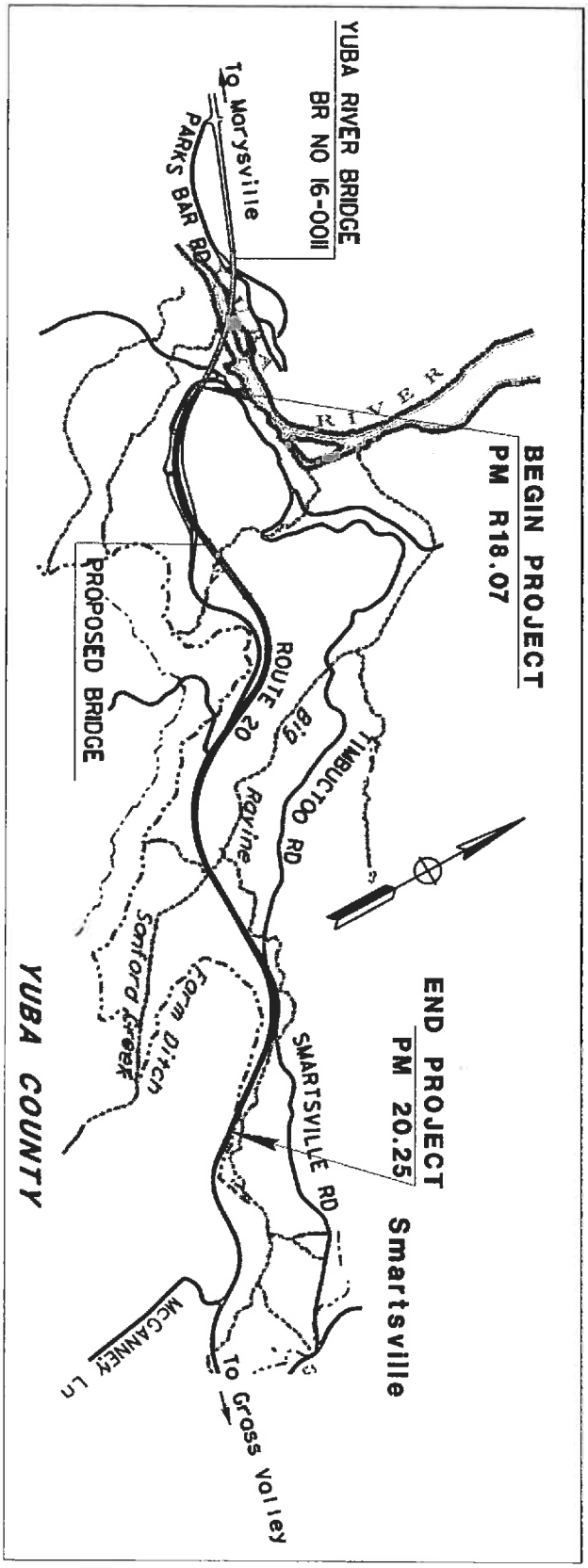
1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

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



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 20 Timbuctoo Safety Improvement Project

20170622061	Laura Loeffler	(530) 741-4592
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route (SR) 20 in Yuba County.

Project Description: Construct roadway improvements on a portion of SR 20 in Yuba County.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on January 31-February 1, 2018, 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. 3, 703 B St., Marysville, CA 95901

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
05-SB-192, PM 15.4/15.6
Resolution E-18-04

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 192 (SR 192) in Santa Barbara County. Replace existing bridge on SR 192 near the city of Carpinteria. (PPNO 0335)

1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

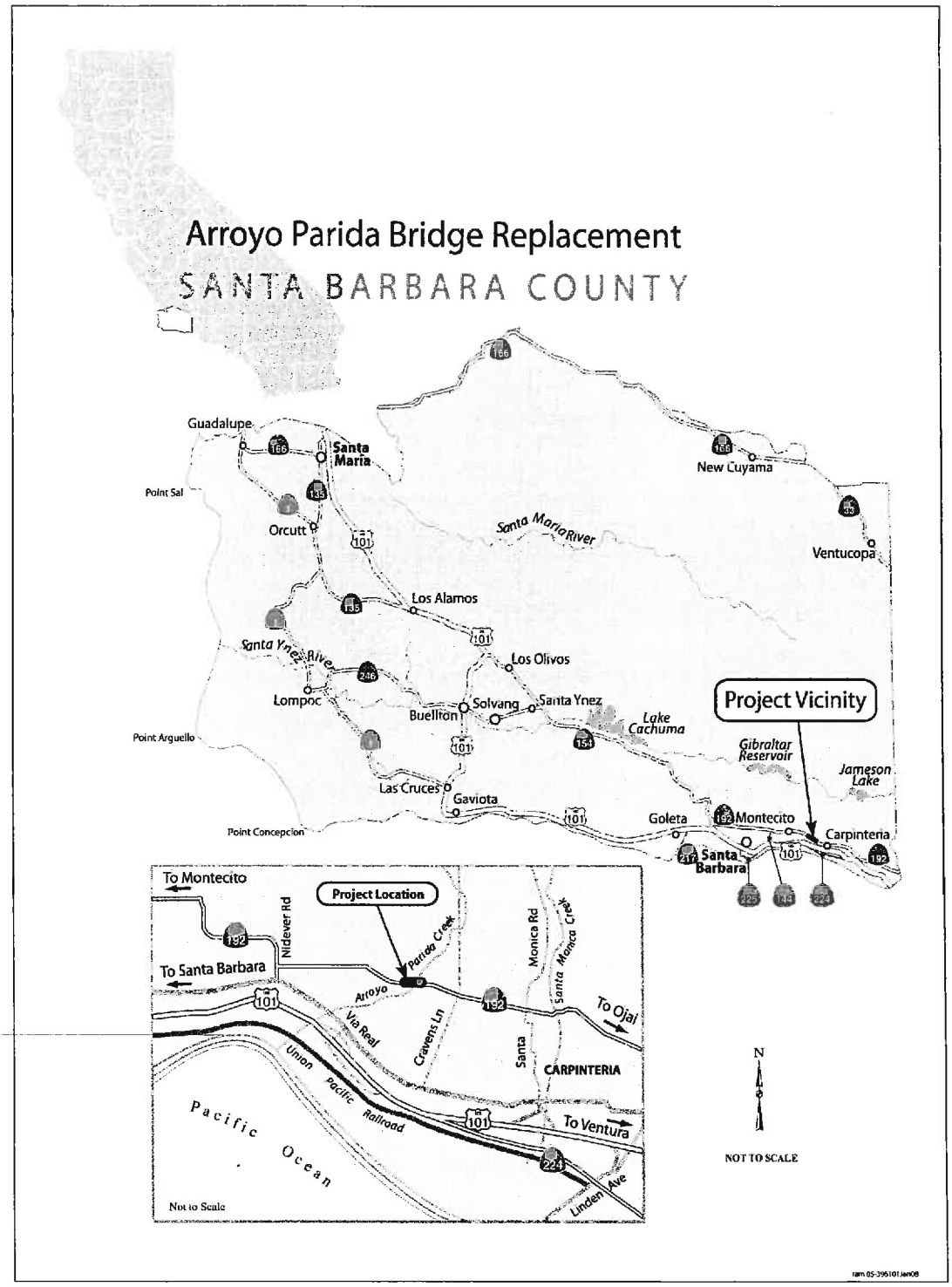


Figure 1-1 Project Vicinity and Location Map

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: Arroyo Parida Creek Replacement Project

2003011041	Kelso Vidal	(805) 542-4671
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route (SR) 192 in Santa Barbara County.

Project Description: Replace an existing bridge on a SR 192 in Santa Barbara County.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on January 31-February 1, 2018, 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 St., San Luis Obispo, CA 95901

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
08-Riv-10, PM R62.3/R63.7
Resolution E-18-05

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 10 (I-10) in Riverside County. Construct a new interchange on I-10 at Avenue 50 in the city of Coachella. (EA 08-45210)

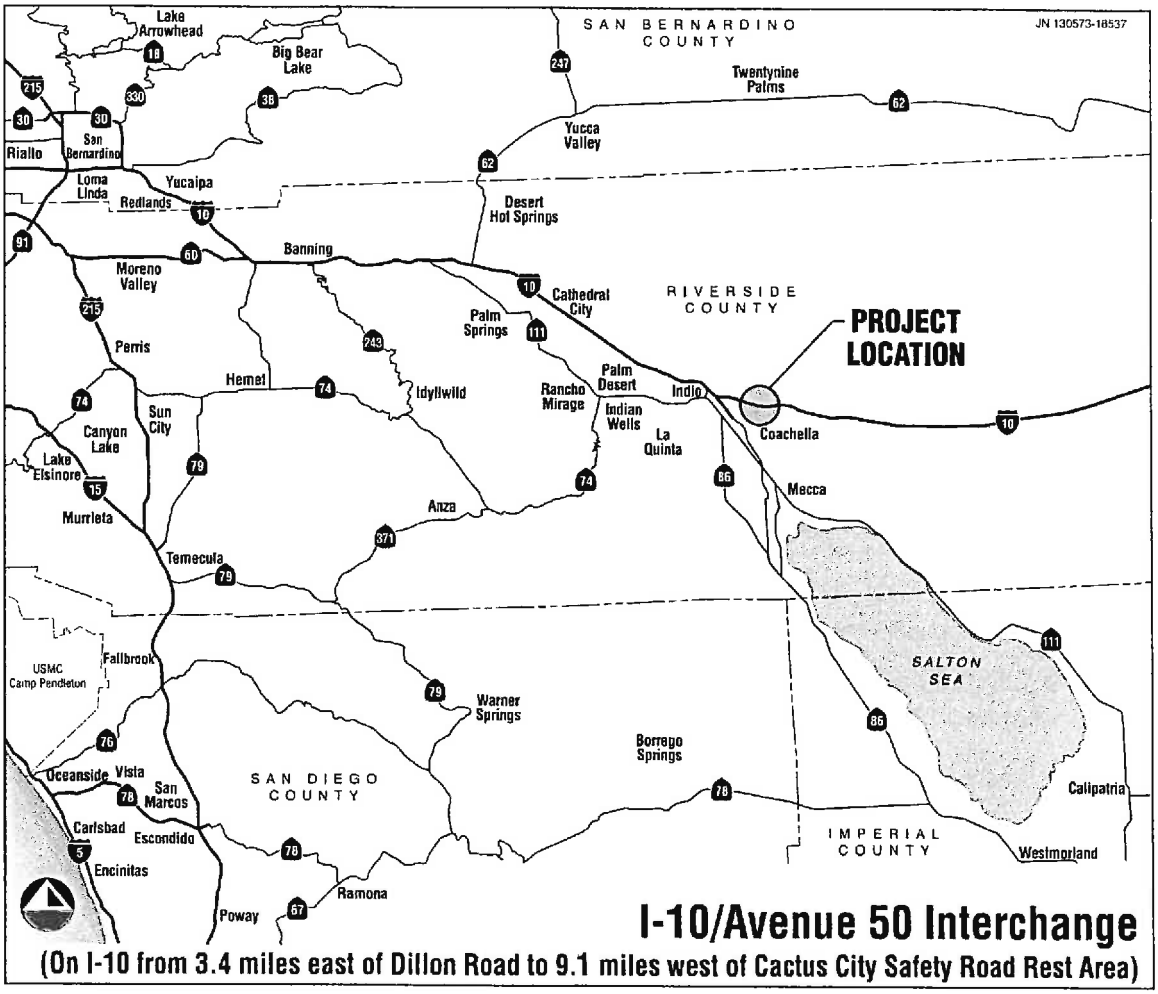
1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

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.

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: Interstate 10/Avenue 50 New Interchange Project

2017011042	James Shankel	(909) 383-6379
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): Interstate 10 (I-10) in Riverside County.

Project Description: Construct a new interchange on I-10 at Avenue 50 in Riverside County.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on January 31-February 1, 2018, 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: Coachella City Hall, 1515 Sixth St., Coachella, CA 92236

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
10-Mer-99, PM 20.1/24.3
Resolution E-18-06

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 99 (SR 99) in Merced County. Resurface and restore pavement on a portion of SR 99 in the city of Atwater. (PPNO 5431)

1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

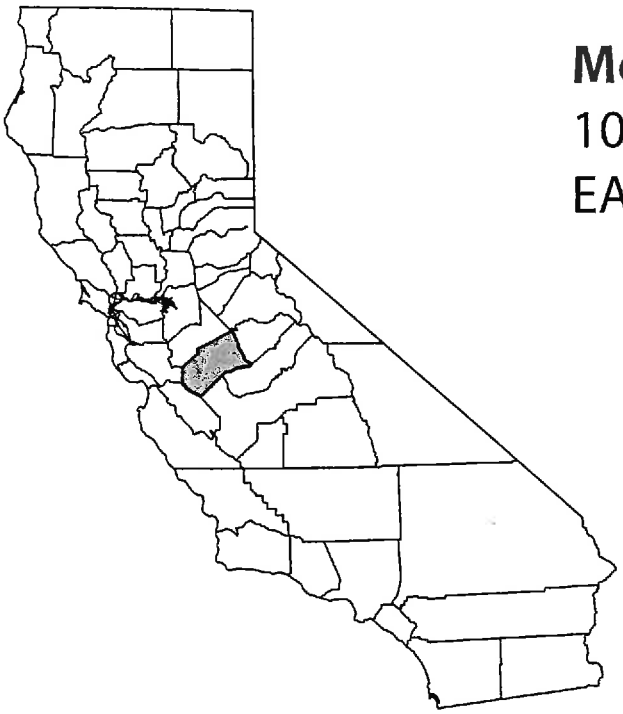
2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

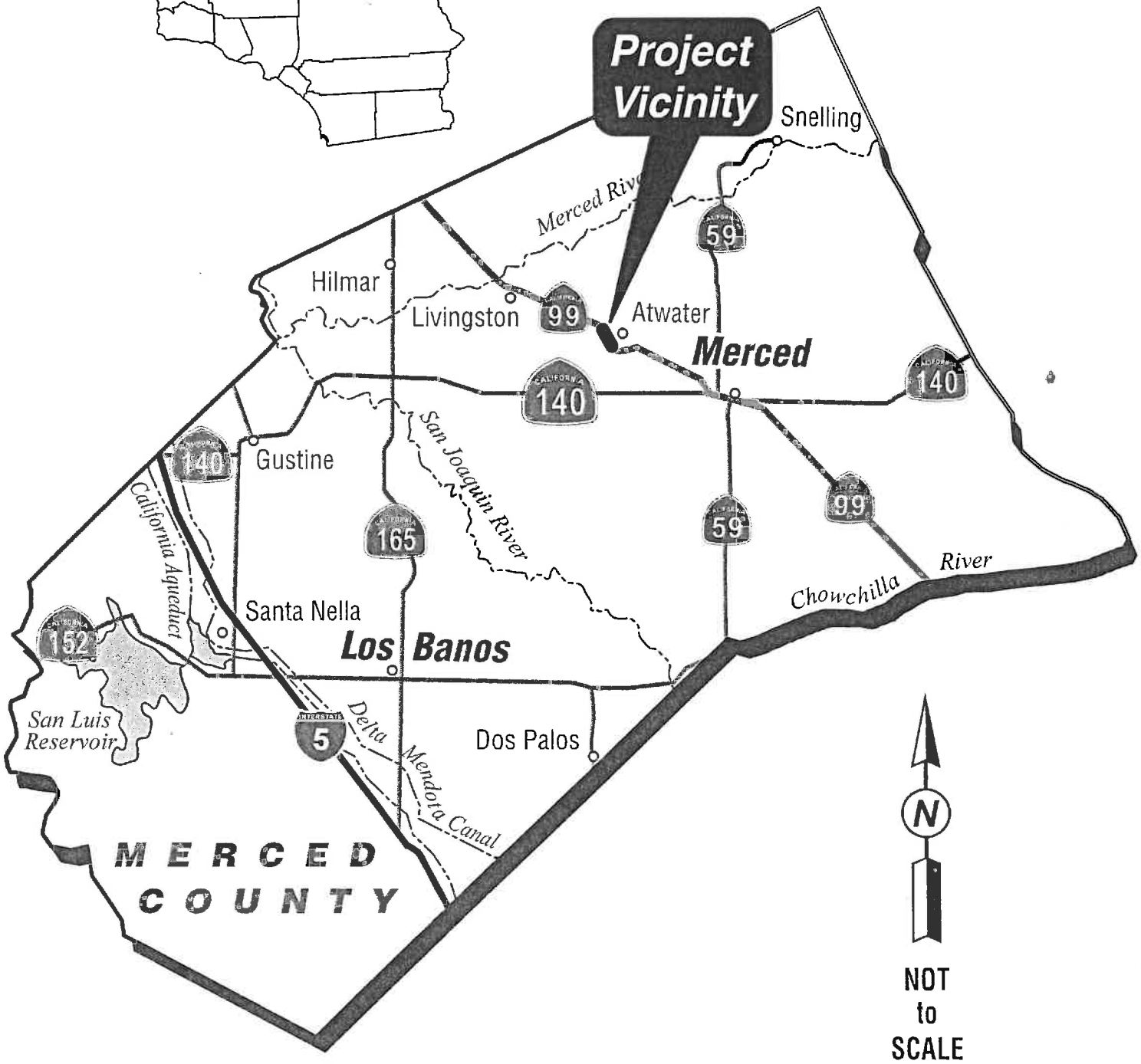
ATTACHMENT 6

Merced 99 Pavement Rehabilitation

10-Merced-99-20.1/24.3

EA 10-3A720





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: Merced 99 Pavement Rehabilitation Project

2017092016	Judith Lopez	(559) 445-6172
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route (SR) 99 in Merced County.

Project Description: Resurface and restore pavement on a portion of SR 99 in Merced County.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on January 31-February 1, 2018, and has made the following determinations regarding the above described project:

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

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 6, 855 M St., Suite 200, Fresno, CA 93721

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.2c.(3)
Action

Published Date: January 19, 2018

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 COVELO STATE ROUTE 162 CORRIDOR MULTI-PURPOSE TRAIL PROJECT (RESOLUTION E-18-08)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Covelo State Route 162 Corridor Multi-Purpose Trail Project (Project) in Mendocino County and approve the Project for future consideration of funding?

RECOMMENDATION:

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

BACKGROUND:

The Mendocino Council of Governments is the California Environmental Quality Act lead agency for the Project. The Project will construct a Class 1 multi-purpose trail along the State Route 162 corridor from the community of Covelo north to Hurt Road.

On December 4, 2017, Mendocino Council of Governments Board of Directors adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation as outlined in the Mitigation Monitoring and Reporting Program.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological resources, cultural, hazardous materials, and noise abatement. Mitigation measures include, but are not limited to: conduct sensitive amphibian surveys to identify impact to the Foothill Yellow-legged Frog, retain a paleontologist to protect vertebrate fossils during construction, conduct soil and groundwater testing to determine if contamination has occurred, and limit construction activities between 7:00 a.m. and 7:00 p.m.

On December 6, 2017, the Mendocino Council of Governments confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of the work programmed by the Commission.

The Project is estimated to cost $3,830,000 and is fully funded through construction with Active Transportation Program Funds ($3,733,000) and Local Funds ($97,000).

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

Attachments:

- Resolution E-18-08
- Notice of Determination
- Project Location Map

Attachment
January 31-February 1, 2018
Item 2.2c.(3)

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
1 – Mendocino County
Resolution E-18-08

1.1 **WHEREAS,** the Mendocino Council of Governments has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project (Project):

- Covelo State Route 162 Corridor Multi-Purpose Trail Project

1.2 **WHEREAS,** the Mendocino Council of Governments 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 within Mendocino County in Round Valley in the community of Covelo, along the State Route 162 Corridor; and

1.4 **WHEREAS,** the Project will construct a Class 1 multi-purpose trail along the State Route 162 corridor from the community of Covelo north to Hurt Road; and

1.5 **WHEREAS,** on December 4, 2017, the Mendocino Council of Governments Board of Directors found that the proposed Project would not have a significant effect on the environment after mitigation as outlined in the Mitigation Monitoring and Reporting Program; and

1.6 **WHEREAS,** on December 4, 2017, the Mendocino Council of Governments Board of Directors approved the Mitigated Negative Declaration; and

1.7 **WHEREAS**, on December 6, 2017, the Mendocino Council of Governments 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 to allow for future consideration of funding.

NOTICE OF DETERMINATION

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

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

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

Covelo State Route 162 Corridor Multi-Purpose Trail Project
Project Title

2017102051	James Sookne	(707) 463-1859
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): The project is located within Mendocino County in Round Valley in the community of Covelo, along the State Route 162 Corridor.

Project Description: The project will construct a Class 1 multi-purpose trail along the State Route 162 corridor from the community of Covelo north to Hurt Road.

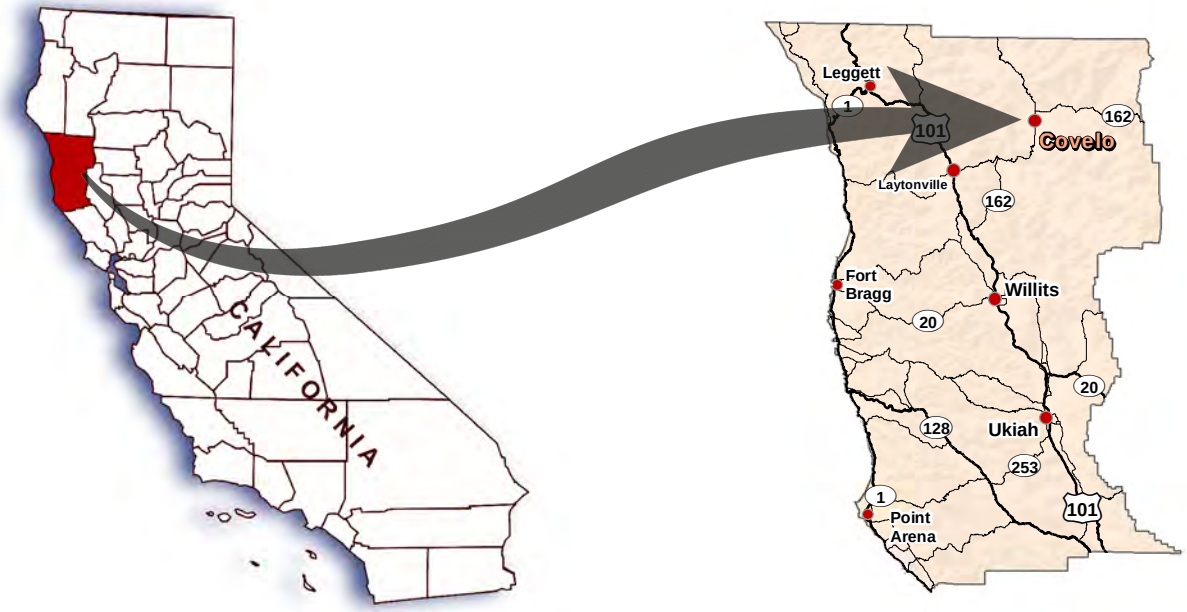
This is to advise that the California Transportation Commission has approved the above described project on
(_ Lead Agency/ **X** Responsible Agency)
January 31-February 1, 2018, and has made the following determinations regarding the above described project:

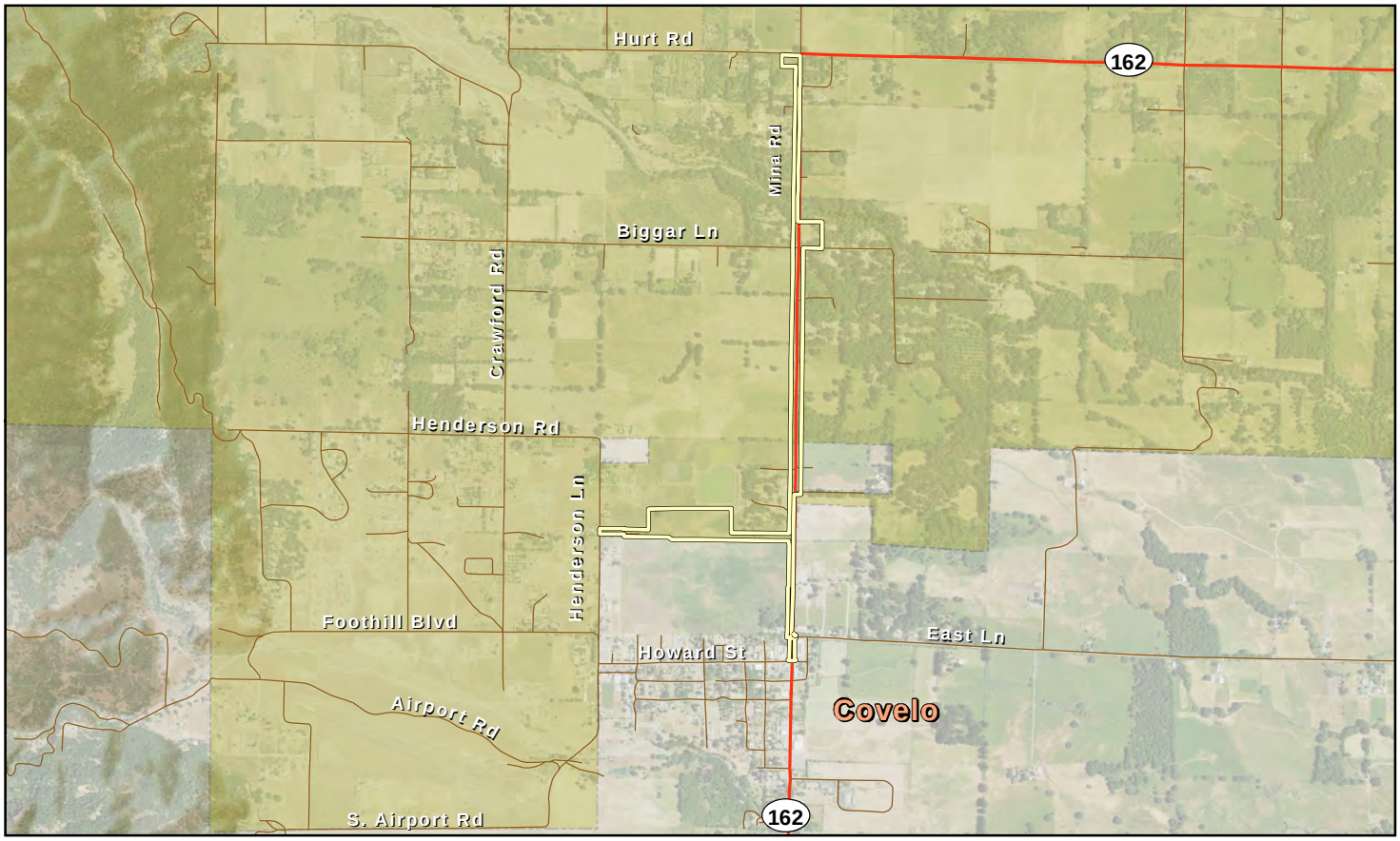
1. The project (____will/ __**X**__will not) have a significant effect on the environment.
2. ____ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   _**X**_ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.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

The above identified document with comments and responses and record of project approval is available to the General Public at: 367 North State Street, Suite 206, Ukiah, CA 95482

SUSAN BRANSEN		Executive Director California Transportation Commission
Signature (Public Agency)	*Date*	*Title*

Date received for filing at OPR:





Project Study Boundary

Round Valley Reservation

State Route 162

Local Roads

Paper Size 8.5" x 11" (ANSI A)

0 0.1 0.2 0.3 0.4 0.5

Miles

Map Projection: Lambert Conformal Conic
Horizontal Datum: North American 1983
Grid: NAD 1983 StatePlane California II FIPS 0402 Feet

N

Mendocino Council of Governments

Covelo SR 162 Corridor Multi Purpose Trail Project

Job Number 11110706
Revision B
Date 16 Aug 2017

Vicinity Map

Figure 1

718 Third Street Eureka CA 95501 USA T 707 443 8326 F 707 444 8330 E eureka@ghd.com W www.ghd.com

G:\111\11110706 MCOG-Covelo SR 162 Corridor Multi Trail\08-GIS\Maps\Figures\ISMND\F1_Vicinity_Covelo_RevB.mxd

© 2016. While every care has been taken to prepare this map, GHD make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and cannot accept liability and responsibility of any kind (whether in contract, tort or otherwise) for any expenses, losses, damages and/or costs (including indirect or consequential damage) which are or may be incurred by any party as a result of the map being inaccurate, incomplete or unsuitable in any way and for any reason. Data source: Data Custodian, Data Set Name/Title, Version/Date. Created by:ashows

M e m o r a n d u m

Tab 40

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.2c.(4)
Action

Published Date: January 19, 2018

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 OLD TOWN SIDEWALK IMPROVEMENTS PROJECT (RESOLUTION E-18-09)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Old Town Sidewalk Improvements Project (Project) in Santa Barbara County and approve the Project for future consideration of funding?

RECOMMENDATION:

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

BACKGROUND:

The City of Goleta (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct sidewalks, access ramps, and angled parking; and replace driveways, drainage, lighting, retaining walls, and trees in Old Town Goleta.

On November 7, 2017, the City Council of Goleta adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation as outlined in the Mitigation Monitoring and Reporting Program.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological resources, cultural, hazardous materials, and hydrology. Mitigation measures include, but are not limited to: restrict construction to avoid the bird breeding season from February through August, retain an archaeologist for monitoring ground disturbances, conduct soil samples to identify any potential contamination before construction is allowed, and develop a hydrology plan.

The Project is estimated to cost $497,000 and is fully funded through construction with Active Transportation Program Funds ($398,000), Measure A Funds ($50,000), and Development Impact Fee Funds ($49,000).

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

Attachments:

- Resolution E-18-09
- Notice of Determination
- Project Location Map

Attachment
January 31-February 1, 2018
Item 2.2c.(4)

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
5 – Santa Barbara County
Resolution E-18-09

1.1 **WHEREAS,** the City of Goleta (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project (Project):

- Old Town Sidewalk Improvements Project

1.2 **WHEREAS,** the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and

1.3 **WHEREAS,** the Project is located in Old Town Goleta, bounded by Fairview Avenue to the west, U.S. Highway 101/Union Pacific Railroad to the north, Mallard Avenue to the east, and Old San Jose Creek to the south; and

1.4 **WHEREAS,** the Project will construct sidewalks, access ramps, and angled parking; and replace driveways, drainage, lighting, retaining walls, and trees in Old Town Goleta; and

1.5 **WHEREAS,** on November 7, 2017, the City Council of Goleta found that the proposed Project would not have a significant effect on the environment as outlined in the Mitigation Monitoring and Reporting Program; and

1.6 **WHEREAS,** on November 7, 2017, the City Council of Goleta approved the Mitigated Negative Declaration; and

1.7 **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 to allow for future consideration of funding.

NOTICE OF DETERMINATION

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

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

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

Old Town Sidewalk Improvements Project
Project Title

2017081028	James Winslow	(805) 961-7577
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): The project is located in Old Town Goleta, bounded by Fairview Avenue to the west, U.S. Highway 101/Union Pacific Railroad to the north, Mallard Avenue to the east, and Old San Jose Creek to the south in Santa Barbara County.

Project Description: The project will construct sidewalks, access ramps, and angled parking; and replace driveways, drainage, lighting, retaining walls, and trees in Old Town Goleta.

This is to advise that the California Transportation Commission has approved the above described project on
(_ Lead Agency/ **X** Responsible Agency)
January 31-February 1, 2018, and has made the following determinations regarding the above described project:

1. The project (___will/ __**X**__will not) have a significant effect on the environment.
2. ___ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   _**X**_ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (_**X**__were/ _____ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (__**X**__was / _____ was not) adopted for this project.
5. A Statement of Overriding Considerations (____ was / __**X**__was not) adopted for this project.
6. Findings (_____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: 130 Cremona Drive, Santa Barbara, CA 93117

SUSAN BRANSEN		Executive Director California Transportation Commission
Signature (Public Agency)	*Date*	*Title*

Date received for filing at OPR:

Vicinity Map - Old Town Sidewalk Improvements Project
City of Goleta

M e m o r a n d u m

Tab 41

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.2c.(6)
Action

Published Date: January 19, 2018

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 CESAR CHAVEZ BOULEVARD IMPROVEMENT PROJECT (RESOLUTION E-18-11)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Cesar Chavez Boulevard Improvement Project (Project) in Imperial County and approve the Project for future consideration of funding?

RECOMMENDATION:

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

BACKGROUND:

The City of Calexico (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct lane and signalization improvements on Cesar Chavez Boulevard from Second Street to Grant Street.

On July 2, 2013, the City adopted a Mitigated Negative Declaration for the Project and found that the Project will not have a significant effect on the environment after mitigation as outlined in the Mitigation Monitoring and Reporting Program.

Impacts that require mitigation measures to be reduced to less than significant levels relate to cultural resources and hazardous materials. Mitigation measures include, but are not limited to: immediately stop work and contact a qualified archaeologist in the event buried materials are discovered and conduct a Phase II Preliminary Site Assessment to determine if soil vapors exceed threshold concentrations.

On December 22, 2017, the City confirmed that the Mitigated Negative Declaration remains valid and that there are no new identified impacts requiring mitigation since adoption in 2013. The City also confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of the work programmed by the Commission.

The Project is estimated to cost $9,895,000 and is fully funded through construction with 2009 Federal Earmark Funds ($2,850,000), Border Infrastructure Program Funds ($4,500,000), Local Streets and Roads SB 1 - Road Maintenance and Rehabilitation Account Funds ($100,000) and Measure D Funds ($2,445,000).

Construction is estimated to begin in Fiscal Year 2017-18.

Attachments:

- Resolution E-18-11
- Notice of Determination
- Project Location Map

Attachment
January 31-February 1, 2018
Item 2.2c.(6)

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
11 – Imperial County
Resolution E-18-11

1.1 **WHEREAS,** the City of Calexico (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project (Project):

- Cesar Chavez Boulevard Improvement Project

1.2 **WHEREAS,** the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and

1.3 **WHEREAS,** the Project is located along Cesar Chavez Boulevard between State Route 98 and Second Street for approximately 0.9 miles; and

1.4 **WHEREAS,** the Project will construct lane and signalization improvements on Cesar Chavez Boulevard; and

1.5 **WHEREAS,** on July 2, 2013, the City Council of Calexico found that the proposed Project would not have a significant effect on the environment as outlined in the Mitigation Monitoring and Reporting Program; and

1.6 **WHEREAS,** on July 2, 2013, the City Council of Calexico approved the Mitigated Negative Declaration; and

1.7 **WHEREAS**, on December 22, 2017, the City confirmed that the Mitigated Negative Declaration remains valid and that there are no new identified impacts requiring mitigation since adoption in 2013; and

1.8 **WHEREAS**, on December 22, 2017, the City 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

1.9 **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 to allow for future consideration of funding.

NOTICE OF DETERMINATION

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

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

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

Cesar Chavez Boulevard Improvement Project
Project Title

2013031029	Lilliana Falomir	(760) 768-2160
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): The project is located along Cesar Chavez Boulevard between State Route 98 and Second Street for approximately 0.9 miles.

Project Description: The project will construct lane and signalization improvements on Cesar Chavez Boulevard.

This is to advise that the California Transportation Commission has approved the above described project on
(_ Lead Agency/ **X** Responsible Agency)
January 31-February 1, 2018, and has made the following determinations regarding the above described project:

1. The project (____will/ __**X**__will not) have a significant effect on the environment.
2. ____ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   _**X**_ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (_**X**__were/ _____ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (__**X**__was / _____ was not) adopted for this project.
5. A Statement of Overriding Considerations (____ was / __**X**__was not) adopted for this project.
6. Findings (_____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: 608 Heber Avenue, Calexico, CA 92231

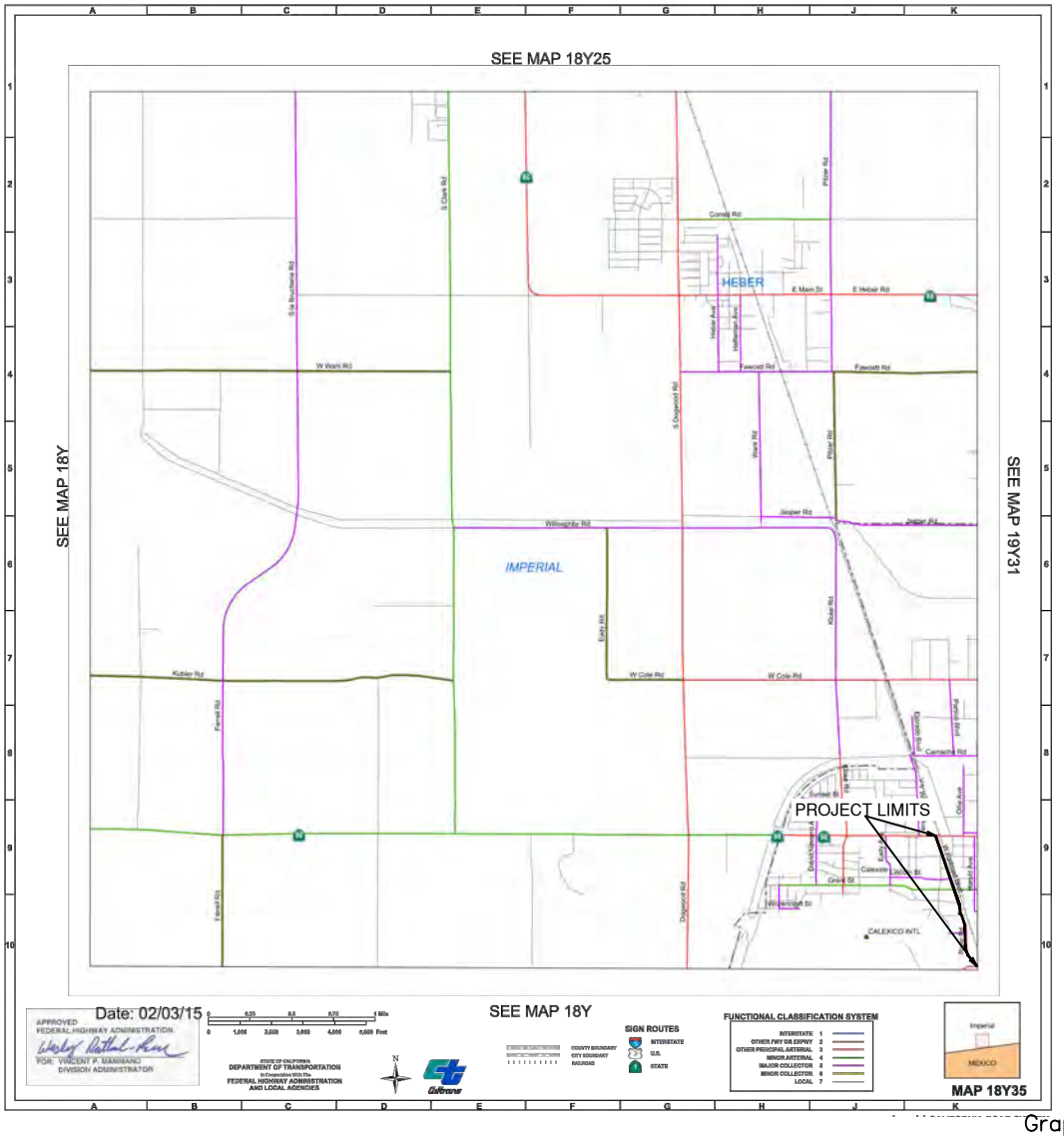
SUSAN BRANSEN		Executive Director California Transportation Commission
Signature (Public Agency)	*Date*	*Title*

Date received for filing at OPR:

CITY OF CALEXICO

CESAR CHAVEZ BLVD. IMPROVEMENT PROJECT

FEDERAL-AID PROJECT No. HUPLUL-5168(017)



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VICINITY MAP

NO WORK SHALL BE DONE ON THIS SITE UNTIL BELOW AGENCY IS NOTIFIED OF INTENTION TO GRADE OR EXCAVATE.

Underground Service Alert

Call: TOLL FREE

811

TWO WORKING DAYS BEFORE YOU DIG.

UNAUTHORIZED CHANGES AND USES : Design Engineer will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes to the plans must be in writing and must be approved by the preparer of these plans.

CITY OF CALEXICO	DRAWN BY: Omar Negrete	PROJECT DESCRIPTION: CESAR CHAVEZ BOULAVRD PROJECT 2017	SHEET TITLE: PROJECT LOCATION MAP & SYSTEM REQUIREMENTS	SHEET: 1
	DATE: 10/18/2017			

Memorandum

Tab 42

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.2c.(8)
Action

Published Date: January 19, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING - NEGATIVE DECLARATION FOR THE POWER INN ROAD SIDEWALK IMPROVEMENTS PROJECT (RESOLUTION E-18-13)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Negative Declaration for the Power Inn Road Sidewalk Improvements Project (Project) in Sacramento County and approve the Project for future consideration of funding?

RECOMMENDATION:

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

BACKGROUND:

The County of Sacramento (County) is the California Environmental Quality Act lead agency for the Project. The Project will construct continuous sidewalks and bike lanes on both sides of Power Inn Road south of Loucreta Drive to Florin Road.

On November 7, 2017, the County of Sacramento Board of Supervisors adopted the Negative Declaration for the Project and found that the Project will not have a significant effect on the environment.

On December 6, 2017, the County confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of the work programmed by the Commission.

The Project is estimated to cost $2,374,000 and is fully funded through construction with Active Transportation Program Funds ($2,088,000) and Local Funds ($286,000).

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

Attachments:

- Resolution E-18-13
- Notice of Determination
- Project Location Map

Attachment
January 31-February 1, 2018
Item 2.2c.(8)

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
3 – Sacramento County
Resolution E-18-13

1.1 **WHEREAS,** the County of Sacramento (County) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project (Project):

- Power Inn Road Sidewalk Improvements Project

1.2 **WHEREAS,** the County has certified that the Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and

1.3 **WHEREAS,** the Project is located along the west and east sides of Power Inn Road, approximately 450 feet south of Loucreta Drive to Florin Road, in the South Sacramento community; and

1.4 **WHEREAS,** the Project will construct continuous sidewalks and bike lanes on both sides of Power Inn Road; and

1.5 **WHEREAS,** on November 7, 2017, the County of Sacramento Board of Supervisors found that the proposed Project would not have a significant effect on the environment; and

1.6 **WHEREAS,** on November 7, 2017, the County of Sacramento Board of Supervisors approved the Negative Declaration; and

1.7 **WHEREAS**, on December 6, 2017, 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 Negative Declaration.

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

NOTICE OF DETERMINATION

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

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

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

Power Inn Road Sidewalk Improvements Project
Project Title

	Refugio Razo	(916) 874-6074
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): The project is located along the west and east sides of Power Inn Road, approximately 450 feet south of Loucreta Drive to Florin Road, in the South Sacramento community, Sacramento County.

Project Description: The project will construct continuous sidewalks and bike lanes on both sides of Power Inn Road.

This is to advise that the California Transportation Commission has approved the above described project on
(_ Lead Agency/ **X** Responsible Agency)
January 31-February 1, 2018, and has made the following determinations regarding the above described project:

1. The project (___will/ __**X**__will not) have a significant effect on the environment.
2. ___ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   _**X**_ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (___were/ __**X**___ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (___was / __**X**___ was not) adopted for this project.
5. A Statement of Overriding Considerations (____ was / __**X**__was not) adopted for this project.
6. Findings (_____were/ __**X**___ were not) made pursuant to the provisions of CEQA.

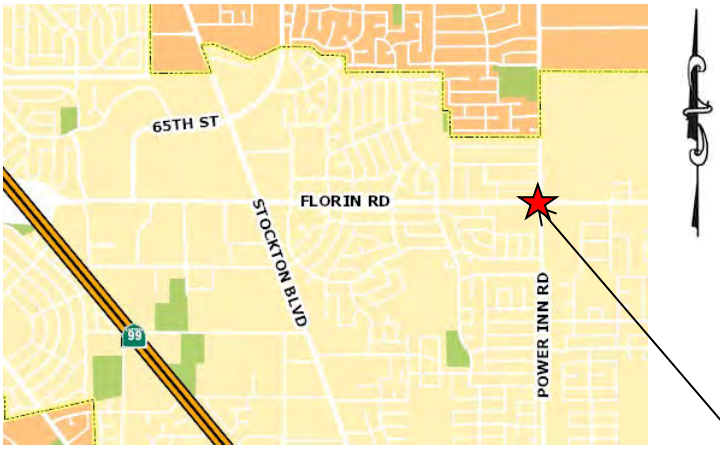
The above identified document with comments and responses and record of project approval is available to the General Public at: 4111 Branch Center Road, Sacramento, CA 95287

		Executive Director
SUSAN BRANSEN		California Transportation Commission
Signature (Public Agency)	*Date*	*Title*

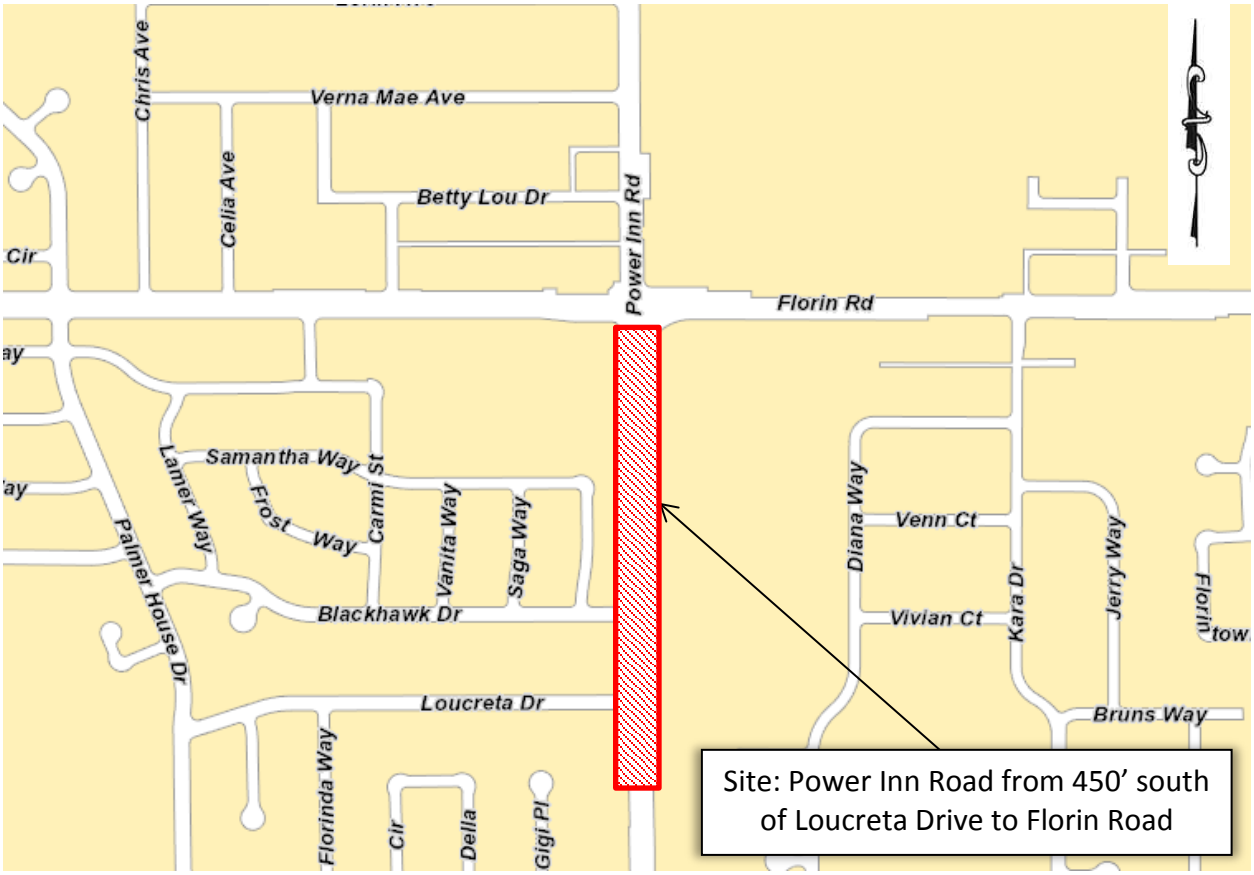
Date received for filing at OPR:

ATTACHMENT 1: Vicinity Map

Power Inn Road Sidewalk Improvements Project



NOT TO SCALE



NOT TO SCALE

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.2c.(9)
Action

Published Date: January 19, 2018

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 MONTEREY BAY SANCTUARY SCENIC TRAIL – MOSS LANDING SEGMENT BICYCLE/PEDESTRIAN PATH AND BRIDGE PROJECT (RESOLUTION E-18-14)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Monterey Bay Sanctuary Scenic Trail – Moss Landing Segment Bicycle/Pedestrian Path and Bridge Project (Project) in Monterey County and approve the Project for future consideration of funding?

RECOMMENDATION:

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

BACKGROUND:

The Monterey County Resource Management Agency – Public Works is the California Environmental Quality Act lead agency for the Project. The Project will construct a bicycle/pedestrian path extending from the North Harbor (northwest side of the existing State Highway 1 Bridge) to Moss Landing Road.

On September 15, 2015, the Monterey 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 as outlined in the Mitigation Monitoring and Reporting Program.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological resources, cultural, hazardous materials, water quality, and noise impacts. Mitigation measures include, but are not limited to: develop a Marine Mammal Protection Plan prior to construction, hire an archaeologist if remains are discovered, prohibit the use of rodenticides, herbicides, and insecticides or other chemicals that could harm estuarine wetlands, prepare a Storm Water Pollution Prevention Plan, and limit construction hours between 8:00 a.m. and 5:00 p.m.

On November 29, 2017, the Monterey County Resource Management Agency – Public Works confirmed that the Mitigated Negative Declaration remains valid and that there are no new identified impacts requiring mitigation since adoption. The Monterey County Resource Management Agency – Public Works also confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of the work programmed by the Commission.

The Project is estimated to cost $13,426,077 and is fully funded through construction with Federal Demonstration Funds ($4,061,943), State Coastal Conservancy Funds ($1,500,000), Local Funds ($276,981), and Active Transportation Program Funds ($7,587,153).

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

Attachments:

- Resolution E-18-14
- Notice of Determination
- Project Location Map

Attachment
January 31-February 1, 2018
Item 2.2c.(9)

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
5 – Monterey County
Resolution E-18-14

1.1 **WHEREAS,** the Monterey County Resource Management Agency – Public Works has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project (Project):

- Monterey Bay Sanctuary Scenic Trail – Moss Landing Segment Bicycle/Pedestrian Path and Bridge Project

1.2 **WHEREAS,** the Monterey County Resource Management Agency – Public Works 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 in North Monterey County in the Community of Moss Landing, extending from the North Harbor (northwest side of the existing State Highway 1 Bridge) to Moss Landing Road; and

1.4 **WHEREAS,** the Project will construct a bicycle/pedestrian path extending from the North Harbor (northwest side of the existing State Highway 1 Bridge) to Moss Landing Road; and

1.5 **WHEREAS,** on September 15, 2015, the Monterey County Board of Supervisors found that the proposed Project would not have a significant effect on the environment as outlined in the Mitigation Monitoring and Reporting Program; and

1.6 **WHEREAS,** on September 15, 2015, the Monterey County Board of Supervisors approved the Mitigated Negative Declaration; and

1.7 **WHEREAS**, on November 29, 2017, the Monterey County Resource Management Agency – Public Works confirmed that the Mitigated Negative Declaration remains valid and that there are no new identified impacts requiring mitigation; and

1.8 **WHEREAS**, on November 29, 2017, the Monterey County Resource Management Agency – Public Works 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

1.9 **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 to allow for future consideration of funding.

NOTICE OF DETERMINATION

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

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

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

Monterey Bay Sanctuary Scenic Trail – Moss Landing Segment Bicycle/Pedestrian Path and Bridge Project
Project Title

2014121057	Jonathan Pascua	(831) 755-8983
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): The project is located in the Community of Moss Landing, extending from the North Harbor (northwest side of the existing State Highway 1 Bridge) to Moss Landing Road in Monterey County.

Project Description: The project will construct a bicycle/pedestrian path extending from the North Harbor (northwest side of the existing State Highway 1 Bridge) to Moss Landing Road.

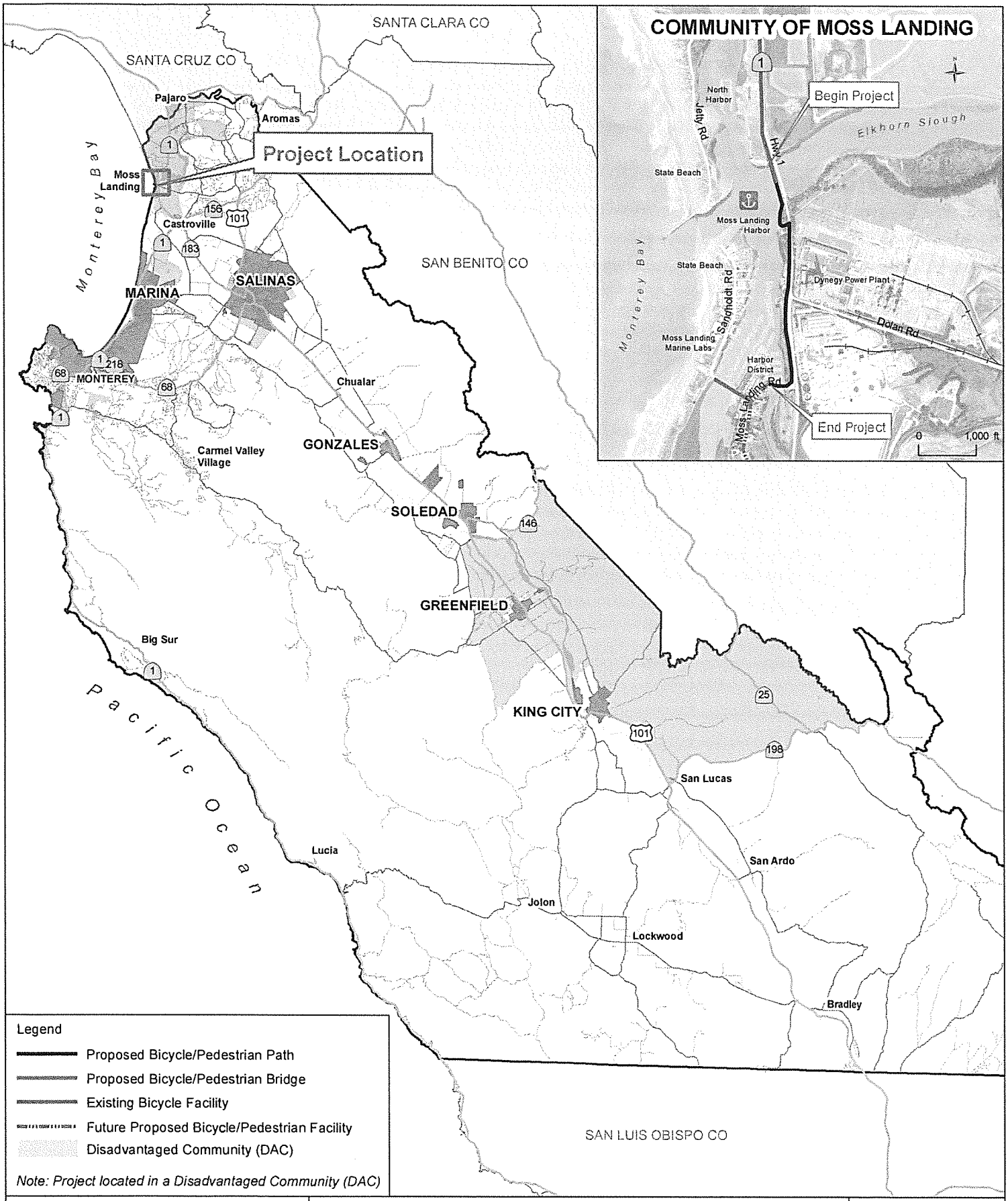
This is to advise that the California Transportation Commission has approved the above described project on
(_ Lead Agency/ **X** Responsible Agency)
January 31-February 1, 2018, and has made the following determinations regarding the above described project:

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

The above identified document with comments and responses and record of project approval is available to the General Public at: 1441 Schilling Place, 2nd Floor, Salinas, CA 93901

SUSAN BRANSEN		Executive Director California Transportation Commission
Signature (Public Agency)	*Date*	*Title*

Date received for filing at OPR:



County of Monterey
Resource Management Agency
Public Works
November 28, 2017

MBSST - MOSS LANDING SEGMENT BICYCLE/PEDESTRIAN PATH AND BRIDGE PROJECT

VICINITY MAP

MONTEREY COUNTY, CA

N

0 10

SCALE IN MILES

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 44

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 – February 1, 2018

Reference No: 2.3a.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Janice Benton, Chief
Division of Design

Subject: **ROUTE ADOPTION - CONTROLLED ACCESS HIGHWAY, 09-INY-395-PM 29.9/41.9**
RESOLUTION HRA 18-01

ISSUE:
Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request to adopt U.S. Highway 395 in Inyo County from Post Mile (PM) 29.9 to 41.9 as a controlled access highway, redesignate a segment of superseded U.S. Highway 395 as State Route 190 and, upon construction completion of the new controlled access highway, relinquish the remaining portion of the superseded U.S. Highway 395 to Inyo County?

RECOMMENDATION:
The Department recommends that the Commission approve a route adoption of U.S. Highway 395 in Inyo County from PM 29.9 to 41.9 as a controlled access highway. The Department proposes to adopt this 12.14 mile section of U.S. Highway 395 to construct a new expressway within the adoption limits, which will improve safety for the traveling public, raise the level of service, and provide a continuous four-lane facility in Inyo County. A final Environmental Impact Report/Environmental Assessment (EIR/EA) prepared pursuant to the California Environmental Quality Act and the National Environmental Policy Act was approved by the Department on March 7, 2017 and by the Federal Highway Administration (FHWA) on May 26, 2017. The Department approved a project report on June 27, 2017 recommending construction of the new U.S. Highway 395 expressway on a new alignment and redesignation of a portion of the superseded segment as State Route 190. The remaining portion of the superseded highway will be relinquished to Inyo County after project construction completion.

Recommended by: _____
KARLA SUTLIFF
Project Delivery Chief Engineer

BACKGROUND:

U.S. Highway 395 is the major element of a transportation corridor connecting the Eastern Sierra Region (Inyo and Mono Counties) and Western Central Nevada to the Southern California region. The proposed route adoption will allow the Department to construct the expressway on a new alignment. It will eliminate traffic congestion and significantly increase safety for the traveling public by separating opposing traffic, removing passing restrictions, and controlling access points. Finally, the new expressway will provide route continuity on U.S. Highway 395 and will complete the construction of four-lanes throughout the U.S. Highway 395 corridor in Inyo County.

The corridor is one of eleven major inter-regional transportation corridors in California and is vital to the economy of the Eastern Sierra region, which imports nearly all of its goods and materials. U.S. Highway 395 was adopted as a freeway by the California Highway Commission on December 12, 1967, and was later denominated as controlled access highway on June 10, 1975 and on March 27, 1990. U.S. Highway 395 is in the State Freeway and Expressway system and is part of the National Highway system. In addition, it is part of the Federal Aid Primary Highway system, the Movement of Extra Legal Permits Loads system, and is a Federal Surface Transportation Assistance Act route. U.S. Highway 395 is functionally classified as a principal arterial and a major recreational corridor serving southern California. Approximately 20 percent of the traffic using U.S. Highway 395 is estimated to be trucks.

Within the proposed adoption limits, U.S. Highway 395 is currently a two-lane undivided conventional highway. It traverses gently sloping terrain at elevations between 3,600 and 3,900 feet as it passes through the communities of Olancha and Cartago. Olancha is sparsely developed with a few businesses, a post office, and one service station. Cartago is located about three miles north of Olancha and is primarily a residential community. There are a few businesses and residences adjacent to the highway, but in general, the highway corridor is rural in nature. This project will connect the four-lane divided expressway segments at both ends of the adoption limits.

The existing highway generally consists of two 12-foot lanes and 8-foot paved shoulders within 100 feet of right of way. There are no shoulder improvements such as curb, gutter or sidewalk throughout this section of the highway. There is no median and approximately 50 percent of the highway is barrier striped to prevent passing. There are undivided passing lanes for both northbound and southbound traffic north of Cartago. The posted speed limits vary from 65 mph outside of the communities to 55 mph within the communities. In addition to the intersection with SR 190, there are six other public road connections and numerous other private roads and access points to the existing highway within the project limits.

Due to the numerous access points and limited sight distances along U.S. Highway 395, passing zones are limited. There is also a mixture of slower recreational and commercial vehicles, local residential and business traffic, and faster through traffic. The limited passing opportunities and mixed traffic has led to queuing within the communities, driver frustration, and frequent unsafe passing maneuvers. In 2006, shoulders were widened and the posted speed limit reduced within

the communities, but the fatal accident rate remained at 1.29 times the statewide average. This section of highway is currently operating at Level of Service (LOS) D and is projected to fall to LOS E within the 20-year planning period.

A draft project report was approved in September 2010 to evaluate five alternatives. Their environmental impacts were evaluated in an Initial Study/Environmental Assessment circulated end of 2010. Focused studies performed for the preferred alternative determined that mitigation of cultural impacts to insignificant levels may not be possible. As a result, the environmental document was elevated to a Draft Environmental Impact Report/Environmental Assessment (EIR/EA) which allowed the Department to discuss the potential cultural impacts and evaluate the preferred alternative. The Draft EIR/EA was circulated from August to October 2015, after which the preferred alternative was selected.

The Department conducted extensive public outreach during the development of this project. Several public meetings were held in the community of Olancha. The Department also worked with the local agencies and stakeholders to identify issues and concerns with the proposed alternatives and potential solutions. Public hearings were held for the environmental documents prepared for the project. All comments received from the public hearings were addressed in the Final EIR/EA.

The portion of the existing highway between the intersection with SR 190 and the southern intersection with the new expressway is proposed to be redesignated as SR 190. A concurrent Commission's action to approve the redesignation of this portion of U.S. Highway 395 as SR 190 is on this month's Commission agenda. This action will reestablish the terminus of SR 190 at U.S. Highway 395. The remaining portion of the superseded highway between the intersection with SR 190 and north of the community of Cartago will be relinquished to Inyo County after project completion. The superseded highway will continue to provide a local route that preserves the existing uses and access along the existing corridor. The project will also construct or reconstruct a couple other county roads, all of which will be relinquished to Inyo County.

This project has been jointly funded by the Inyo County Local Transportation Commission, Mono County Local Transportation Commission, Kern Council of Governments, and the Interregional Improvement Program. Due to shortfalls in the programming available for the 2016 State Transportation Improvement Program (STIP), the Construction Capital and Construction Support components were deprogrammed. Funding for the Construction Capital and Construction Support components have been restored in the proposed 2018 STIP. The estimated total cost of the project, including construction and right of way costs escalated to the year of construction, is $138,819,000. The project is scheduled to start construction in September 2020.

The Department and Inyo County have agreed with the public road openings proposed for the new expressway and intend to execute a Controlled Access Highway Agreement following the Commission's approval of this route adoption. Currently, the Department and Inyo County are negotiating the terms of the relinquishment agreement. Inyo County has agreed in principle to accept the relinquishment of the facilities.

The Final EIR/EA document for this project was approved by the Commission on August 16, 2017.

Attachments:
Resolution HRA 18-01
Location Map
Vicinity Map
Route Adoption Map

CALIFORNIA TRANSPORTATION COMMISSION
Highway Route Adoption Resolution
9-INY-395 PM 29.9-41.9

Resolution HRA 18-01

WHEREAS, the California Department of Transportation (Department), the Inyo County Local Transportation Commission, and the Mono County Local Transportation Commission request approval of this Route Adoption as a State Highway; and

WHEREAS, the Final Environmental Impact Report/Environmental Assessment was signed by the Department on May 26, 2017 and approved by the California Transportation Commission (Commission) on August 16, 2017; and

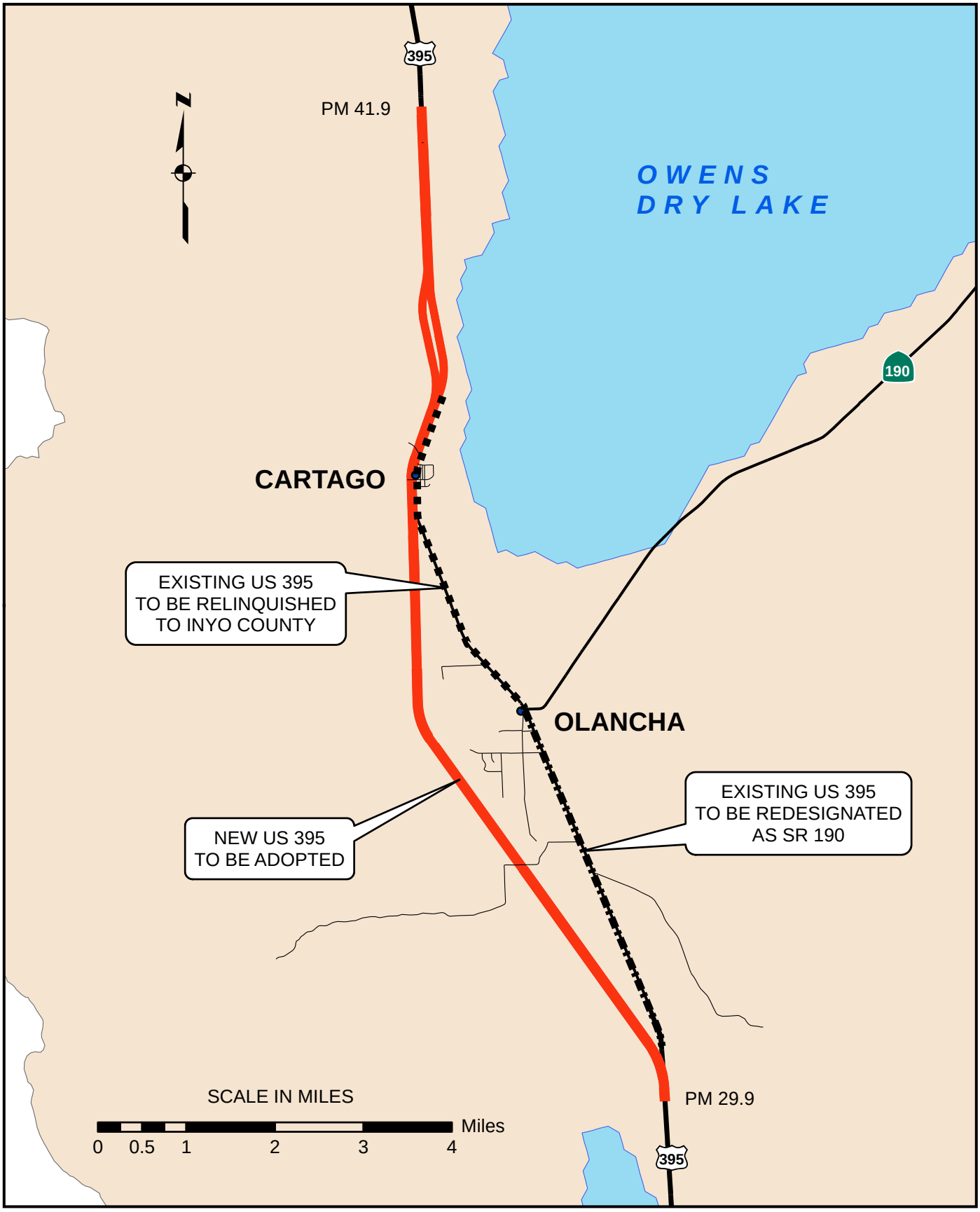
WHEREAS, the Project Report recommending the freeway route adoption was approved by the Department on June 27, 2017.

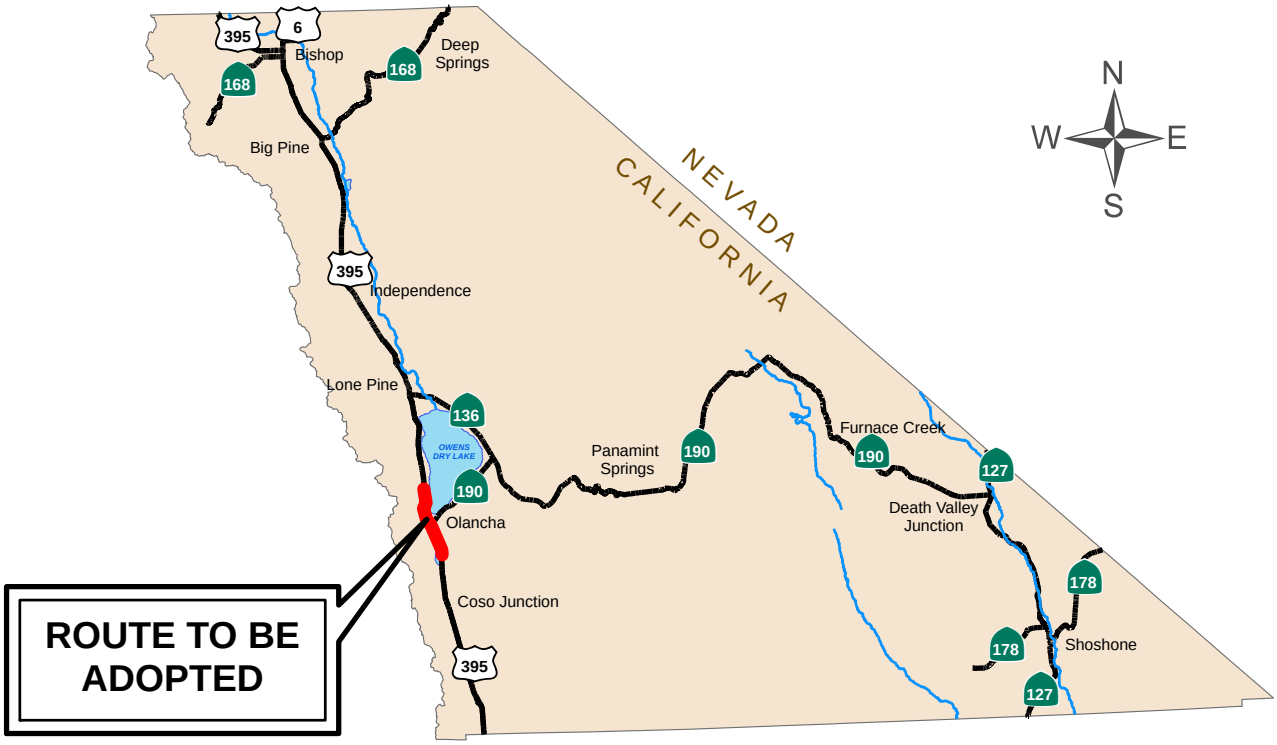
NOW, THEREFORE, BE IT RESOLVED by the Commission that pursuant to the authority vested in it by law, this Commission does hereby select, adopt, and determine the location of that segment of State Highway Route 395, from 1.4 miles south of L.A. Aqueduct Bridge No. 48-0010 to 0.1 mile south of Ash Creek Bridge No. 48-0068R, in Inyo County, and officially designates it as 9-INY-395, a Controlled Access Highway, as said location is shown on the map submitted by Bryan Winzenread, Deputy District Director of Project Delivery, District 9; and

BE IT FURTHER RESOLVED by the Commission that the existing highway shown on said map as the existing State highway shall remain as the State highway until Route 395 is constructed on a new alignment and available for traffic and the existing State highway north of SR 190 intersection will be maintained as part of the State highway system until it has been relinquished as provided by law; and

BE IT FURTHER RESOLVED that this Commission has found and determined and hereby declares that such location of said State highway is for the best interest of the State.

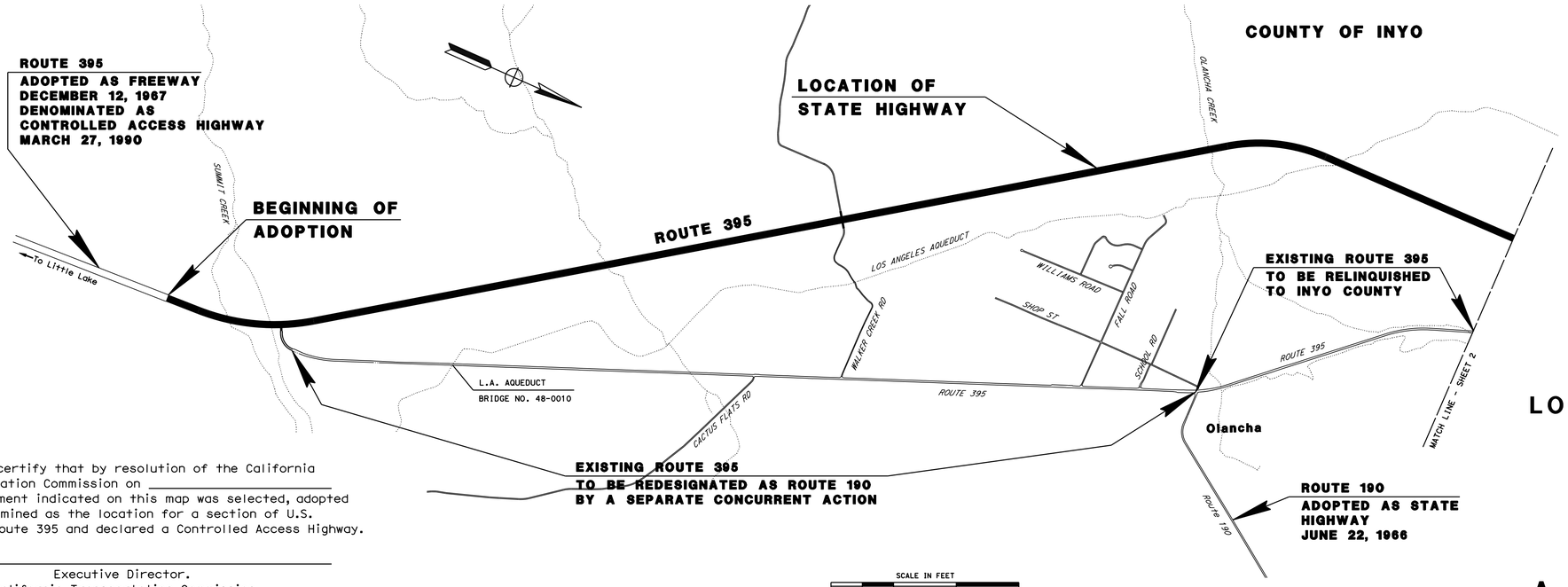
VICINITY MAP
09-INY-395 PM 29.9/41.9





STATE HIGHWAY ROUTE ADOPTION LOCATION MAP

09 - INY - 395
PM 29.9/41.9



I hereby certify that this map was prepared pursuant to and under my direction and is a true and correct map of a section of proposed U.S.Highway Route 395.
Date Submitted: _____

_____
Deputy District Director
Project Delivery, District 9
Civil Engineer License No. _____

I hereby certify that by resolution of the California Transportation Commission on _____ the alignment indicated on this map was selected, adopted and determined as the location for a section of U.S. Highway Route 395 and declared a Controlled Access Highway.

Attest: _____
Executive Director.
California Transportation Commission

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
MAP SHOWING

LOCATION OF STATE HIGHWAY IN INYO COUNTY

FROM 1.4 MILES SOUTH OF
L.A. AQUEDUCT BRIDGE NO. 48-0010
TO 0.1 MILES SOUTH OF
ASH CREEK BRIDGE NO. 48-0068R

09-INY-395

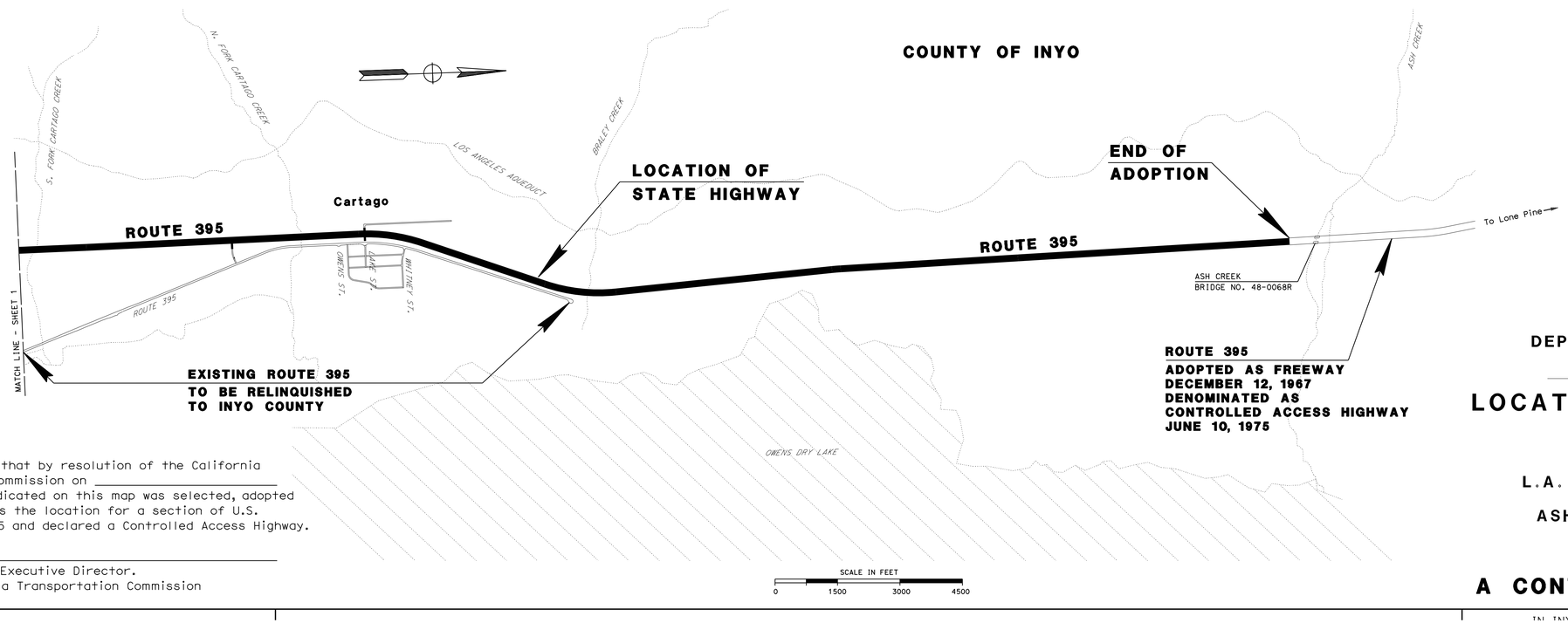
A CONTROLLED ACCESS HIGHWAY

IN INYO COUNTY, PM 29.9/41.9

SHEET 1 OF 2

I hereby certify that this map was prepared pursuant to and under my direction and is a true and correct map of a section of proposed U.S. Highway Route 395.
Date Submitted: _____

_____
Deputy District Director
Project Delivery, District 9
Civil Engineer License No. _____



I hereby certify that by resolution of the California Transportation Commission on _____ the alignment indicated on this map was selected, adopted and determined as the location for a section of U.S. Highway Route 395 and declared a Controlled Access Highway.

Attest: _____
Executive Director.
California Transportation Commission

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
MAP SHOWING

LOCATION OF STATE HIGHWAY IN INYO COUNTY

FROM 1.4 MILES SOUTH OF
L.A. AQUEDUCT BRIDGE NO. 48-0010
TO 0.1 MILES SOUTH OF
ASH CREEK BRIDGE NO. 48-0068R

09-INY-395

A CONTROLLED ACCESS HIGHWAY

IN INYO COUNTY, PM 29.9/41.9

SHEET 2 OF 2

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 45

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 – February 1, 2018

Reference No: 2.3a.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Janice Benton, Chief
Division of Design

Subject: **ROUTE REDESIGNATION - 09-INY-190-PM 6.0/9.9**
RESOLUTION HRR 18-01

ISSUE:
Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request to redesignate a segment of superseded U.S. Highway 395 in Inyo County from 0.5 mile south of Los Angeles Aqueduct Bridge No. 48-0010 (PM 6.0) to the existing State Route (SR) 190 intersection at PM 9.9?

RECOMMENDATION:
The Department recommends that the Commission approve redesignating a segment of U.S. Highway 395 in Inyo County from 0.5 mile south of L.A. Aqueduct Bridge No. 48-0010 (PM 6.0) to the existing SR 190 intersection at PM 9.9. This redesignation will reestablish the terminus of SR 190 at U.S. Highway 395 and maintain access to a State highway for the businesses along the existing highway. A final Environmental Impact Report/Environmental Assessment (EIR/EA) prepared pursuant to the California Environmental Quality Act and the National Environmental Policy Act was approved by the Department on March 7, 2017 and by the Federal Highway Administration (FHWA) on May 26, 2017. The Department approved the project report recommending construction of the new U.S. Highway 395 expressway on a new alignment and the redesignation as SR 190 of the superseded segment on June 27, 2017.

Recommended by: _____
KARLA SUTLIFF
Project Delivery Chief Engineer

BACKGROUND:

There are two state highways within the U.S. Highway 395 Olancha-Cartago Four-Lane Expressway Realignment project limits. U.S. Highway 395 runs south to north through the communities of Olancha and Cartago and connects the Eastern Sierra region (Inyo and Mono Counties) and Western Central Nevada to the southern California region. SR 190 starts at existing U.S. Highway 395 at the community of Olancha and runs to the east providing access to Death Valley National Park and southeastern Inyo County. With the future realignment of U.S. Highway 395, redesignating of portion of the superseded route as SR 190 is required to provide route continuity through this area.

The U.S. Highway 395 Olancha-Cartago Four-Lane Expressway project proposes to construct a four-lane expressway on a new alignment from 1.4 miles south of Los Angeles Aqueduct Bridge No. 48-0010 to 0.1 mile south of Ash Creek Bridge No. 48-0068R. The new alignment travels to the west of the community of Olancha and then parallels the existing alignment through the community of Cartago connecting to the existing expressway south of Ash Creek. This project also proposes to redesignate as SR 190 a superseded portion of U.S. Highway 395 from 0.5 mile south of Los Angeles Aqueduct Bridge No. 48-0010 to the existing intersection with SR 190. The remaining northern portion of the superseded highway from the intersection with SR 190 at the community of Olancha to just north of the community of Cartago will be relinquished to Inyo County after project completion.

U.S. Highway 395 is the primary transportation corridor in the Eastern Sierra region. It serves inter-regional and regional commerce throughout the region and is also a major recreational route from Southern California, as evidenced by an estimated 10 million visitor-days of recreation in the Eastern Sierra annually. U.S. Highway 395 also serves as the main street through and between the communities in the Eastern Sierra region. The mixture of commercial, recreational, and local traffic coupled with lack of access control and limited sight distances has resulted in queuing within the communities, driver frustration, and frequent unsafe passing maneuvers. As a result, the fatal accident rate in this segment of U.S. Highway 395 is 1.29 times the statewide average for a similar facility. The new U.S. Highway 395 route adoption and resulting expressway will significantly improve safety for the traveling public by separating opposing traffic, removing passing restrictions, and controlling access points. It will also raise the level of service and provide a continuous four-lane facility in Inyo County. The Department has recommended the approval of this route adoption (Resolution HRA 18-01) in a separate concurrent action (Item 2.3a.(1)).

U.S. Highway 395 was adopted as a freeway by the California Highway Commission (CHC) on December 12, 1967, and was later denominated as controlled access highway on June 10, 1975 and on March 27, 1990. U.S. Highway 395 is in the State Freeway and Expressway System and is part of the National Highway System. It is functionally classified as a Principal Arterial.

SR 190 begins in Inyo County at the intersection with existing U.S. Highway 395 and continues to the east through Death Valley National Park to its termination at SR 127 near the community of Death Valley Junction. The segment of SR 190 within project limits was adopted as a State Highway by the CHC on June 22, 1966. This segment is a two-lane conventional highway with no access control and is classified as a Minor Arterial.

The portion of existing U.S. Highway 395 that is proposed to be redesignated as SR 190 is also a two-lane conventional highway with no access control. The redesignated route will serve several businesses along the existing highway and it will maintain continuity to SR 190 for travelers bound for Death Valley National Park.

The Final EIR/EA document for this project was approved by the Commission on August 16, 2017.

Attachments:
Resolution HRR 18-01
Location Map
Vicinity Map
Route Redesignation Map

CALIFORNIA TRANSPORTATION COMMISSION
Highway Route Redesignation Resolution
9-INY-190 PM 6.0-9.9

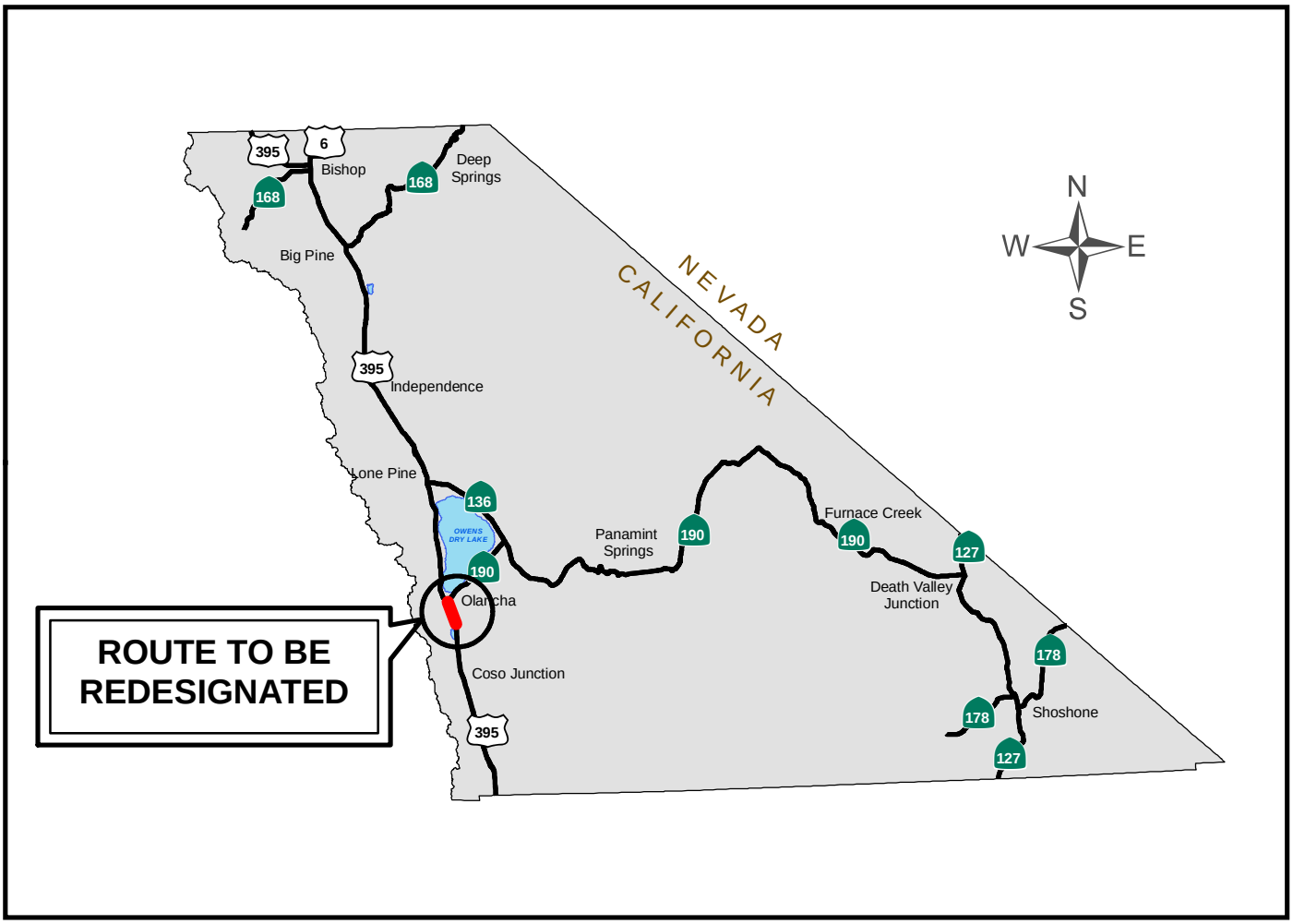
Resolution HRR 18-01

WHEREAS, the California Transportation Commission (Commission) in Resolution HRA 18-01 has selected, adopted, and determined the location of that segment of State Highway Route 395, from 1.4 miles south of L.A. Aqueduct Bridge No. 48-0010 to 0.1 mile south of Ash Creek Bridge No. 48-0068R, in Inyo County, and officially designated it as 9-INY-395, a controlled access highway; and,

WHEREAS, the Final Environmental Impact Report/Environmental Assessment was signed by the California Department of Transportation (Department) on May 26, 2017 and approved by the Commission on August 16, 2017; and

WHEREAS, the Project Report recommending the freeway route redesignation was approved by the Department on June 27, 2017.

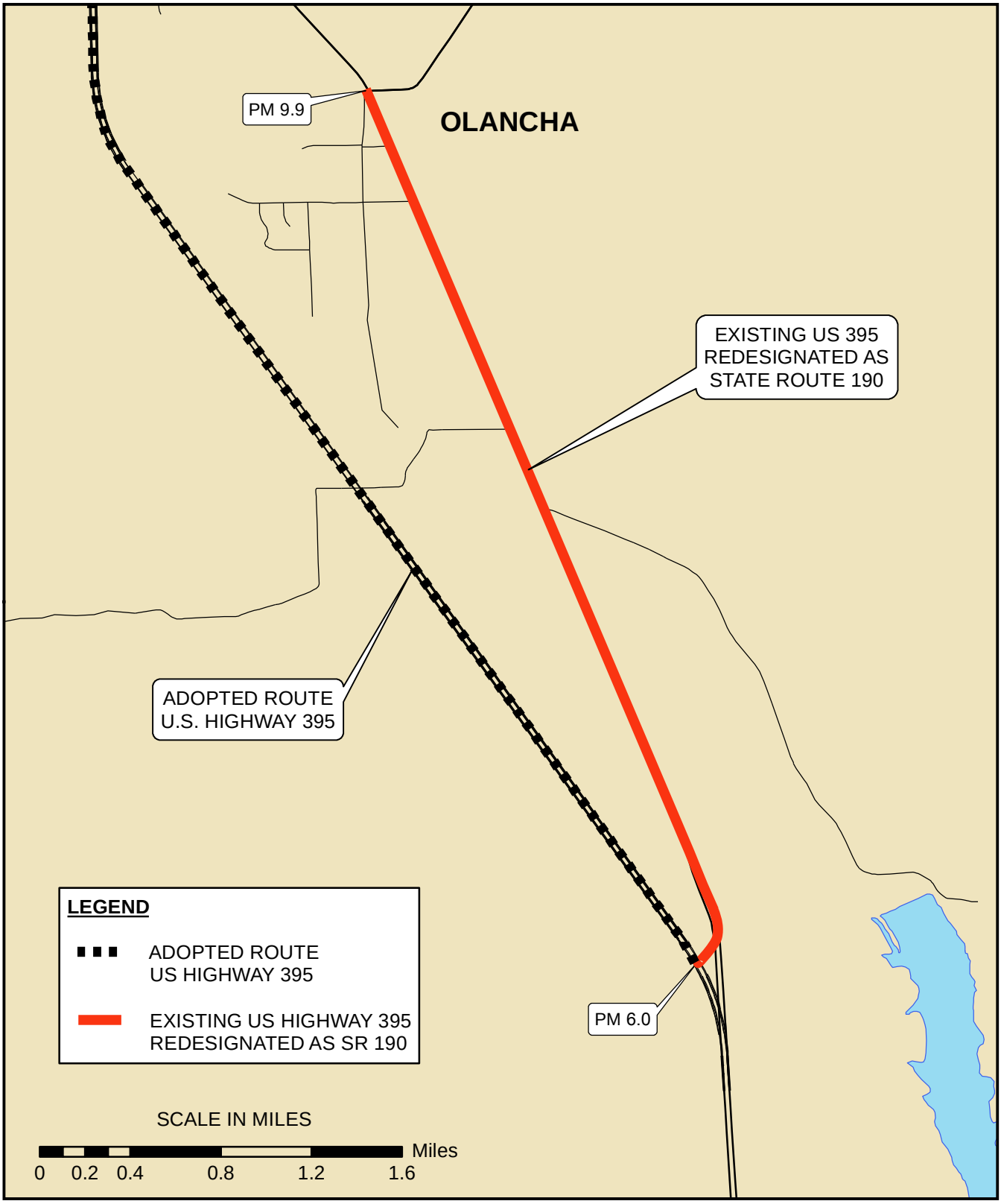
NOW, THEREFORE, BE IT RESOLVED by the Commission that pursuant to the authority vested in it by law, this Commission does hereby redesignate that segment of State Highway Route 395, from 0.5 miles south of L.A. Aqueduct Bridge No. 48-0010 to State Route 190, in Inyo County, to State Route 190 and officially designates it as 9-INY 190, a State Highway, as said location is shown on the Redesignation map.

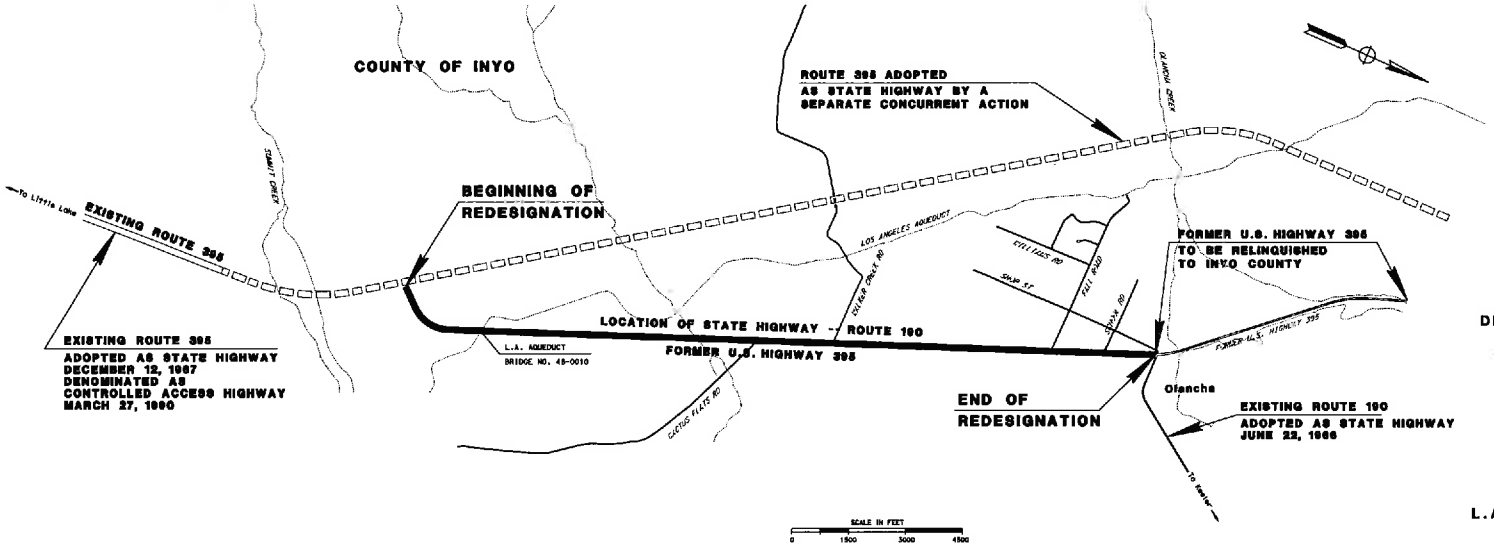


STATE HIGHWAY REDESIGNATION LOCATION MAP

09 - INY - 190
PM 6.0/9.9

VICINITY MAP
09-INY-190 PM 6.0/9.9





STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
MAP SHOWING

REDESIGNATION IN INYO COUNTY

09-INY-395
TO
09-INY-190

FROM 0.5 MILES SOUTH OF
L.A. AQUEDUCT BRIDGE NO. 48-0010
TO STATE ROUTE 190

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 46

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 - February 1, 2018

Reference No: 2.4b.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **RESOLUTIONS OF NECESSITY**

ISSUE:

Should the California Transportation Commission (Commission) adopt Resolutions of Necessity (Resolutions) for these parcels, whose owners are not contesting the declared findings of the California Department of Transportation (Department) under Section 1245.230 of the Code of Civil Procedure?

RECOMMENDATION:

The Department recommends the Commission adopt Resolution C-21586 through C-21600 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-21586 - Shintaffer Properties, LLC
03-Yub-20-PM 8.38-9.25 - Parcel 36781-1, 2, 3, 4, 5, 6, 7, 8, 9, 10 - EA 2F3209.
Right of Way Certification (RWC) Date: 03/01/18; Ready To List (RTL) Date: 03/15/18. Conventional highway - shoulder widening and Safety Project. Authorizes condemnation of land in fee for a State highway, six Utility Easements for overhang lines and guy wires to be conveyed to Pacific Gas & Electric (PG&E), a temporary construction easement for work site access during construction process, and underlying fee. Located in the city of Marysville at 3166 & 3454 State Highway 20. Assessor's Parcel Numbers 006-100-066, -125.

C-21587 - Rose D. Edler, Trustee of the Fred W. Edler Jr. and Rose D. Edler, Revocable Inter-Vivos Trust
03-Yub-20-PM 9.83-10.2 - Parcel 36786-1, 2, 3, 4, 5, 6 - EA 2F3209.
RWC Date: 03/01/18; RTL Date: 03/15/18. Conventional highway - shoulder widening and Safety Project. Authorizes condemnation of land in fee for a State highway, three temporary construction easements for work site access during the construction process, two Utility Easements for overhang lines and guy wire to be conveyed to PG&E, and underlying fee. Located in the city of Loma Rica on State Highway 20, Loma Rica Road and Spring Valley Road. APN 005-100-035.

C-21588 - Teichert Land Co., a California Corporation
03-Yub-20-PM 9.25 - Parcel 36790-1, 2 - EA 2F3209.
RWC Date: 03/01/18; RTL Date: 03/15/18. Conventional Highway - shoulder widening and pavement rehabilitation including relocation of public utilities. Authorizes condemnation of land in fee for a State Highway, and a permanent Utility Easement for overhang lines and guy wire to be conveyed to PG&E. Located near the city of Marysville at State Highway 20 and Kibbe Road. APN 006-100-132.

C-21589 - Triangle Properties, Inc., a California Corporation
03-Yub-20-PM 9.59 - Parcel 37170-1, 2 - EA 2F3209.
RWC Date: 03/01/18; RTL Date: 03/15/18. Conventional highway - shoulder widening and pavement rehabilitation including relocation of public utilities. Authorizes condemnation of Utility Easements for overhang lines and guy wire to be conveyed to PG&E. Located in the unincorporated area of Yuba County at 3626 State Highway 20. APN 006-290-044.

C-21590 - Roger O. Walther and Anne N. Walther, Co-Trustees of the Roger and Anne Walther Revocable Trust U/D/T Dated March 31, 1992, as amended April 21, 1992
04-Nap-128-PM 7.4 - Parcel 63230-1, 2 - EA 1G4309.
RWC Date: 02/02/18; RTL Date: 02/02/18. Conventional highway - replacement of Conn Creek Bridge No.21-0021. Authorizes condemnation of a temporary easement for the replacement of Conn Creek Bridge No. 21-0021, and a utility easement for communications to be conveyed to American Telephone & Telegraph. Located in the city of St. Helena at 700 Sage Canyon Road. APN 030-120-030.

C-21591 - Bill L. Gill and Maxine A. Gill, his wife, as their community property
05-SB-166-PM 70.6 - Parcel 9987-1 - EA 0A4909.
RWC Date: 02/26/07; RTL Date: 05/08/07. Conventional highway - rehabilitation of Highway 166 between New Cuyama and Cuyama in San Luis Obispo County and Santa Barbara County. Authorizes condemnation of a permanent easement for drainage. Located near the town of Cuyama on Highway 166. APN 149-010-031.

C-21592 - Motte Country Plaza, LLC, a California Limited Liability Company
08-Riv-74-PM 29.15 - Parcel 24158-1 - EA 0N6709.
RWC Date: 06/15/18; RTL Date: 06/29/18. Conventional highway - construct raised curb median and left turn lanes. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the city of Menifee at 28380 Highway 74. APN 329-110-023.

C-21593 - Steve R. Hostetler and April Y. Stoffel-Hostetler, husband and wife, as joint tenants
08-Riv-74-PM 34.64 - Parcel 24185-1 - EA 0N6709.
RWC Date: 06/15/18; RTL Date: 06/29/18. Conventional highway - construct raised curb median and left turn lanes. Authorizes condemnation of a temporary easement construction purposes. Located in the unincorporated area of Riverside County at 33796 Highway 74. APN 458-231-003.

C-21594 - Kali P. Chaudhuri as to Parcel 1; Kali P. Chaudhuri M.D as to Parcel 2
08-Riv-74-PM 36.46 - Parcel 24201-1 - EA 0N6709.
RWC Date: 06/15/18; RTL Date: 06/29/18. Conventional highway - construct raised curb median and left turn lanes. Authorizes condemnation of land in fee for a State highway. Located in the city of Hemet at the northwest corner of State Route 74 and the 2nd San Diego Aqueduct Canal. APNs 455-130-015, -031.

C-21595 - Samuel Chmelnicki, a widower
08-Riv-79-PM 26.25 - Parcel 24148-1, 2 - EA 1G4909.
RWC Date: 02/15/18; RTL Date: 03/01/18. Conventional highway - construct two sidewalks, six driveways, curb/gutter and other Americans with Disabilities Act related items. Authorizes condemnation of land in fee for a State highway and a temporary easement for construction purposes. Located in the city of Hemet, on the east side of State Route 79, south of Menlo Avenue. APNs 445-080-001, -008.

C-21596 - Aravamudhan Venkataraghavan, a single man
08-SBd-18-PM 109.43 - Parcel 23583-1 - EA 0P3909.
RWC Date: 03/15/18; RTL Date: 04/16/18. Conventional highway - widen existing shoulders to 8 feet and construct shoulder rumble strips. Authorizes condemnation of a permanent easement for State highway purposes. Located in the unincorporated area of Phelan near the northwest corner of Palmdale Road and Paramount Road. APN 3101-471-08.

C-21597 - Moulton Niguel Water District
12-Ora-5-PM 14.6 - Parcel 202019-1, 2 - EA 0K0229.
RWC Date: 05/01/18; RTL Date: 06/14/18. Freeway - add one lane in each direction between Oso Parkway and Alicia Parkway, reconstruct La Paz Road interchange and add auxiliary lane where needed. Authorizes condemnation of land in fee for a State highway and a temporary easement for construction purposes. Located in the city of Mission Viejo, east of Camino Capistrano approximately 1,700 feet south of Oso Parkway. APNs 636-012-17; 636-021-13.

C-21598 - Madrid Fore Homeowners Association, Inc., a California Corporation
12-Ora-5-PM 15.7 - Parcel 202023-1, 2 - EA 0K0229.
RWC Date: 05/01/18; RTL Date: 06/14/18. Freeway - add one lane in each direction between Oso Parkway and Alicia Parkway, reconstruct La Paz Road 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, east of Interstate 5, north of Oso Parkway. APN 784-181-26.

C-21599 - Kathleen M. Huettner, John R. Huettner, Jr., and Kenneth J. Huettner, as Co-Trustees of the Kathleen M. Huettner Trust Agreement, dated May 23, 1983
12-Ora-5-PM 16.5 - Parcel 202030-1, 2, 3, 4 - EA 0K0229.
RWC Date: 05/01/18; RTL Date: 06/14/18. Freeway - add one lane in each direction between Oso Parkway and Alicia Parkway, reconstruct La Paz Road interchange and add auxiliary lane where needed. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a permanent easement for retaining wall and footing purposes, and temporary easements for construction purposes. Located in the city of Mission Viejo at 25872 Muirlands Boulevard. APN 619-272-03.

C-21600 - Regency Centers, L.P., a Delaware Limited Partnership
12-Ora-39-PM 1.9 - Parcel 103535-1, 2 - EA 0N9909.
RWC Date: 04/02/18; RTL Date: 04/06/18. Conventional highway - modify signals, safety lighting, bring up to Americans with Disabilities Act standards, and refresh striping if needed. Authorizes condemnation of a permanent easement for State highway purposes and temporary easement for construction purposes. Located in the city of Huntington Beach at 19820 Beach Boulevard. APN 153-091-19.

Attachment

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21586

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Yub-20-PM 8.38-9.25 PARCEL 36781-1,2,3,4,5,6,7,8,9,10
OWNER: Shintaffer Properties, LLC

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Pacific Gas & Electric for utility purposes;

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

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

APPROVED AS TO FORM AND PROCEDURE

Attorney, Department of Transportation

APPROVAL RECOMMENDED

DIVISION OF RIGHT OF WAY

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

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

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Yuba, State of California, Highway 03-Yub-20 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
03	YUBA	20	9.25	0300020594

To: POPPEA DARLING
RIGHT OF WAY PROJECT COORDINATION

From: BRIAN FOX
R/W Engineering, District 03

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping
  - 36781 Index Map– shows overall project location and detail map shows parcel in detail (8 sheets total)
- RON Legal Description for parcels:
  - 36781 (6 sheets total)

The electronic files for the above listed information have been transmitted by E-mail and placed into ROWMIS also.

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

Signature: Brian D Fox
Professional Land Surveyor

PROFESSIONAL LAND SURVEYOR
Brian D Fox
Name
8839
Number
12/31/2017
Exp. Date
STATE OF CALIFORNIA

Date: Dec. 14, 2017

PARCELS 36781-1, 36781-2, and 36781-3

For Highway purposes those parcels of land being a portion of the lands described in the grant deeds recorded on October 7, 2009 in document numbers 2009R-014215, and 2009R-014217 of Yuba County Official Records office lying Northerly of the following described line:

Beginning at a point on the Southerly Right of Way line of State Highway 20, said point being the Northeasterly corner of that parcel of land described in the individual grant deed recorded November 30, 1987 in Book 924, Page 363 of Official Records of the County of Yuba. Said point being marked on the ground by a 3 ½ inch iron pipe; Said iron pipe bearing North 89°58'56" East, 659.77 feet from a 3 ½ inch iron pipe with a ½ inch rebar inside it marking the Northwesterly corner of said parcel.

THENCE (1) Leaving said Southerly Right of Way line South 0°03'04" East, 12.31 feet;

THENCE (2) North 89°52'51" East, 620.50 feet to the beginning of a curve concave Southerly, said curve has a radius of 19,935.00 feet;

THENCE (3) Easterly along said curve through a central angle of 0°51'34" an arc distance of 299.00 feet;

THENCE (4) South 89°15'35" East, 506.45 feet to the beginning of a curve concave Northerly, said curve has a radius of 20,065.00 feet;

THENCE (5) Easterly along said curve through a central angle of 0°51'34" an arc distance of 300.95 feet;

THENCE (6) North 89°52'51" East, 1,304.83 feet to the beginning of a curve concave Northerly, said curve has a radius of 6,565.00 feet;

THENCE (7) Easterly along said curve through a central angle of 4°26'16" an arc distance of 508.48 feet;

THENCE (8) North 85°26'35" East, 63.82 feet to a point on said Southerly Right of Way line;

THENCE (9) along said Right of Way line North 89°49'57" East, 196.40 feet;

THENCE (10) North 00°01'41" West, 20.09 feet;

THENCE (11) leaving said Right of Way line North 85°26'35" East, 77.81 feet to the beginning of a curve concave Southerly, said curve has a radius of 6,440.00 feet;

THENCE (12) Easterly along said curve through a central angle of 4°26'40" an arc distance of 499.55 feet;

THENCE (13) North 89°53'15" East, 740.01 feet to a point on the course described as "North 00°24'27" West 30.52 feet to a point on the north line of said Shintaffer property" in the Individual Grant Deed recorded May 15, 2003 as Document Number 200307902 of Yuba County Official Records, Said point lying North 0°24'27" West, 18.83 feet from the Southerly terminus of said course;

THENCE (14) along said course South 0°24'27" East, 18.83 feet;

THENCE (15) South 89°45'26" East, 605.83 feet;

THENCE (16) South 76°06'03" East, 9.98 feet;

THENCE (17) North 89°53'15" East, 183.16 feet;

THENCE (18) South 73°19'18" East, 48.80 feet;

THENCE (19) North 89°53'15" East,18.23 feet to the beginning of a curve concave Northerly, said curve has a radius of 1,850.00 feet;

THENCE (20) Easterly along said curve through a central angle of 14°22'23" an arc distance of 464.08 feet to the point shown as the Quarter Corner marked by a railroad spike on that Record of Survey filed February 19, 1976, in Book 19 of Maps at Page 17 in the Yuba County Recorder's office and the end of this described line. Said railroad spike bearing South 0°14'49" West, 2669.03 feet from a concrete monument marking the corner common to sections 23, 24, 25 and 26, as shown on the said Record of Survey.

Together with all underlying fee interest, if any, contiguous to the above-described parcel in and to the adjoining public way.

END PARCEL 36781-1, 36781-2, and 36781-3

PARCEL 36781-4

A temporary easement for construction purposes in and to that parcel of land being a portion of the lands described in the grant deeds recorded on October 7, 2009 as document numbers 2009R-014215, and 2009R-014217 of Yuba County Official records described as follows:

Commencing at the Easterly terminus of course (13) of the herein described parcels 36781-1, 36781-2, and 36781-3; thence Westerly along said course South 89°53'15" West, 46.16 feet to the Point of Beginning;

Thence (1) from said Point of Beginning, leaving said course, South 31°00'00" East, 50.00 feet;

Thence (2) South 89°53'15" West, 75.00 feet;

Thence (3) North 31°00'00" West, 50.00 to a point on said course (13);

Thence (4) along said course, North 89°53'15" East 75.00 feet to the Point of Beginning.

It is understood that said easement is temporary and shall terminate either upon completion of construction of that portion of Interstate (state) Highway Route lying adjacent to the above-described parcel or December 31, 2019, whichever date occurs first. It is also understood that upon said termination date the State shall have no further obligation or liability in connection with said parcel.

END PARCEL 36781-4

PARCELS 36781-5, 36781-9, 36781-10

An Easement FOR UTILITY purposes, granting the right to suspend, replace, remove, maintain and use such crossarms, wires and cables (supported by or suspended from poles, towers, or other structures located on lands adjacent to the hereinafter described lands) as shall from time to time be deemed to be

reasonably required for the transmission and distribution of electric energy, and for communication purposes, together with a right of way, on, along and in all of the hereinafter described easement area lying over that portion of the lands described in the grant deeds recorded on October 7, 2009 as document numbers 2009R-014215, and 2009R-014217 of Yuba County Official records described as lying Southerly of that line described in the herein described parcels 36781-1, 36781-2, and 36781-3 and Northerly of the following described line:

Commencing at a point on the Southerly Right of Way line of State Highway 20, said point being the Northeasterly corner of that parcel of land described in the individual grant deed recorded November 30, 1987 in Book 924, Page 363 of Official Records of the County of Yuba. Said point being marked on the ground by a 3 ½ inch iron pipe. Said iron pipe bearing North 89°58'56" East, 659.77 feet from a 3 ½ inch iron pipe with a ½ inch rebar inside it marking the Northwesterly corner of said parcel,
Thence, South 87°13'49" East, 478.19 feet to the Point of Beginning

THENCE (1) from Said Point of Beginning, South 89°52'12" East, 277.43 feet;

THENCE (2) South 86°24'43" East, 261.07 feet; THENCE (3) South 89°03'17" East, 265.28 feet;

THENCE (4) North 89°42'55" East, 1,844.58 feet; THENCE (5) North 89°39'51" East, 262.28 feet;

THENCE (6) North 83°29'46" East, 539.74 feet; THENCE (7) North 89°34'55" East, 262.09 feet;

THENCE (8) North 89°28'17" East, 257.71 feet; THENCE (9) North 89°41'11" East, 273.42 feet;

THENCE (10) North 89°34'55" East, 514.43 feet; THENCE (11) North 89°31'52" East, 276.12 feet;

THENCE (12) South 86°09'42" East, 259.19 feet; THENCE (13) South 86°02'46" East, 272.65 feet;

THENCE (14) North 82°25'58" East, 456.12 feet; THENCE (15) North 61°32'26" East, 251.69 feet;

THENCE (16) North 61°44'00" East, 272.71 feet; THENCE (17) North 58°18'57" East, 120.85 feet;

THENCE (18) North 58°18'35" East, 151.11 feet; THENCE (19) North 58°18'45" East, 250.29 feet;

THENCE (20) North 62°48'15" East, 272.38 feet; THENCE (21) North 59°33'30" East, 789.98 feet;

THENCE (22) North 59°32'57" East, 202.41 feet; THENCE (23) North 59°39'47" East, 17.68 feet;

THENCE (24) North 59°33'30" East, 398.44 feet to a point being the terminus of this described line, said terminus bearing South 36°55'46" West, 86.04 feet from the Westerly terminus of that course described as "S. 59°45'56" W. 450.65 feet to a point in the Southwesterly line of said tract of land" in the grant deed recorded October 2, 1990 in document number 90 11465 in the Yuba County Recorder's office. Said Westerly terminus bearing South 59°46'00" West, 450.58 feet from a Caltrans rebar with Aluminum cap marking the Northeasterly terminus of said course as shown on sheet 3 of 9 in Record of Survey 91-43" recorded November 25, 1991 in Book 57 of maps Pages 22-30 in the Yuba County Recorder's office;

Together with and exclusive to: <u>Parcels 36781-5, 36781-9, and 36781-10</u>

(a) the right of ingress to and egress from said easement area over and across said lands by means of roads and lanes thereon, if such there be, otherwise by such route or routes as shall occasion the least practicable damage and inconvenience to Owner, provided, that such right of ingress and egress shall not extend to any portion of said lands which is isolated from said easement area by any public road or highway, now crossing or hereafter crossing said lands;

(b) the right, from time to time, to trim or to cut down any and all trees and brush now or hereafter within said easement area, and shall have the further right, from time to time, to trim and cut down trees and brush along each side of said easement area which now or hereafter in the opinion of State may interfere with or be a hazard to the facilities installed hereunder, or as State deems necessary to comply with applicable state or federal regulations;

(c) the right to install, maintain and use gates in all fences which now cross or shall hereafter cross said easement area; and

(d) the right to mark the location of said easement area by suitable markers set in the ground; provided that said markers shall be placed in fences or other locations which will not interfere with any reasonable use Owner shall make of said easement area.

State hereby covenants and agrees:

(a) not to fence said easement area;

(b) to repair any damage it shall do to Owner's private roads or lanes on said lands; and

(c) to indemnify Owner against any loss and damage which shall be caused by any wrongful or negligent act or omission of State or of its agents or employees in the course of their employment, provided, however, that this indemnity shall not extend to that portion of such loss or damage that shall have been caused by Owner's comparative negligence or willful misconduct.

Owner reserves the right to use said easement area for purposes which will not interfere with State's full enjoyment of the rights hereby granted; provided that Owner shall not erect or construct any building or other structure, or drill or operate any well, or construct any reservoir or other obstruction within said easement area, or diminish or substantially add to the ground level in said easement area, or construct any fences that will interfere with the maintenance and operation of said facilities.

The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto, and all covenants shall apply to and run with the land.

END PARCELS 36781-5, 36781-9, 36781-10

PARCEL 36781-6

An Easement FOR UTILITY purposes, granting the right to install, maintain and use for supporting a pole line, an anchor and guy wires and cables of such types and materials as shall from time to time deem necessary, together with a right of way, on, along and in all of the hereinafter described easement area lying over that portion of the lands described in the grant deeds recorded on October 7, 2009 as document numbers 2009R-014215, and 2009R-014217 of Yuba County Official records described as follows:

Commencing at a point on the Southerly Right of Way line of State Highway 20, said point being the Northeasterly corner of that parcel of land described in the individual grant deed recorded November 30, 1987 in Book 924, Page 363 of Official Records of the County of Yuba. Said point being marked on the ground by a 3 ½ inch iron pipe. Said iron pipe bearing North 89°58'56" East, 659.77 feet from a 3 ½ inch iron pipe with a ½ inch rebar inside it marking the Northwesterly corner of said parcel, Thence Leaving said Southerly Right of Way line, along the line described in the herein described PARCELS 36781-1, 36781-2, and 36781-3, South 0°03'04" East, 12.31 feet; Thence, North 89°52'51" East, 620.50 feet to the

beginning of a curve concave Southerly, said curve has a radius of 19,935.00 feet; Thence, Easterly along said curve through a central angle of 0°51'34" an arc distance of 299.00 feet; Thence, South 89°15'35" East, 94.42 feet to the Point of Beginning;

THENCE (1) from said Point of Beginning, leaving said line, South 5°48'15" West, 14.00 feet;

THENCE (2) South 89°15'35" East, 5.00 feet;

THENCE (3) North 5°48'15" East, 14.00 feet to a point on said line;

THENCE (4) along said line North 89°15'35" West, 5.00 feet to the Point of Beginning;

PARCEL 36781-7

An Easement FOR UTILITY purposes, granting the right to install, maintain and use for supporting a pole line, an anchor and guy wires and cables of such types and materials as shall from time to time deem necessary, together with a right of way, on, along and in all of the hereinafter described easement area lying over that portion of the lands described in the grant deeds recorded on October 7, 2009 as document numbers 2009R-014215, and 2009R-014217 of Yuba County Official records described as follows:

Commencing at a point on the Southerly Right of Way line of State Highway 20, said point being the Northeasterly corner of that parcel of land described in the individual grant deed recorded November 30, 1987 in Book 924, Page 363 of Official Records of the County of Yuba. Said point being marked on the ground by a 3 ½ inch iron pipe. Said iron pipe bearing North 89°58'56" East, 659.77 feet from a 3 ½ inch iron pipe with a ½ inch rebar inside it marking the Northwesterly corner of said parcel, Thence Leaving said Southerly Right of Way line, along the line described in the herein described PARCELS 36781-1, 36781-2, and 36781-3, South 0°03'04" East, 12.31 feet; Thence, North 89°52'51" East, 620.50 feet to the beginning of a curve concave Southerly, said curve has a radius of 19,935.00 feet; Thence, Easterly along said curve through a central angle of 0°51'34" an arc distance of 299.00 feet; Thence, South 89°15'35" East, 359.03 feet to the Point of Beginning;

THENCE (1) from said Point of Beginning, leaving said line, South 0°02'00" West, 20.00 feet;

THENCE (2) South 89°15'35" East, 5.00 feet

THENCE (3) North 0°02'00" East, 20.00 feet to a point on said line;

THENCE (4) along said line North 89°15'35" West, 5.00 feet to the Point of Beginning.

PARCEL 36781-8

An Easement FOR UTILITY purposes, granting the right to install, maintain and use for supporting a pole line, an anchor and guy wires and cables of such types and materials as shall from time to time deem necessary, together with a right of way, on, along and in all of the hereinafter described easement area lying over that portion of the lands described in the grant deeds recorded on October 7, 2009 as document numbers 2009R-014215, and 2009R-014217 of Yuba County Official records described as follows:

Commencing at a point on the Southerly Right of Way line of State Highway 20, said point being the Northeasterly corner of that parcel of land described in the individual grant deed recorded November 30,

1987 in Book 924, Page 363 of Official Records of the County of Yuba. Said point being marked on the ground by a 3 ½ inch iron pipe. Said iron pipe bearing North 89°58'56" East, 659.77 feet from a 3 ½ inch iron pipe with a ½ inch rebar inside it marking the Northwesterly corner of said parcel, Thence Leaving said Southerly Right of Way line, along the line described in the herein described PARCELS 36781-1, 36781-2, and 36781-3, South 0°03'04" East, 12.31 feet; Thence North 89°52'51" East, 620.50 feet to the beginning of a curve concave Southerly, said curve has a radius of 19,935.00 feet; Thence Easterly along said curve through a central angle of 0°51'34" an arc distance of 299.00 feet; Thence South 89°15'35" East, 506.45 feet to the beginning of a curve concave Northerly, said curve has a radius of 20,065.00 feet; Thence Easterly along said curve through a central angle of 0°51'34" an arc distance of 300.95 feet; Thence North 89°52'51" East, 1,304.83 feet to the beginning of a curve concave Northerly, said curve has a radius of 6,565.00 feet; Thence Easterly along said curve through a central angle of 03°04'34" an arc distance of 352.45 feet to the Point of Beginning;

THENCE (1) from said Point of Beginning, leaving said line, South 7°37'12" East, 14.09 feet;

THENCE (2) North 82°22'48" East, 5.00 feet;

THENCE (3) North 7°37'12" West, 13.70 feet to a point on said line, being the beginning of a non-tangent curve concave northerly, said curve has a radius of 6,565.00 feet, to which a radial line bears South 3°14'20" East;

THENCE (4) along said line, westerly along said curve through a central angle of 0°02'38" an arc distance of 5.01 feet to the Point of Beginning;

Together with and exclusive to: Parcels 36781-6, 36781-7, 36781-8

(a) the right of ingress to and egress from said easement area over and across said lands by means of roads and lanes thereon, if such there be, otherwise by such route or routes as shall occasion the least practicable damage and inconvenience to Owner, provided, that such right of ingress and egress shall not extend to any portion of said lands which is isolated from said easement area by any public road or highway, now crossing or hereafter crossing said lands;

(b) the right, from time to time, to trim or to cut down any and all trees and brush now or hereafter within said easement area, and shall have the further right, from time to time, to trim and cut down trees and brush along each side of said easement area which now or hereafter in the opinion of the State may interfere with or be a hazard to the facilities installed hereunder, or as The State deems necessary to comply with applicable state or federal regulations.

The State agrees to indemnify Owner against any loss and damage which shall be caused by any wrongful or negligent act or omission of The State or of its agents or employees in the course of their employment, provided, however, that this indemnity shall not extend to that portion of such loss or damage that shall have been caused by Owner's comparative negligence or willful misconduct.

Owner shall not erect or construct any building or other structure or drill or operate any well under or within said easement area.

The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto.

END PARCELS 36781-6, 36781-7, 36781-8

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21587

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Yub-20-PM 9.63-10.12 PARCEL 36786-1, 2, 3, 4, 5, 6
OWNER: Rose D. Edler, Trustee of the Fred W. Edler Jr. and Rose D. Edler, Revocable Inter-Vivos Trust

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Pacific Gas and Electric for utility purposes;

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Yuba, State of California, Highway, 03-Yub-20 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
03	YUBA	20	9.25	0300020594

To: POPPEA DARLING
RIGHT OF WAY PROJECT COORDINATION

From: BRIAN FOX
R/W Engineering, District 03

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping
  - 36786 Index Map– shows overall project location and detail map shows parcels in detail (4 sheets total)
- RON Legal Description for parcels:
  - 36786-1 (FEE), 36786-1 (UNDERLYING FEE), 36786-2, 36786-3, 36786-4, 36786-5, 36786-6 (6 sheets total)

The electronic files for the above listed information have been transmitted by E-mail and placed into ROWMIS also.

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

Signature: Brian D Fox
Professional Land Surveyor

PROFESSIONAL LAND SURVEYOR
Brian D Fox
Name
8839
Number
12/31/2017
Exp. Date
STATE OF CALIFORNIA

Date: Dec. 14, 2017

PARCEL 36786-1

For State highway purposes, That parcel of land being a portion of that land described in the Grant Deed recorded September 6, 2012 in document number 2012R-011268 of Yuba County Official Records lying South and Southeasterly of the following described line:

Beginning at the Northeasterly terminus of the course described as "N. 60° 02' 30" E. 389.26 feet to a point in the Easterly line of said tract of land" in the grant deed recorded June 10, 1986, in book 879 of Official Records, page 142 in the Yuba County Recorder's office. Said terminus being a point on the Northerly Right of Way of State Highway 20, and bearing North 60°02'24" East, 389.23 feet from the Southwesterly terminus of said course;

THENCE (1) along said Northerly Right of Way South 0°14'32" West, 27.22 feet along that course described as "along said Easterly line S. 00° 14' 38" W. 27.25 feet to a point in the Northerly line of existing State Route 20" in said deed;

THENCE (2) continuing along said Right of Way Line North 59°45'46" East, 813.95 feet;

THENCE (3) leaving said Right of Way Line North 30°14'14" West, 22.60 feet to the beginning of a non-tangent curve concave Northwesterly, said curve has a radius of 19,940.01 feet, to which a radial line bears South 30°01'47" East;

THENCE (4) Northeasterly along said curve through a central angle of 0°18'46" an arc distance of 108.89 feet;

THENCE (5) South 9°05'57" East, 7.80 feet;

THENCE (6) North 80°54'03" East, 31.25 feet;

THENCE (7) North 9°05'57" West, 19.98 feet to the beginning of a non-tangent curve concave Northwesterly, said curve has a radius of 19,940.01 feet, to which a radial line bears South 30°26'20" East;

THENCE (8) Northeasterly along said curve through a central angle of 0°13'11" an arc distance of 76.50 feet;

THENCE (9) North 59°20'28" East, 481.11 feet;

THENCE (10) North 59°32'28" East, 600.21 feet;

THENCE (11) North 59°56'28" East, 500.42 feet;

THENCE (12) North 70°37'46" East, 109.77 feet;

THENCE (13) North 59°56'28" East, 463.31 feet to the beginning of a curve concave Northwesterly, said curve has a radius of 19,955.00 feet;

THENCE (14) Northeasterly along said curve through a central angle of 0°06'53" an arc distance of 40.00 feet;

THENCE (15) South 30°14'14" East, 5.09 feet to a point on the Northerly Right of Way of State Highway 20;

THENCE (16) along said Northerly Right of Way North 59°45'46" East, 49.97 feet;

THENCE (17) leaving said Northerly Right of Way North 30°16'16" West, 8.85 feet to the beginning of a non-tangent curve concave northwesterly, said curve has a radius of 19,950.00 to which a radial line bears South 30°29'43" East;

THENCE (18) Northeasterly along said curve through a central angle of 0°24'34" an arc distance of 142.53 feet to a point on the Northerly Right of Way of Highway 20. Said point being the end of this described line and bears South 30°14'00" East, 8.65 feet from the Northerly terminus of the course described as "thence leaving said center line N. 30°14'04" W. 58.66 feet" in the grant deed recorded October 2, 1990 in document number 90 11465 in the Yuba County Recorder's office. Said terminus is marked by a rebar and Caltrans Aluminum Cap as shown on "Record of Survey 91-43" filed November 25, 1991 in Book 57 at Pages 22-30 in the Yuba County Recorder's Office,

Together with all underlying fee interest, if any, contiguous to the above-described parcel in and to the adjoining public way.

END PARCEL 36786-1

PARCEL 36786-2

A temporary easement for construction purposes in and to that portion of those lands described in the Grant Deed recorded September 6, 2012 in document number 2012R-011268 of Yuba County Official Records described as follows:

Commencing at the Westerly terminus of course (14) of the herein described Parcel 36786-1, said terminus being the beginning of a curve, concave Northerly, having a radius of 19,955.00 to which a radial line bears South 30°03'32" East. Thence, Northeasterly, along said curve through a central angle of 00°02'50" an arc distance of 16.44 feet to the Point of Beginning.

Thence (1) from said Point of Beginning, continuing along said course (14), through a central angle of 00°04'03" an arc distance of 23.56 feet to the Easterly terminus of said course (14),

Thence (2) South 30°14'14" East, 5.09 feet to a point on the Northerly Right of Way line of State Highway 20,

Thence (3) along said Right of Way Line, North 59°45'46" East, 25.77 feet to a point on course "W" as shown on sheet 3 of 4 of parcel map # 2011-0002, filed December 16, 2011 in Book 93 of maps pages 31-34 as document number 2011R-015164 of Yuba County Official Records,

Thence (4) leaving said Right of Way along said course "W", North 31°36'05" West, 8.85 feet to the beginning of a curve, concave Westerly, having a radius of 200.00 feet, said curve being course "V" on said Parcel Map,

Thence (5) Northwesterly along said curve through a central angle of 14°29'57" an arc distance of 50.61 feet,

Thence (6) South 59°45'46" West, 36.98 feet,

Thence (7) South 30°28'04" East, 53.63 feet to the point of beginning

It is understood that said easement is temporary and shall terminate either upon completion of construction of that portion of Interstate (state) Highway Route lying adjacent to the above-described parcel or December 31, 2019, whichever date occurs first. It is also understood that upon said termination date the State shall have no further obligation or liability in connection with said parcel.

END PARCEL 36786-2

Parcel 36786-3

A temporary easement for construction purposes in and to that portion of those lands described in the Grant Deed recorded September 6, 2012 in document number 2012R-011268 of Yuba County Official Records described as follows:

Commencing at the Westerly terminus of course (9) of the herein described Parcel 36786-1, thence Northeasterly along said course North 59°20'28" East, 17.46 feet to the Point of Beginning,

Thence (1) leaving said course, North 51°04'25" West, 30.00 feet,

Thence (2) North 59°20'28" East, 50.00 feet,

Thence (3) South 51°04'25" East, 30.00 feet to a point on said course (9),

Thence (4) along said course South 59°20'28" West, 50.00 feet to the Point of Beginning.

It is understood that said easement is temporary and shall terminate either upon completion of construction of that portion of Interstate (state) Highway Route lying adjacent to the above-described parcel or December 31, 2019, whichever date occurs first. It is also understood that upon said termination date the State shall have no further obligation or liability in connection with said parcel.

END PARCEL 36786-3

Parcel 36786-4

A temporary easement for construction purposes in and to that portion of those lands described in the Grant Deed recorded September 6, 2012 in document number 2012R-011268 of Yuba County Official Records described as follows:

Commencing at the Westerly terminus of course (10) of the herein described Parcel 36786-1, thence Northeasterly along said course North 59°32'28" East, 260.04 feet to the Point of Beginning,

Thence (1) leaving said course, North29°52'48" West, 29.95 feet,

Thence (2) North 07°04'07" West, 77.55 feet,

Thence (3) North 81°10'26" East, 95.12 feet,

Thence (4) North 75°12'03" East, 68.55 feet,

Thence (5) North 79°27'34" East, 53.99 feet,

Thence (6) North 59°32'28" East, 39.68 feet,

Thence (7) South 30°28'08" East, 29.16 feet to a point on said course (10),

Thence (8) along said course, South 59°32'28" West, 275.96 feet to the Point of Beginning.

It is understood that said easement is temporary and shall terminate either upon completion of construction of that portion of Interstate (state) Highway Route lying adjacent to the above-described parcel or December 31, 2019, whichever date occurs first. It is also understood that upon said termination date the State shall have no further obligation or liability in connection with said parcel.

END PARCEL 36786-4

Parcel 36786-5

An Easement FOR UTILITY purposes, granting the right to suspend, replace, remove, maintain and use such crossarms, wires and cables (supported by or suspended from poles, towers, or other structures located on lands adjacent to the hereinafter described lands) as shall from time to time be deemed to be reasonably required for the transmission and distribution of electric energy, and for communication purposes, together with a right of way, on, along and in all of the hereinafter described easement area lying over that portion of the lands described in the Grant Deed recorded September 6, 2012 in document number 2012R-011268 of Yuba County Official Records described as follows: lying Northerly of the herein described line of Parcel "Parcel 36786-1" and Southerly of the following describe line:

Commencing at the 1 inch Iron Pin marking the most Northerly corner of the most Westerly parcel on the "Survey of a portion of N ½ Sec. 25 T16 R4E MDB&M" filed May 4, 1948 in Book 4 of maps at page 21 of Yuba county Official Records. Said Iron Pin having map ties of (1) "S29°34'E, 208.71" to a 1 inch Iron Pin and (2) S60°22'30"W, 597.21" to a 1 inch Iron Pin on said map. Said point of commencement bears South 30°19'13" East, 208.80 from the map tie (1), Thence from said point of commencement, North 12°37'57" East, 148.42 feet to a point on course (11) of the herein described in "parcel 36786-1", said point being the Point of Beginning,

THENCE (1) from said Point of Beginning North 36°36'09" East, 56.18 feet;

THENCE (2) North 61°09'05" East, 731.73 feet;

THENCE (3) North 59°44'18" East, 242.20 feet;

THENCE (4) North 59°34'11" East, 297.08 feet;

THENCE (5) South 30°14'01" East, 15.61 feet to a point on the Northerly Right of Way Line of State Highway 20, said point being the end of this described line and bears North 59°45'59" East, 46.29 feet

from the Northerly terminus of the course described as "thence leaving said center line N. 30°14'04" W. 58.66 feet" in the grant deed recorded October 2, 1990 in document number 90 11465 in the Yuba County Recorder's office. Said terminus is marked by a rebar and Caltrans Aluminum Cap as shown on "Record of Survey 91-43" filed November 25, 1991 in Book 57 of maps at Pages 22-30 of the Yuba County Official Records.

Together with and exclusive to: Parcel 36786-5

(a) the right of ingress to and egress from said easement area over and across said lands by means of roads and lanes thereon, if such there be, otherwise by such route or routes as shall occasion the least practicable damage and inconvenience to Owner, provided, that such right of ingress and egress shall not extend to any portion of said lands which is isolated from said easement area by any public road or highway, now crossing or hereafter crossing said lands;

(b) the right, from time to time, to trim or to cut down any and all trees and brush now or hereafter within said easement area, and shall have the further right, from time to time, to trim and cut down trees and brush along each side of said easement area which now or hereafter in the opinion of State may interfere with or be a hazard to the facilities installed hereunder, or as State deems necessary to comply with applicable state or federal regulations;

(c) the right to install, maintain and use gates in all fences which now cross or shall hereafter cross said easement area; and

(d) the right to mark the location of said easement area by suitable markers set in the ground; provided that said markers shall be placed in fences or other locations which will not interfere with any reasonable use Owner shall make of said easement area.

State hereby covenants and agrees:

(a) not to fence said easement area;

(b) to repair any damage it shall do to Owner's private roads or lanes on said lands; and

(c) to indemnify Owner against any loss and damage which shall be caused by any wrongful or negligent act or omission of State or of its agents or employees in the course of their employment, provided, however, that this indemnity shall not extend to that portion of such loss or damage that shall have been caused by Owner's comparative negligence or willful misconduct.

Owner reserves the right to use said easement area for purposes which will not interfere with State's full enjoyment of the rights hereby granted; provided that Owner shall not erect or construct any building or other structure, or drill or operate any well, or construct any reservoir or other obstruction within said easement area, or diminish or substantially add to the ground level in said easement area, or construct any fences that will interfere with the maintenance and operation of said facilities.

The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto, and all covenants shall apply to and run with the land.

END PARCEL 36786-5

Parcel 36786-6

An Easement FOR UTILITY purposes, granting the right to install, maintain and use for supporting a pole line, an anchor and guy wires and cables of such types and materials as shall from time to time deem necessary, together with a right of way, on, along and in all of the hereinafter described easement area lying over that portion of the lands described in the Grant Deed recorded September 6, 2012 in document number 2012R-011268 of Yuba County Official Records described as follows:

Commencing at the 1 inch Iron Pin marking the most Northerly corner of the most Westerly parcel on the "Survey of a portion of N ½ Sec. 25 T16 R4E MDB&M" filed May 4, 1948 in Book 4 of maps at page 21 of Yuba county Official Records. Said Iron Pin having map ties of (1) "S29°34'E, 208.71" to a 1 inch Iron Pin and (2) S60°22'30"W, 597.21" to a 1 inch Iron Pin on said map. Said point of commencement bears South 30°19'13" East, 208.80 from said map tie (1). Thence from said point of commencement, North 27°12'38" East, 202.17 feet to a point on course (11) of the herein described line of "parcel 36786-1", said point being the Point of Beginning;

THENCE (1) from said Point of Beginning, North 36°36'09" East, 23.90 feet;

THENCE (2) South 53°23'51" East, 5.00 feet;

THENCE (3) South 36°36'09" West, 12.33 feet to a point on said course (11);

THENCE (4) along said course, South 59°58'03" West, 12.61 feet to the Point of Beginning;

Together with and exclusive to: Parcel 36786-6

(a) the right of ingress to and egress from said easement area over and across said lands by means of roads and lanes thereon, if such there be, otherwise by such route or routes as shall occasion the least practicable damage and inconvenience to Owner, provided, that such right of ingress and egress shall not extend to any portion of said lands which is isolated from said easement area by any public road or highway, now crossing or hereafter crossing said lands;

(b) the right, from time to time, to trim or to cut down any and all trees and brush now or hereafter within said easement area, and shall have the further right, from time to time, to trim and cut down trees and brush along each side of said easement area which now or hereafter in the opinion of State may interfere with or be a hazard to the facilities installed hereunder, or as State deems necessary to comply with applicable state or federal regulations.

State agrees to indemnify Owner against any loss and damage which shall be caused by any wrongful or negligent act or omission of State or of its agents or employees in the course of their employment, provided, however, that this indemnity shall not extend to that portion of such loss or damage that shall have been caused by Owner's comparative negligence or willful misconduct.

Owner shall not erect or construct any building or other structure or drill or operate any well under or within said easement area.

The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto.

END PARCEL 36786-6

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21588

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Yub-20-PM 9.25 PARCEL 36790-1,2
OWNER: Teichert Land Co., a California Corporation

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Pacific Gas & Electric for utility purposes;

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Yuba, State of California, Highway 03-Yub-20 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
03	YUBA	20	9.25	0300020594

To: POPPEA DARLING
RIGHT OF WAY PROJECT COORDINATION

From: BRIAN FOX
R/W Engineering, District 03

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows overall project location
  - Detail Map (Exhibit B) – shows parcel in detail
- RON Legal Description for parcel: (2 pages)
  - 36790-1
  - 36790-2

The electronic files for the above listed information have been transmitted by E-mail and placed into ROWMIS also.

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

Signature: Brian D Fox
Professional Land Surveyor

Date: 12/12/2017

PROFESSIONAL LAND SURVEYOR
Brian D Fox
Name
8839
Number
12/31/2017
Exp. Date
STATE OF CALIFORNIA

Parcel No. 36790-1

For State highway purposes, that portion of those lands described in the Individual Grant Deed recorded May 15, 2003 as Document Number 200307902 of Yuba County Official Records lying Northerly of the following describe line:

Beginning at a point on the Southerly Right of Way line of State Highway 20, said point being the Northeasterly corner of that parcel of land described in the individual grant deed recorded November 30, 1987 in Book 924, Page 363 of Official Records of the County of Yuba. Said point being marked on the ground by a 3 ½ inch iron pipe; Said iron pipe bearing North 89°58'56" East, 659.77 feet from a 3 ½ inch iron pipe with a ½ inch rebar inside it marking the Northwesterly corner of said parcel.

THENCE (1) Leaving said Southerly Right of Way line South 0°03'04" East, 12.31 feet;

THENCE (2) North 89°52'51" East, 620.50 feet to the beginning of a curve concave Southerly, said curve has a radius of 19,935.00 feet;

THENCE (3) Easterly along said curve through a central angle of 0°51'34" an arc distance of 299.00 feet;

THENCE (4) South 89°15'35" East, 506.45 feet to the beginning of a curve concave Northerly, said curve has a radius of 20,065.00 feet;

THENCE (5) Easterly along said curve through a central angle of 0°51'34" an arc distance of 300.95 feet;

THENCE (6) North 89°52'51" East, 1,304.83 feet to the beginning of a curve concave Northerly, said curve has a radius of 6,565.00 feet;

THENCE (7) Easterly along said curve through a central angle of 4°26'16" an arc distance of 508.48 feet;

THENCE (8) North 85°26'35" East, 63.82 feet to a point on said Southerly Right of Way line;

THENCE (9) along said Right of Way line North 89°49'57" East, 196.40 feet;

THENCE (10) North 00°01'41" West, 20.09 feet;

THENCE (11) leaving said Right of Way line North 85°26'35" East, 77.81 feet to the beginning of a curve concave Southerly, said curve has a radius of 6,440.00 feet;

THENCE (12) Easterly along said curve through a central angle of 4°26'40" an arc distance of 499.55 feet;

THENCE (13) North 89°53'15" East, 740.01 feet to a point on the course described as "North 00°24'27" West 30.52 feet to a point on the north line of said Shintaffer property" in the Individual Grant Deed recorded May 15, 2003 as Document Number 200307902 of Yuba County Official Records, Said point lying North 0°24'27" West, 18.83 feet from the Southerly terminus of said course;

THENCE (14) along said lot line adjustment South 0°24'27" East, 18.83 feet;

THENCE (15) South 89°45'26" East, 605.83 feet;

THENCE (16) leaving said lot line adjustment South 76°06'03" East, 9.98 feet;

THENCE (17) North 89°53'15" East, 183.16 feet;

THENCE (18) South 73°19'18" East, 48.80 feet;

THENCE (19) North 89°53'15" East,18.23 feet to the beginning of a curve concave Northerly, said curve has a radius of 1,850.00 feet;

THENCE (20) Easterly along said curve through a central angle of 14°22'23" an arc distance of 464.08 feet to the point shown as the Quarter Corner marked by a railroad

spike on that Record of Survey filed February 19, 1976, in Book 19 of Maps at Page 17 in the Yuba County Recorder's office and the end of this described line. Said point bearing South 0°14'49" West, 2669.03 feet from a concrete monument marking the corner common to sections 23, 24, 25 and 26, as shown on said Record of Survey.

END PARCEL NO. 36790-1

Parcel No. 36790-2

An Easement FOR UTILITY purposes, granting the right to suspend, replace, remove, maintain and use such crossarms, wires and cables (supported by or suspended from poles, towers, or other structures located on lands adjacent to the hereinafter described lands) as shall from time to time be deemed to be reasonably required for the transmission and distribution of electric energy, and for communication purposes, together with a right of way, on, along and in all of the hereinafter described easement area lying over that portion of the lands described in the Individual Grant Deed recorded May 15, 2003 as Document Number 200307902 of Yuba County Official Records lying Southerly of the herein described Parcel "Parcel No. 36790-1" and Northerly of the following describe line:

Commencing at a point on the Southerly Right of Way line of State Highway 20, said point being the Northeasterly corner of that parcel of land described in the individual grant deed recorded November 30, 1987 in Book 924, Page 363 of Official Records of the County of Yuba. Said point being marked on the ground by a 3 ½ inch iron pipe. Said iron pipe bearing North 89°58'56" East, 659.77 feet from a 3 ½ inch iron pipe with a ½ inch rebar inside it marking the Northwesterly corner of said parcel,
Thence, South 87°13'49" East, 478.19 feet to the Point of Beginning

THENCE (1) from Said Point of Beginning, South 89°52'12" East, 277.43 feet;
THENCE (2) South 86°24'43" East, 261.07 feet;
THENCE (3) South 89°03'17" East, 265.28 feet;
THENCE (4) North 89°42'55" East, 1,844.58 feet;
THENCE (5) North 89°39'51" East, 262.28 feet;
THENCE (6) North 83°29'46" East, 539.74 feet;
THENCE (7) North 89°34'55" East, 262.09 feet;
THENCE (8) North 89°28'17" East, 257.71 feet;
THENCE (9) North 89°41'11" East, 273.42 feet;
THENCE (10) North 89°34'55" East, 514.43 feet;
THENCE (11) North 89°31'52" East, 276.12 feet;
THENCE (12) South 86°09'42" East, 259.19 feet;
THENCE (13) South 86°02'46" East, 272.65 feet;
THENCE (14) North 82°25'58" East, 456.12 feet;
THENCE (15) North 61°32'26" East, 251.69 feet;
THENCE (16) North 61°44'00" East, 272.71 feet;
THENCE (17) North 58°18'57" East, 120.85 feet;
THENCE (18) North 58°18'35" East, 151.11 feet;

THENCE (19) North 58°18'45" East, 250.29 feet;
THENCE (20) North 62°48'15" East, 272.38 feet;
THENCE (21) North 59°33'30" East, 789.98 feet;
THENCE (22) North 59°32'57" East, 202.41 feet;
THENCE (23) North 59°39'47" East, 17.68 feet;
THENCE (24) North 59°33'30" East, 398.44 feet to a point being the terminus of this described line, said terminus bearing South 36°55'46" West, 86.04 feet from the Westerly terminus of that course described as "S. 59°45'56" W. 450.65 feet to a point in the Southwesterly line of said tract of land" in the grant deed recorded October 2, 1990 in document number 90 11465 in the Yuba County Recorder's office. Said Westerly terminus bearing South 59°46'00" West, 450.58 feet from a Caltrans rebar with Aluminum cap marking the Northeasterly terminus of said course as shown on sheet 3 of 9 in Record of Survey 91-43" recorded November 25, 1991 in Book 57 of maps Pages 22-30 in the Yuba County Recorder's office;

Together with and exclusive to: Parcel No. 36790-2

(a) the right of ingress to and egress from said easement area over and across said lands by means of roads and lanes thereon, if such there be, otherwise by such route or routes as shall occasion the least practicable damage and inconvenience to Grantor, provided, that such right of ingress and egress shall not extend to any portion of said lands which is isolated from said easement area by any public road or highway, now crossing or hereafter crossing said lands;

(b) the right, from time to time, to trim or to cut down any and all trees and brush now or hereafter within said easement area, and shall have the further right, from time to time, to trim and cut down trees and brush along each side of said easement area which now or hereafter in the opinion of Grantee may interfere with or be a hazard to the facilities installed hereunder, or as Grantee deems necessary to comply with applicable state or federal regulations;

(c) the right to install, maintain and use gates in all fences which now cross or shall hereafter cross said easement area; and

(d) the right to mark the location of said easement area by suitable markers set in the ground; provided that said markers shall be placed in fences or other locations which will not interfere with any reasonable use Grantor shall make of said easement area.

Grantee hereby covenants and agrees:

(a) not to fence said easement area;

(b) to repair any damage it shall do to Grantor's private roads or lanes on said lands; and

(c) to indemnify Grantor against any loss and damage which shall be caused by any wrongful or negligent act or omission of Grantee or of its agents or employees in the course of their employment, provided, however, that this indemnity shall not extend to that portion of such loss or damage that shall have been caused by Grantor's comparative negligence or willful misconduct.

Grantor reserves the right to use said easement area for purposes which will not interfere with Grantee's full enjoyment of the rights hereby granted; provided that Grantor shall not erect or construct any building or other structure, or drill or operate any well, or construct any reservoir or other obstruction within said easement area, or diminish or substantially add to the ground level in said easement area, or construct any fences that will interfere with the maintenance and operation of said facilities.

The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto, and all covenants shall apply to and run with the land.

END PARCEL NO. 36790-2

The bearings and distances used in the above descriptions are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 1991.35. Distances are in U.S. Feet unless otherwise noted. Multiply distances by 0.9999173 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21589

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Yub-20-PM 9.59 PARCEL 37170-1, 2
OWNER: Triangle Properties, Inc., a California Corporation

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Pacific, Gas & Electric for utility purposes;

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

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

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

APPROVED AS TO FORM AND PROCEDURE

Attorney, Department of Transportation

APPROVAL RECOMMENDED

DIVISION OF RIGHT OF WAY

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

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Yuba, State of California, Highway 03-Yub-20 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
03	YUBA	20	9.25	0300020594

To: POPPEA DARLING
RIGHT OF WAY PROJECT COORDINATION

From: BRIAN FOX
R/W Engineering, District 03

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping
  - 37170 Index Map– shows overall project location and detail map shows parcel in detail (2 sheets total)
- RON Legal Description for parcels:
  - 37170-1, 37170-2 (3 sheets total)

The electronic files for the above listed information have been transmitted by E-mail and placed into ROWMIS also.

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

Signature: Brian D Fox
Professional Land Surveyor

PROFESSIONAL LAND SURVEYOR
Brian D Fox
Name
8839
Number
12/31/2017
Exp. Date
STATE OF CALIFORNIA

Date: Dec. 15, 2017

Parcel 37170-1

An Easement FOR UTILITY purposes, granting the right to suspend, replace, remove, maintain and use such crossarms, wires and cables (supported by or suspended from poles, towers, or other structures located on lands adjacent to the hereinafter described lands) as shall from time to time be deemed to be reasonably required for the transmission and distribution of electric energy, and for communication purposes, together with a right of way, on, along and in all of the hereinafter described easement area lying over that portion of the lands described in the Grant Deed recorded August 16, 2002 in document number 200210612 of Yuba County Official Records lying Northerly of the following described line and bounded as follows:

Commencing at a point on the Southerly Right of Way line of State Highway 20, said point being the Northeasterly corner of that parcel of land described in the individual grant deed recorded November 30, 1987 in Book 924, Page 363 of Official Records of the County of Yuba. Said point being marked on the ground by a 3 ½ inch iron pipe. Said iron pipe bearing North 89°58'56" East, 659.77 feet from a 3 ½ inch iron pipe with a ½ inch rebar inside it marking the Northwesterly corner of said parcel,
Thence, South 87°13'49" East, 478.19 feet to the Point of Beginning

THENCE (1) from Said Point of Beginning, South 89°52'12" East, 277.43 feet;

THENCE (2) South 86°24'43" East, 261.07 feet; THENCE (3) South 89°03'17" East, 265.28 feet;

THENCE (4) North 89°42'55" East, 1,844.58 feet; THENCE (5) North 89°39'51" East, 262.28 feet;

THENCE (6) North 83°29'46" East, 539.74 feet; THENCE (7) North 89°34'55" East, 262.09 feet;

THENCE (8) North 89°28'17" East, 257.71 feet; THENCE (9) North 89°41'11" East, 273.42 feet;

THENCE (10) North 89°34'55" East, 514.43 feet; THENCE (11) North 89°31'52" East, 276.12 feet;

THENCE (12) South 86°09'42" East, 259.19 feet; THENCE (13) South 86°02'46" East, 272.65 feet;

THENCE (14) North 82°25'58" East, 456.12 feet; THENCE (15) North 61°32'26" East, 251.69 feet;

THENCE (16) North 61°44'00" East, 272.71 feet; THENCE (17) North 58°18'57" East, 120.85 feet;

THENCE (18) North 58°18'35" East, 151.11 feet; THENCE (19) North 58°18'45" East, 250.29 feet;

THENCE (20) North 62°48'15" East, 272.38 feet; THENCE (21) North 59°33'30" East, 789.98 feet;

THENCE (22) North 59°32'57" East, 202.41 feet; THENCE (23) North 59°39'47" East, 17.68 feet;

THENCE (24) North 59°33'30" East, 398.44 feet to a point being the terminus of this described line, said terminus bearing South 36°55'46" West, 86.04 feet from the Westerly terminus of that course described as "S. 59°45'56" W. 450.65 feet to a point in the Southwesterly line of said tract of land" in the grant deed recorded October 2, 1990 in document number 90 11465 in the Yuba County Recorder's office. Said Westerly terminus bearing South 59°46'00" West, 450.58 feet from a Caltrans rebar with Aluminum cap marking the Northeasterly terminus of said course as shown on sheet 3 of 9 in Record of Survey 91-43" recorded November 25, 1991 in Book 57 of maps Pages 22-30 in the Yuba County Recorder's office;

Said parcel to be bounded on the North by the lands granted to the State in the Grant Deed to the State of California recorded April 18, 1986 in Book 875, at page 186 of Yuba County Official Records.

Together with and exclusive to: Parcel 37170-1

(a) the right of ingress to and egress from said easement area over and across said lands by means of roads and lanes thereon, if such there be, otherwise by such route or routes as shall occasion the least practicable damage and inconvenience to Owner, provided, that such right of ingress and egress shall not extend to any portion of said lands which is isolated from said easement area by any public road or highway, now crossing or hereafter crossing said lands;

(b) the right, from time to time, to trim or to cut down any and all trees and brush now or hereafter within said easement area, and shall have the further right, from time to time, to trim and cut down trees and brush along each side of said easement area which now or hereafter in the opinion of State may interfere with or be a hazard to the facilities installed hereunder, or as State deems necessary to comply with applicable state or federal regulations;

(c) the right to install, maintain and use gates in all fences which now cross or shall hereafter cross said easement area; and

(d) the right to mark the location of said easement area by suitable markers set in the ground; provided that said markers shall be placed in fences or other locations which will not interfere with any reasonable use Owner shall make of said easement area.

State hereby covenants and agrees:

(a) not to fence said easement area;

(b) to repair any damage it shall do to Owner's private roads or lanes on said lands; and

(c) to indemnify Owner against any loss and damage which shall be caused by any wrongful or negligent act or omission of State or of its agents or employees in the course of their employment, provided, however, that this indemnity shall not extend to that portion of such loss or damage that shall have been caused by Owner's comparative negligence or willful misconduct.

Owner reserves the right to use said easement area for purposes which will not interfere with State's full enjoyment of the rights hereby granted; provided that Owner shall not erect or construct any building or other structure, or drill or operate any well, or construct any reservoir or other obstruction within said easement area, or diminish or substantially add to the ground level in said easement area, or construct any fences that will interfere with the maintenance and operation of said facilities.

The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto, and all covenants shall apply to and run with the land.

END PARCEL 37170-1

Parcel 37170-2

An Easement FOR UTILITY purposes, granting the right to install, maintain and use for supporting a pole line, an anchor and guy wires and cables of such types and materials as shall from time to time deem necessary, together with a right of way, on, along and in all of the hereinafter described easement area

lying over that portion of the lands described in the Grant Deed recorded August 16, 2002 in document number 200210612 of Yuba County Official Records described as follows:

Commencing at a point on the Southerly Right of Way of State Highway 20, said point being the Easterly terminus of the course described as "THENCE from said point of beginning along the South line of said Northwest ¼ S. 89°34'06" E. 36.18 feet;" in the Grant Deed to the State of California recorded April 18, 1986 in Book 875, at page 186 of Yuba County Official Records. Thence, along said Southerly Right of Way, North 59°44'56" East, 10.46 feet to the Point of Beginning,
Thence (1) from said Point of Beginning, leaving said Right of Way, South 33°48'53" East, 18.34 feet,
Thence (2) North 56°11'07" East, 5.00 feet,
Thence (3) North 33°48'53" West, 18.03 feet to said Right of Way,
Thence (4) along said Right of Way South 59°44'56" West, 5.01 feet to the Point of Beginning.

Together with and exclusive to: Parcels 37170-2

(a) the right of ingress to and egress from said easement area over and across said lands by means of roads and lanes thereon, if such there be, otherwise by such route or routes as shall occasion the least practicable damage and inconvenience to Owner, provided, that such right of ingress and egress shall not extend to any portion of said lands which is isolated from said easement area by any public road or highway, now crossing or hereafter crossing said lands;

(b) the right, from time to time, to trim or to cut down any and all trees and brush now or hereafter within said easement area, and shall have the further right, from time to time, to trim and cut down trees and brush along each side of said easement area which now or hereafter in the opinion of the State may interfere with or be a hazard to the facilities installed hereunder, or as The State deems necessary to comply with applicable state or federal regulations.

The State agrees to indemnify Owner against any loss and damage which shall be caused by any wrongful or negligent act or omission of The State or of its agents or employees in the course of their employment, provided, however, that this indemnity shall not extend to that portion of such loss or damage that shall have been caused by Owner's comparative negligence or willful misconduct.

Owner shall not erect or construct any building or other structure or drill or operate any well under or within said easement area.

The provisions hereof shall inure to the benefit of and bind the successors and assigns of the respective parties hereto.

END PARCEL 37170-2

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21590

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 04-Nap-128-PM 7.4 PARCEL 63230-1, 2
OWNER: Roger O. and Anne N. Walther

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE | **APPROVAL RECOMMENDED**

Attorney, Department of Transportation | **DIVISION OF RIGHT OF WAY**

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Napa, State of California, Highway 04-Nap-128 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RESOLUTION of NECESSITY

Title Sheet

District	County	Route	Postmile
04	NAP	128	R7.4

Project E.A. 1G430

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 5 pages.

Parcels in Legal Description:					
63230-2					
63230-1					

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

Signature _____
Licensed Land Surveyor

Date 12/15/2017

LICENSED LAND SURVEYOR
JERRY ZHONG
Exp. 12/31/19
No. 7784
STATE OF CALIFORNIA

PARCEL 63230-2:

For State highway purposes, an EASEMENT to the State of California, or its successors and assigns, the right from time to time to construct, reconstruct and maintain (place, operate, inspect, repair, replace and remove) such underground communication facilities as the State of California, or its successors and assigns, may from time to time require (including ingress thereto and egress therefrom) consisting of wires, cables, conduits, pipes, manholes, handholes, service boxes, aboveground markers, risers, service pedestals, underground and aboveground switches, fuses, terminals, terminal equipment cabinets, transformers with associated concrete pads, associated electrical conductors, necessary fixtures and appurtenances necessary to any and all thereof, together with the right of way therefor in, over, under and upon the following described parcel of land:

All that certain real property situate in the unincorporated area of County of Napa, State of California, described as follows:

COMMENCING at the easterly corner of the parcel of land described in the Grant Deed recorded January 8, 1973, recorded in Volume 898 at Page 278, in the Office of the County Recorder of Napa County; thence northwesterly along the northeasterly line of said parcel of land, North 67°37′35″ West, 11.40 feet to the POINT OF BEGINNING; thence continuing along said

northeasterly line, North 67°37′35″ West, 19.00 feet; thence leaving said northeasterly line, North 22°22′25″ East, 15.00 feet; thence South 67°37′35″ East, 19.00 feet; thence South 22°22′25″ West, 15.00 feet to the POINT OF BEGINNING.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 1991.35), Zone 2. Multiply the above distances by 1.0000353 to obtain ground level distances.

PARCEL 63230-1:

For State highway purposes, a TEMPORARY EASEMENT for construction purposes and incidents thereto, upon, over and across that parcel of land described as follows:

All that certain real property situate in the unincorporated area of County of Napa, State of California, described as follows:

COMMENCING at the easterly corner of the parcel of land described in the Grant Deed recorded January 8, 1973, recorded in Volume 898 at Page 278, in the Office of the County Recorder of Napa County; thence northwesterly along the northeasterly line of said parcel of land, North 67°37′35″ East, 68.53 feet to the POINT OF BEGINNING; thence continuing along said northeasterly line, North 67°37′35″ West, 98.37 feet, to the centerline of Conn Creek; thence leaving said northeasterly line, northeasterly along said centerline of Conn Creek, North 45°02′07″ East, 52.50 feet; thence leaving said centerline of Conn Creek, South 67°37′35″ East, 59.39 feet; thence South 09°36′46″ West, 37.57 feet; thence South 19°10′11″ East, 15.78 feet to the POINT OF BEGINNING.

Right to the above described temporary easement shall cease and terminate on December 31, 2022. Said rights may also be terminated prior to the above date by GRANTEE upon notice to OWNER.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 1991.35),

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21591

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 05-SB-166-PM 70.6 PARCEL 9987-1
OWNER: Bill L. Gill and Maxine A. Gill, his wife, as their community property

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE **APPROVAL RECOMMENDED**

Attorney, Department of Transportation **DIVISION OF RIGHT OF WAY**

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Santa Barbara, State of California, Highway 05-SB-166 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
05	SB	166	67.4	0500000013

To: Alessandra Coletta
Right of Way Acquisitions

From: Joseph Bloom
R/W Engineering, District 05

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel: (1page)
  - 9987-1

The electronic files for the above listed information have been transmitted by email.

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

Signature _____
Professional Land Surveyor

Date October 10, 2017

PROFESSIONAL LAND SURVEYOR
Joseph
Bloom
Exp: 12/2018
PLS 7674
STATE OF CALIFORNIA

Parcel 9987-1 Drainage Easement

An easement for drainage purposes described as follows;

The northerly 35.63 feet of the parcel described as ***Parcel 1*** in the deed to Bill and Maxine Gill recorded June 12, 1964 in Book 2054, Page 577, as document number 1964-24655, Official Records of the County of Santa Barbara.

Excepting therefrom that portion thereof lying westerly of the following described line; Beginning at the point on the northerly boundary of said parcel 1 which is westerly 300 feet, as measured along said northerly boundary, from the northeast corner of said parcel 1; thence southerly, perpendicular to said northerly boundary line 100 feet.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21592

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-Riv-74-PM 29.15 PARCEL 24158-1
OWNER: Motte Country Plaza, LLC, a California Limited Liability Company

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE **APPROVAL RECOMMENDED**

Attorney, Department of Transportation **DIVISION OF RIGHT OF WAY**

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Riverside, State of California, Highway 08-Riv-74 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
08	Riv	074	29.15	0800000536

To: Celia Calderilla, Agent
Right of Way Acquisition

From: Jaroslaw W. Musial
R/W Engineering, District 08

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping 2 pages
  - Index Map (Exhibit A) – shows parcel in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel in detail
- RON Legal Description for parcel: 1 page
  - 24158-1

The electronic files for the above listed information have been transmitted by placement onto V:\ROW\RWE Delivery\Riv\074\PM_28.1-37.4_EA 0N670\Parcels\24158\RON.

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 12-4-2017

PROFESSIONAL LAND SURVEYOR
Jaroslaw
Musial
Exp: 12/31/2017
PLS 8596
STATE OF CALIFORNIA

PARCEL 24158-1

For highway purposes the southerly 20.00 feet of the easterly 215.40 feet of Lot 94 of Romola Farms, in the City of Menifee, County of Riverside, State of California, as shown on a map filed in Book 12 of Maps, Page 71, in the Office of the County Recorder of said County.

Excepting therefrom that portion described in deed to the County of Riverside recorded February 21, 1978 as Instrument No. 0032658 of Official Records.

Together with underlying fee interest, if any, contiguous to the above-described property in and to the adjoining public way.

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.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21593

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-Riv-74-PM 34.64 PARCEL 24185-1
OWNER: Steve R. Hostetler and April Y. Stoffel-Hostetler, husband and wife, as joint tenants

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

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

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

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

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

The offer required by Section 7267.2 of the Government Code has not been made to the owners of record as they could not be

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

located with reasonable diligence; and be it further

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Riverside, State of California, Highway 08-Riv-74 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
08	Riv	074	36.46	0800000536

To: Aidee Arpon, Agent
Right of Way Acquisition

From: Jaroslaw W. Musial
R/W Engineering, District 08

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping 2 pages
  - Index Map (Exhibit A) – shows parcel in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel in detail
- RON Legal Description for parcel: 1 page
  - 24185-1

The electronic files for the above listed information have been transmitted by placement onto V:\ROW\RWE Delivery\Riv\074\PM_28.1-37.4_EA 0N670\Parcels\24185\RON.

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 12-5-2017

PROFESSIONAL LAND SURVEYOR
Jaroslaw
Musial
Exp: 12/31/2019
PLS 8596
STATE OF CALIFORNIA

PARCEL 24185-1

For highway purposes a temporary easement for construction purposes in and to that portion of Lot 5, Block D of Valley Vista Acres, in the unincorporated area of the County of Riverside, State of California, as shown on a map filed in Book 14 of Maps, Page 1, in the Office of the County Recorder of said County, described as follows:

COMMENCING at the northeast corner of that certain parcel of land as described in Grant Deed to the County of Riverside recorded April 7, 1981, as Instrument No. 61540 of Official Records of said County; thence along the northerly line of said certain parcel of land South 77°52'34" West, 12.11 feet to the **POINT OF BEGINNING**; thence North 12°07'06" West, 10.53 feet to line parallel with and distant northerly 10.53 feet from the northerly line of said parcel of land; thence along said parallel line South 77°52'34" West, 40.00 feet; thence South 12°07'06" East 10.53 feet to the northerly line of said certain parcel of land; thence along said northerly line North 77°52'34" East, 40.00 feet to the **POINT OF BEGINNING.**

Rights to the above described temporary easement shall cease and terminate on March 27, 2020. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 6. Divide the above distances by 0.999907263 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21594

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-Riv-74-PM 36.46 PARCEL 24201-1
OWNER: Kali P. Chaudhuri as to Parcel 1; Kali P. Chaudhuri M.D as to Parcel 2

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

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

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

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

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

The offer required by Section 7267.2 of the Government Code has not been made to the owner of record as he could not be located

APPROVED AS TO FORM AND PROCEDURE | **APPROVAL RECOMMENDED**

Attorney, Department of Transportation | DIVISION OF RIGHT OF WAY

with reasonable diligence; and be it further

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Riverside, State of California, Highway 08-Riv-74 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
08	Riv	074	36.46	0800000536

To: Aidee Arpon, Agent
Right of Way Acquisition

From: Jaroslaw W. Musial
R/W Engineering, District 08

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping 2 pages
  - Index Map (Exhibit A) – shows parcel in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel in detail
- RON Legal Description for parcel: 1 page
  - 24201-1

The electronic files for the above listed information have been transmitted by placement onto V:\ROW\RWE Delivery\Riv\074\PM_28.1-37.4_EA 0N670\Parcels\24201\RON.

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 12-5-2017

PROFESSIONAL LAND SURVEYOR
Jaroslaw
Musial
Exp: 12/31/2019
PLS 8596
STATE OF CALIFORNIA

PARCEL 24201-1

For highway purposes the northerly 45.00 feet of the southerly 74.99 feet of Section 12, Township 5 South, Range 2 West, San Bernardino Meridian, in the City of Hemet, County of Riverside, State of California, bounded on the West by a line parallel with and distant westerly 135.00 feet, measured at right angles, from the east line of the south west quarter of said Section 12 and bounded on the East by the westerly line of the land described in a deed to the Metropolitan Water District, recorded June 24, 1959 in Book 2497 Pages 437-439 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.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21595

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-Riv-79-PM 26.25 PARCEL 24148-1, 2
OWNER: Samuel Chmelnicki, a widower

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

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

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

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

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

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

RESOLVED by this Commission that the Department of

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

Transportation be and said Department is hereby authorized and empowered;

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Riverside, State of California, Highway 08-Riv-079 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
08	Riv	79	26.25	08 1600 0002

To: Aidee Arpon
Right of Way Acquisition

From: Mike Robert
R/W Engineering, District 08

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcels in relation to the overall project
  - Detail Map (Exhibit B) – shows parcels in detail
- RON Legal Description for parcels: (6 pages)
  - 24148-1
  - 24148-2

The electronic files for the above listed information have been transmitted by email.

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

Signature _____
Professional Land Surveyor

Date November 28, 2017

PROFESSIONAL LAND SURVEYOR
Michael
Robert
Exp: 12-31-17
PLS 8895
STATE OF CALIFORNIA

Parcel 24148-1

Those portions of Parcels 2 and 2A described in deed to Samuel Chmelnicki, recorded February 15, 2008 as Document No. 2008-0075638 of Official Records of the County of Riverside, State of California, said parcels described in said deed as follows: (Reiterated as recorded)

"PARCEL 2:
THAT PORTION OF LOT 3, BLOCK 130 OF THE LANDS OF THE HEMET LAND COMPANY, AS SHOWN BY MAP ON FILE IN BOOK 1, PAGES 14 AND 15 OF MAPS, RIVERSIDE COUNTY RECORDS, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 3, BEING A POINT ON THE CENTERLINE OF SAN JACINTO STREET, AS SHOWN UPON SAID MAP; THENCE EAST 336.30 FEET ON THE NORTH LINE OF SAID LOT 3; THENCE SOUTH 259 FEET ON A LINE PARALLEL WITH THE SAID CENTERLINE OF SAN JACINTO STREET; THENCE WEST 336.30 FEET ON A LINE PARALLEL WITH THE SAID NORTH LINE OF SAID LOT 3; THENCE NORTH 259 FEET ON THE CENTERLINE OF SAN JACINTO STREET TO THE POINT OF BEGINNING.

TOGETHER WITH THAT PORTION, IF ANY, BOUNDED BY THE FOLLOWING DESCRIBED LINES:

BOUNDED ON THE WEST BY THE EASTERLY LINE OF SAID LAND, BOUNDED ON THE NORTH BY THE NORTHERLY LINE OF SAID LOT 3, BOUNDED ON THE EAST BY THE WESTERLY LINE OF THE EASTERLY 323 FEET OF SAID LOT 3, AND BOUNDED ON THE SOUTH BY THE EASTERLY PROLONGATION OF THE SOUTHERLY LINE OF SAID LAND.

EXCEPTING THEREFROM THAT PORTION THEREOF INCLUDED IN SAN JACINTO STREET.

PARCEL 2A:

THAT PORTION OF LOT 3, BLOCK 130 OF THE LANDS OF THE HEMET LAND COMPANY, AS SHOWN BY MAP ON FILE IN BOOK 1, PAGES 14 AND 15 OF MAPS, RIVERSIDE COUNTY RECORDS, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE CENTERLNE OF SAN JACINTO STREET, AS SHOWN BY SAID MAP, 259 FEET SOUTH OF THE NORTHWEST CORNER OF SAID LOT 3; THENCE EASTERLY AND PARALLEL WITH THE NORTH LINE OF SAID LOT, 336.30 FEET; THENCE SOUTH AND PARALLEL WITH THE CENTERLINE OF SAN JACINTO STREET, 1 FOOT; THENCE WEST AND PARALLEL WITH THE NORTH LINE OF SAID LOT 3, 336.30 FEET TO THE CENTERLINE OF SAN JACINTO STREET; THENCE NORTH ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.

TOGETHER WITH THAT PORTION, IF ANY, BOUNDED BY THE FOLLOWING DESCRIBED LINES:

BOUNDED ON THE WEST BY THE EASTERLY LINE OF SAID LAND, BOUNDED ON THE NORTH BY THE EASTERLY PROLONGATION OF THE NORTHERLY LINE OF SAID LAND, BOUNDED ON THE EAST BY THE WESTERLY LINE OF THE EASTERLY 323 FEET OF SAID LOT 3, AND BOUNDED ON THE SOUTH BY THE EASTERLY PROLONGATION OF THE SOUTHERLY LINE OF SAID LAND.

EXCEPT THEREFROM THAT PORTION, IF ANY, INCLUDED WITHIN THE LINES OF THE EASTERLY 323 FEET OF SAID LOT 3.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF INCLUDED IN SAN JACINTO STREET."

Said portions of said parcels described as follows:

Those portions of said Parcels described in said Document lying westerly of a line that is parallel with and 40.00 feet easterly, measured at right angles, from the centerline of San Jacinto Street as shown on said map.

The distances used in the above descriptions are on the California Coordinate System of 1983, Zone 6 (Epoch 1992.88). Divide all distances used in the above description by 0.99990810 to obtain ground level distances.

Parcel 24148-2

A temporary EASEMENT for construction purposes and incidents thereto, in and to those portions of Parcels 2 and 2A described in deed to Samuel Chmelnicki, recorded February 15, 2008 as Document No. 2008-0075638 of Official Records of the County of Riverside, State of California, said Parcels described in said deed as follows: (Reiterated as recorded)

"PARCEL 2:
THAT PORTION OF LOT 3, BLOCK 130 OF THE LANDS OF THE HEMET LAND COMPANY, AS SHOWN BY MAP ON FILE IN BOOK 1, PAGES 14 AND 15 OF MAPS, RIVERSIDE COUNTY RECORDS, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 3, BEING A POINT ON THE CENTERLINE OF SAN JACINTO STREET, AS SHOWN UPON SAID MAP; THENCE EAST 336.30 FEET ON THE NORTH LINE OF SAID LOT 3; THENCE SOUTH 259 FEET ON A LINE PARALLEL WITH THE SAID CENTERLINE OF SAN JACINTO STREET; THENCE WEST 336.30 FEET ON A LINE PARALLEL WITH THE SAID NORTH LINE OF SAID LOT 3; THENCE NORTH 259 FEET ON THE CENTERLINE OF SAN JACINTO STREET TO THE POINT OF BEGINNING.

TOGETHER WITH THAT PORTION, IF ANY, BOUNDED BY THE FOLLOWING DESCRIBED LINES:

BOUNDED ON THE WEST BY THE EASTERLY LINE OF SAID LAND, BOUNDED ON THE NORTH BY THE NORTHERLY LINE OF SAID LOT 3, BOUNDED ON THE EAST BY THE WESTERLY LINE OF THE EASTERLY 323 FEET OF SAID LOT 3, AND BOUNDED ON THE SOUTH BY THE EASTERLY PROLONGATION OF THE SOUTHERLY LINE OF SAID LAND.

EXCEPTING THEREFROM THAT PORTION THEREOF INCLUDED IN SAN JACINTO STREET.

PARCEL 2A:

THAT PORTION OF LOT 3, BLOCK 130 OF THE LANDS OF THE HEMET LAND COMPANY, AS SHOWN BY MAP ON FILE IN BOOK 1, PAGES 14 AND 15 OF MAPS, RIVERSIDE COUNTY RECORDS, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE CENTERLNE OF SAN JACINTO STREET, AS SHOWN BY SAID MAP, 259 FEET SOUTH OF THE NORTHWEST CORNER OF SAID LOT 3; THENCE EASTERLY AND PARALLEL WITH THE NORTH LINE OF SAID LOT, 336.30 FEET; THENCE SOUTH AND PARALLEL WITH THE CENTERLINE OF SAN JACINTO STREET, 1 FOOT; THENCE WEST AND PARALLEL WITH THE NORTH LINE OF SAID LOT 3, 336.30 FEET TO THE CENTERLINE OF SAN JACINTO STREET; THENCE NORTH ALONG SAID CENTERLINE TO THE POINT OF BEGINNING.

TOGETHER WITH THAT PORTION, IF ANY, BOUNDED BY THE FOLLOWING DESCRIBED LINES:

BOUNDED ON THE WEST BY THE EASTERLY LINE OF SAID LAND, BOUNDED ON THE NORTH BY THE EASTERLY PROLONGATION OF THE NORTHERLY LINE OF SAID LAND, BOUNDED ON THE EAST BY THE WESTERLY LINE OF THE EASTERLY 323 FEET OF SAID LOT 3, AND BOUNDED ON THE SOUTH BY THE EASTERLY PROLONGATION OF THE SOUTHERLY LINE OF SAID LAND.

EXCEPT THEREFROM THAT PORTION, IF ANY, INCLUDED WITHIN THE LINES OF THE EASTERLY 323 FEET OF SAID LOT 3.

ALSO EXCEPTING THEREFROM THAT PORTION THEREOF INCLUDED IN SAN JACINTO STREET."

Said portions of said parcels described as follows:

BEGINNING at a point on the southerly line of said Parcel 2A, said point lying distant South 89°56'49" East 7.00 feet from the southwest corner thereof, thence along a line parallel with and distant 7.00 feet easterly of the west line of said Parcel 2A and continuing along its northerly prolongation North 00°07'28" East 260.00 feet to the northerly line of said Parcel 2; thence easterly along said northerly line South 89°56'49" East 5.00 feet; thence South 00°07'28" West 186.00 feet; thence South 89°52'32" East 5.00 feet; thence South 00°07'28" West 41.00 feet; thence North 89°52'32" West 5.00 feet; thence South 00°07'28" West 33.00 feet to said southerly line; thence along said southerly line North 89°56'49" West 5.00 feet to the **POINT OF BEGINNING.**

Rights to the above described temporary easement shall cease and terminate on August 17, 2019. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The distances used in the above description are on the California Coordinate System of 1983 (Epoch 1992.88), Zone 6. Divide all distances used in the above description by 0.99990910 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21596

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-18-PM 109.43 PARCEL 23583-1
OWNER: Aravamudhan Venkataraghavan, a single man

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-18 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
08	SBD	18	109.43	0P390

To: Carolyn Fernandez
Right of Way Acquisition

From: Geoff Grounds
R/W Engineering, District 08

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel in detail
- RON Legal Description for parcel(s): (1 page)
  - 23583-1

The electronic files for the above listed information have been transmitted by email.

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

Signature _____
Professional Land Surveyor

Date 9-21-16

PROFESSIONAL LAND SURVEYOR
GEOFFREY
GROUNDS
Exp: 12-31-17
PLS 8343
STATE OF CALIFORNIA

An easement for State highway purposes in and to that portion of the East half of the East half of the Southeast quarter of the Northwest quarter of Section 19, Township 5 North, Range 6 West, San Bernardino Meridian, in the County of San Bernardino, State of California, lying Southerly of the following described line:

BEGINNING at a point on the West line of the East half of the East half of the Southeast quarter of the Northwest quarter of said Section 19 distant thereon North 00°03'32" East, 87.01 feet from the Southwest corner of the East half of the East half of the Southeast quarter of the Northwest quarter of said Section 19; thence North 89°11'45" East, 287.62 feet to a point on the East line of the Northwest quarter of said Section 19, distant thereon North 00°07'38" East, 83.74 feet from the Center quarter corner of said Section 19, being the **POINT OF TERMINATION** of this line.

EXCEPTING THEREFROM that portion lying South of the centerline of Palmdale Road.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 5. Divide the above distances by 0.999779402 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21597

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 12-Ora-5-PM 14.6 PARCEL 202019-1, 2
OWNER: Moulton Niguel Water District

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102 and Code of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible use; and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Orange, State of California, Highway 12-Ora-5 and described as follows:

STATE OF CALIFORNIA • CALIFORNIA STATE
TRANSPORTATION AGENCY

RESOLUTION of NECESSITY

Title Sheet

District	County	Route	Postmile
12	ORA	I-5 OSO-ALICIA	14.6

Project E.A. 0K0229

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 5 pages.

Parcels in Legal Description:					
202019-1					
202019-2					

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

Signature _____
Professional Land Surveyor

Date 12/18/2017

LICENSED LAND SURVEYOR
THOMAS E. VERLOOP
L.S. 5348
STATE OF CALIFORNIA

Legal Description

PARCEL 202019-1

For freeway purposes, that portion of the Rancho Mission Viejo or La Paz, in the City of Mission Viejo, County of Orange, State of California, as shown on the map recorded December 19, 1867 in book 1, Pages 63 and 64 of Patents, in the Office of the County Recorder of Los Angeles County, California, lying easterly of the following described line:

COMMENCING at the southerly terminus of course (61) described as "N 10°01'15" E, 339.70 feet" for a portion of the westerly line of the San Diego Freeway as described in Parcel 3-a (re-amended) in that certain Final Order of Condemnation, Superior Court Case No. 71980 recorded March 26, 1959 in Book 4645, Page 241 of Official Records in the office of the County Recorder of said County of Orange, and as shown on Right-of-Way Map No. F-1883-5 on file with the State of California Department of Transportation, said point being marked with a 1" Iron Pipe with a plastic plug tagged "CALIF DOT", as shown on Record of Survey No. 2015-1033 recorded in Book 289, Pages 19 through 32, inclusive of Records of Survey in the Office of said Orange County Recorder;

thence along said westerly line of Parcel 3-a (re-amended) North 10°00'39" East 54.89 feet to the **TRUE POINT OF BEGINNING**;

thence leaving said westerly line North 01°27'01" East 95.45 feet;

thence North 88°32'59" West 26.50 feet;

thence North 00°51'30" East 34.60 feet;

thence South 88°32'59" East 26.86 feet;

thence North 01°27'01" East 65.78 feet;

thence North 18°12'38" East 43.43 feet;

thence North 01°05'40" East 361.83 feet;

thence North 88°54'20" West 24.78 feet;

thence North 21°40'12" West 58.12 feet;

thence South 88°54'20" East 47.27 feet;

thence North 01°05'40" East 381.56 feet;

thence North 88°54'20" West 19.27 feet;

thence North 00°46'50" East 32.66 feet;

thence South 88°54'20" East 19.45 feet;

thence North 01°05'40" East 313.62 feet;

thence South 88°30'19" East 22.82 feet to the **POINT OF TERMINATION** in said westerly line of Parcel 3-a (re-amended).

EXCEPTING therefrom that portion lying easterly of said westerly line and within the land described as Parcel 1 in the deed to the State of California recorded in Book 8431, Page 388 of Official Records in the Office of said Orange County Recorder.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone 6, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. All distances are grid, divide distances by 0.99995136 to obtain ground distances.

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

Legal Description

PARCEL 202019-2 Temporary Construction Easement

An easement for temporary construction purposes in and to that portion of the Rancho Mission Viejo or La Paz, in the City of Mission Viejo, County of Orange, State of California, as shown on the map recorded December 19, 1867 in book 1, Pages 63 and 64 of Patents, in the Office of the County Recorder of Los Angeles County, California, described as follows:

COMMENCING at the southerly terminus of course (61) described as "N 10°01'15" E, 339.70 feet" for a portion of the westerly line of the San Diego Freeway as described in Parcel 3-a (re-amended) in that certain Final Order of Condemnation, Superior Court Case No. 71980 recorded March 26, 1959 in Book 4645, Page 241 of Official Records in the office of the County Recorder of said County of Orange, and as shown on Right-of-Way Map No. F-1883-5 on file with the State of California Department of Transportation, said point being marked with a 1" Iron Pipe with a plastic plug tagged "CALIF DOT", as shown on Record of Survey No. 2015-1033 recorded in Book 289, Pages 19 through 32, inclusive of Records of Survey in the Office of said Orange County Recorder;

thence along said westerly line of Parcel 3-a (re-amended) North 10°00'39" East 54.89 feet;

thence leaving said westerly line North 01°27'01" East 95.45 feet;

thence North 88°32'59" West 26.50 feet;

thence North 00°51'30" East 34.60 feet;

thence South 88°32'59" East 26.86 feet;

thence North 01°27'01" East 65.78 feet;

thence North 18°12'38" East 43.43 feet;

thence North 01°05'40" East 361.83 feet;

thence North 88°54'20" West 24.78 feet;

thence North 21°40'12" West 58.12 feet;

thence South 88°54'20" East 47.27 feet;

thence North 01°05'40" East 381.56 feet;

thence North 88°54'20" West 19.27 feet;

thence North 00°46'50" East 32.66 feet;

Legal Description

thence South 88°54'20" East 9.45 feet to the **TRUE POINT OF BEGINNING;**

thence continuing South 88°54'20" East 10.00 feet;

thence North 01°05'40" East 313.62 feet;

thence South 88°30'19" East 22.82 feet to said westerly line of Parcel 3-a (re-amended);

thence along said westerly line Parcel 3-a (re-amended) North 01°29'41" East 201.39 feet to the southerly corner of Parcel 1 (41635) as described in the grant deed to the State of California recorded November 9, 1967 in Book 8431, Page 388 of Official Records of said County of Orange;

thence along the westerly line of said Parcel 1 North 20°19'27" West 53.48 feet;

thence continuing along said westerly line of Parcel 1 North 01°40'41" West 24.72 feet;

thence leaving said westerly line of Parcel 1 South 88°19'19" West 10.00 feet;

thence South 01°40'41" East 26.36 feet;

thence South 20°19'27" East 53.20 feet;

thence South 01°29'41" West 190.01 feet;

thence South 84°55'44" West 48.03 feet;

thence South 18°15'12" West 131.20 feet;

thence South 69°52'51" East 67.25 feet;

thence South 01°05'40" West 170.54 feet to the **TRUE POINT OF BEGINNING.**

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone 6, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. All distances are grid, divide distances by 0.99995136 to obtain ground distances.

Rights to the above described temporary easement shall cease and terminate on May 1, 2023. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21598

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 12-Ora-5-PM 15.7 PARCEL 202023-1, 2
OWNER: Madrid Fore Homeowners Association, Inc., a California Corporation

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Orange, State of California, Highway 12-Ora-5 and described as follows:

STATE OF CALIFORNIA • CALIFORNIA STATE
TRANSPORTATION AGENCY

RESOLUTION of NECESSITY

Title Sheet

District	County	Route	Postmile
12	ORA	I-5 OSO-ALICIA	15.7

Project E.A. 0K0229

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

Parcels in Legal Description:					
202023-1					
202023-2					

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

Signature _____
Professional Land Surveyor

Date 12/18/2017

LICENSED LAND SURVEYOR
THOMAS E. VERLOOP
L.S. 5348
STATE OF CALIFORNIA

Legal Description

PARCEL 202023-1

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 A as shown on a map thereof filed in Book 62, Page 15 of Parcels Maps in the Office of the County Recorder of said Orange County, lying westerly of the following described line:

COMMENCING at the southerly terminus of that certain course described as "N 03°28'06" W, 171.30 feet" for a portion of the easterly line of the San Diego Freeway as described in the grant deed recorded October 6, 1975 in Book 11530, Page 1418 of Official Records in the office of the County Recorder of said County of Orange, and as shown on Right-of-Way Map No. F-1883-8 on file with the State of California Department of Transportation, said point being marked with a 1" Iron Pipe with a plastic plug tagged "CALIF DOT", as shown on Record of Survey No. 2015-1033 recorded in Book 289, Pages 19 through 32, inclusive of Records of Survey in the Office of said Orange County Recorder;

Thence along the westerly line of said Parcel A and said easterly line of the San Diego Freeway North 03°27'51" West 95.77 feet to the **TRUE POINT OF BEGINNING**;

thence leaving said westerly line of Parcel A and said easterly line of the San Diego Freeway North 08°49'13" East 251.50 feet;

thence North 08°43'44" West 50.27 feet;

thence North 25°00'54" West 53.49 feet to the easterly line of the San Diego Freeway as described in Parcel 3-a (re-amended) in that certain Final Order of Condemnation, Superior Court Case No. 71980 recorded March 26, 1959 in Book 4645, Page 241 of Official Records in the office of the County Recorder of said County of Orange;

thence along said last mentioned easterly line North 00°14'33" West 807.71 feet to the southerly corner of Parcel 17 as described in the grant deed to the State of California recorded May 25, 1966 in Book 7941, Page 783 of Official Records in the Office of said Orange County Recorder;

thence along the easterly line of said Parcel 17 the following courses: North 16°12'15" East 78.73 feet;

thence North 05°20'36" West 437.54 feet;

thence North 19°27'40" East 58.62 feet;

thence North 07°49'21" West 52.77 feet;

thence North 28°22'00" West 46.78 feet;

Legal Description

thence leaving said easterly line of Parcel 17 North 04°16'21" West 159.77 feet;

thence North 49°16'21" West 21.21 feet to the **POINT OF TERMINATION** in the easterly line of the San Diego Freeway described as course (3) "S 4°16'16" E, 960.88 feet" in that certain Final Order of Condemnation, Superior Court Case No. 71980 recorded March 26, 1959 in Book 4645, Page 241 of Official Records in the office of said Orange County Recorder.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone 6, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. All distances are grid, divide distances by 0.99995136 to obtain ground distances.

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

Legal Description

PARCEL 202023-2 Temporary Construction Easement

An easement for temporary construction purposes in and to that portion of that certain parcel of land situated in the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel A as shown on a map thereof filed in Book 62, Page 15 of Parcel Maps in the Office of the County Recorder of said Orange County, described as follows:

COMMENCING at the southerly terminus of that certain course described as "N 03°28'06" W, 171.30 feet" for a portion of the easterly line of the San Diego Freeway as described in the grant deed recorded October 6, 1975 in Book 11530, Page 1418 of Official Records in the office of the County Recorder of said County of Orange, and as shown on Right-of-Way Map No. F-1883-8 on file with the State of California Department of Transportation, said point being marked with a 1" Iron Pipe with a plastic plug tagged "CALIF DOT", as shown on Record of Survey No. 2015-1033 recorded in Book 289, Pages 19 through 32, inclusive of Records of Survey in the Office of said Orange County Recorder;

Thence along the westerly line of said Parcel A and said easterly line of the San Diego Freeway North 03°27'51" West 95.77 feet to the **TRUE POINT OF BEGINNING**;

thence leaving said westerly line of Parcel A and said easterly line of the San Diego Freeway North 08°49'13" East 251.50 feet;

thence North 08°43'44" West 4.56 feet to the northerly line of said Parcel A;

thence along said northerly line North 64°22'32" East 5.23 feet;

thence South 08°43'44" East 6.85 feet;

thence South 08°49'13" West 275.24 feet to said westerly line of Parcel A and said easterly line of the San Diego Freeway;

thence along said westerly line of Parcel A and said easterly line of the San Diego Freeway North 03°27'51" West 23.50 feet to the **TRUE POINT OF BEGINNING.**

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone 6, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. All distances are grid, divide distances by 0.99995136 to obtain ground distances.

Rights to the above described temporary easement shall cease and terminate on May 1, 2023. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21599

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 12-Ora-5-PM 16.5 PARCEL 202030-1, 2, 3, 4
OWNER: Kathleen M. Huettner, John R. Huettner, Jr., and Kenneth J. Huettner, as Co-Trustees of the Kathleen M. Huettner Trust Agreement, dated May 23, 1983

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE | **APPROVAL RECOMMENDED**

Attorney, Department of Transportation | **DIVISION OF RIGHT OF WAY**

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Orange, State of California, Highway 12-Ora-5 and described as follows:

STATE OF CALIFORNIA • CALIFORNIA STATE
TRANSPORTATION AGENCY

RESOLUTION of NECESSITY

Title Sheet

District	County	Route	Postmile
12	ORA	I-5 OSO-ALICIA	16.5

Project E.A. 0K0229

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 6 pages.

Parcels in Legal Description:					
202030-1					
202030-2					
202030-3					
202030-4					

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 11/20/2017

LICENSED LAND SURVEYOR
THOMAS E. VERLOOP
L.S. 5348
STATE OF CALIFORNIA

Legal Description

PARCEL 202030-1 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 1 as shown on a map thereof filed in Book 11, Page 21 of Parcel Maps in the Office of the County Recorder of said Orange County, described as follows:

COMMENCING at the northerly corner of the land described in that certain Quitclaim Deed recorded August 12, 1968 in Book 8688, Page 619 of Official Records in the office of the County Recorder of said County of Orange, and as shown on Right-of-Way Map No. F-1884-2 on file with the State of California Department of Transportation, said point being marked with a 1" Iron Pipe with a nail and tag "RCE 19402", as shown on Record of Survey No. 2015-1033 recorded in Book 289, Pages 19 through 32, inclusive of Records of Survey in the Office of said Orange County Recorder;

thence along the northeasterly right of way line of said San Diego Freeway South 67°48'20" East 701.14 feet;

thence continuing along said northeasterly right of way line South 62°40'45" East 173.80 feet to the **TRUE POINT OF BEGINNING**;

thence continuing along said northeasterly right of way line South 62°40'45" East 26.23 feet;

thence continuing along said northeasterly right of way line South 68°10'06" East 414.22 feet;

thence continuing along said northeasterly right of way line South 63°22'53" East 54.28 feet to the most southerly corner of said Parcel 1;

thence along the southeasterly line of said Parcel 1 North 41°49'05" East 11.31 feet;

thence leaving said southeasterly line of Parcel 1 North 62°41'45" West 117.61 feet;

thence North 68°14'53" West 327.52 feet;

thence North 50°29'21" West 34.91 feet;

thence South 61°07'24" West 32.25 feet to the **TRUE POINT OF BEGINNING.**

Lands abutting the freeway shall have no right or easement of access thereto over those courses described above as "North 41°49'05" East 11.31 feet, North 62°41'45" West 117.61 feet, North 68°14'53" West 327.52 feet, North 50°29'21" West 34.91 feet, and South 61°07'24" West 32.25 feet".

Legal Description

<u>PARCEL 202030-2</u> Retaining Wall and Footing Easement

An easement for retaining wall and footing purposes in and to that portion of that certain parcel of land situated in the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 1 as shown on a map thereof filed in Book 11, Page 21 of Parcel Maps in the Office of the County Recorder of said Orange County, described as follows:

COMMENCING at the northerly corner of the land described in that certain Quitclaim Deed recorded August 12, 1968 in Book 8688, Page 619 of Official Records in the office of the County Recorder of said County of Orange, and as shown on Right-of-Way Map No. F-1884-2 on file with the State of California Department of Transportation, said point being marked with a 1" Iron Pipe with a nail and tag "RCE 19402", as shown on Record of Survey No. 2015-1033 recorded in Book 289, Pages 19 through 32, inclusive of Records of Survey in the Office of said Orange County Recorder;

thence along the northeasterly right of way line of said San Diego Freeway South 67°48'20" East 701.14 feet;

thence continuing along said northeasterly right of way line South 62°40'45" East 200.03 feet;

thence continuing along said northeasterly right of way line South 68°10'06" East 414.22 feet;

thence continuing along said northeasterly right of way line South 63°22'53" East 54.28 feet to the most southerly corner of said Parcel 1;

thence along the southeasterly line of said Parcel 1 North 41°49'05" East 11.31 feet;

thence leaving said southeasterly line of Parcel 1 North 62°41'45" West 117.61 feet;

thence North 68°14'53" West 278.07 feet to the **TRUE POINT OF BEGINNING**;

thence continuing North 68°14'53" West 49.45 feet;

thence North 50°29'21" West 34.91 feet;

thence South 61°07'24" West 32.25 feet to said northeasterly right of way line;

thence along said northeasterly right of way line North 62°40'45" West 89.33 feet to the westerly corner of said Parcel 1, being a point on a curve, concave southeasterly and having a radius of 1699.92 feet, a radial line of said curve from said point bears North 66°30'21" West;

thence along said curve and the northwesterly line of said Parcel 1 northeasterly 15.91 feet through a central angle of 00°32'11";

thence leaving said northwesterly line South 71°02'52" East 161.94 feet;
thence South 18°57'08" West 8.21 feet;

thence South 68°14'53" East 29.21 feet;

thence South 20°54'07" West 10.00 feet to the **TRUE POINT OF BEGINNING**

PARCEL 202030-3 Temporary Construction Easement

An easement for temporary construction purposes in and to that portion of that certain parcel of land situated in the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 1 as shown on a map thereof filed in Book 11, Page 21 of Parcel Maps in the Office of the County Recorder of said Orange County, lying within a strip of land 10.00 feet in width, the southwesterly line of said strip being described as follows:

COMMENCING at the northerly corner of the land described in that certain Quitclaim Deed recorded August 12, 1968 in Book 8688, Page 619 of Official Records in the office of the County Recorder of said County of Orange, and as shown on Right-of-Way Map No. F-1884-2 on file with the State of California Department of Transportation, said point being marked with a 1" Iron Pipe with a nail and tag "RCE 19402", as shown on Record of Survey No. 2015-1033 recorded in Book 289, Pages 19 through 32, inclusive of Records of Survey in the Office of said Orange County Recorder;

thence along the northeasterly right of way line of said San Diego Freeway South 67°48'20" East 701.14 feet;

thence continuing along said northeasterly right of way line South 62°40'45" East 200.03 feet;

thence continuing along said northeasterly right of way line South 68°10'06" East 414.22 feet;

thence continuing along said northeasterly right of way line South 63°22'53" East 54.28 feet to the most southerly corner of said Parcel 1;

thence along the southeasterly line of said Parcel 1 North 41°49'05" East 11.31 feet to the **TRUE POINT OF BEGINNING**;

thence leaving said southeasterly line of Parcel 1 North 62°41'45" West 117.61 feet;

thence North 68°14'53" West 278.07 feet to the **POINT OF TERMINATION**.

The sidelines of said strip to be prolonged or shortened to terminate southeasterly in said southeasterly line of Parcel 1.

Rights to the above described temporary easement shall cease and terminate on May 1, 2023. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

PARCEL 202030-4 Temporary Construction Easement

An easement for temporary construction purposes in and to that certain parcel of land situated in the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 1 as shown on a map thereof filed in Book 11, Page 21 of Parcel Maps in the Office of the County Recorder of said Orange County, described as follows:

COMMENCING at the northerly corner of the land described in that certain Quitclaim Deed recorded August 12, 1968 in Book 8688, Page 619 of Official Records in the office of the County Recorder of said County of Orange, and as shown on Right-of-Way Map No. F-1884-2 on file with the State of California Department of Transportation, said point being marked with a 1" Iron Pipe with a nail and tag "RCE 19402", as shown on Record of Survey No. 2015-1033 recorded in Book 289, Pages 19 through 32, inclusive of Records of Survey in the Office of said Orange County Recorder;

thence along the northeasterly right of way line of said San Diego Freeway South 67°48'20" East 701.14 feet;

thence continuing along said northeasterly right of way line South 62°40'45" East 84.47 feet to the westerly corner of said Parcel 1, being a point on a curve, concave southeasterly and having a radius of 1699.92 feet, a radial line of said curve from said point bears North 66°30'21" West;

thence along said curve and the northwesterly line of said Parcel 1 northeasterly 15.91 feet through a central angle of 00°32'11" to the **TRUE POINT OF BEGINNING**;

thence continuing along said northwesterly line and along said curve northeasterly 38.83 feet through a central angle of 01°18'32";

thence leaving said northwesterly line South 50°31'02" East 110.18 feet;

thence North 71°02'52" West 107.06 feet to the **TRUE POINT OF BEGINNING**.

Legal Description

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone 6, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. All distances are grid, divide distances by 0.99995136 to obtain ground distances.

Rights to the above described temporary easement shall cease and terminate on May 1, 2023. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21600

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 12-Ora-39-PM 1.9 PARCEL 103535-1, 2
OWNER: Regency Centers, L.P., a Delaware Limited Partnership

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE | **APPROVAL RECOMMENDED**

Attorney, Department of Transportation | DIVISION OF RIGHT OF WAY

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Orange, State of California, Highway 12-Ora-39 and described as follows:

RESOLUTION of NECESSITY

Title Sheet

District	County	Route	Postmile
12	ORA	39 BEACH BLVD	1.9

Project E.A. 0N990

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 3 pages.

Parcels in Legal Description:					
103535-1					
103535-2					

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

Signature Francis D Romano Jr.

Professional Land Surveyor

Date December 5, 2017

PROFESSIONAL LAND SURVEYOR
FRANCIS D. ROMANO, JR.
PLS 6394
STATE OF CALIFORNIA

Unless stated otherwise, all bearings and distances described herein are California Coordinate System of 1983, Zone 6, based on North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. Distances are U.S. Survey foot grid, divide grid distances by a combined factor of 0.99997565 to obtain ground distances.

Parcel 103535-1

An easement for State highway purposes in and to that portion of Parcel 1 of Parcel Map No. 79-572 filed in Parcel Map Book 158, Pages 43-47, records of Orange County, California, described as follows:

COMMENCING at the centerline intersection of Utica Avenue and Beach Blvd as shown on Record of Survey Map No. 2013-1081 filed in Book 266, Page 20 of Record of Surveys of said County;

Thence, South 89 degrees 44 minutes 53 seconds East a distance of 88.00 feet along the prolongation of said centerline of Utica Avenue to the West line of said Parcel 1 and the **POINT OF BEGINNING**;

Thence, North 00 degrees 17 minutes 23 seconds East along said West line a distance of 77.77 feet;

Thence, South 89 degrees 06 minutes 13 seconds East a distance of 6.04 feet;

Thence, South 00 degrees 19 minutes 28 seconds West a distance of 26.19 feet to the beginning of a non-tangent curve concave Northeasterly having a radius of 10.19 feet to which a radial line bears South 83 degrees 00 minutes 01 seconds West;

Thence, Southeasterly along said curve through a central angle of 80 degrees 17 minutes 59 seconds an arc distance of 14.28 feet to the beginning of a non-tangent line to which a radial line bears South 02 degrees 42 minutes 02 seconds West;

Thence, North 89 degrees 50 minutes 47 seconds East a distance of 9.47 feet to a point herein described as Point "A";

Thence, South 00 degrees 21 minutes 38 seconds West a distance of 85.75 feet to a point herein described as Point "B";

Thence, North 89 degrees 12 minutes 05 seconds West a distance of 9.36 feet to the beginning of non-tangent curve concave Southeasterly having a radius of 10.31 feet to which a radial line bears North 01 degrees 45 minutes 07 seconds West;

Thence, southwesterly along said curve through a central angle of 89 degrees 07 minutes 19 seconds an arc distance of 16.04 feet to the beginning of a non-tangent line to which a radial bears South 89 degrees 07 minutes 34 seconds West;

Thence, South 00 degrees 11 minutes 26 seconds West a distance of 24.60 feet;

Thence, South 89 degrees 38 minutes 14 seconds West a distance of 5.81 feet to said West line of Parcel 1;

Thence, North 00 degrees 17 minutes 23 seconds East along said West line a distance of 78.15 feet to the **POINT OF BEGINNING**.

Parcel 103535-2

A Temporary Construction Easement for State highway purposes in, on, over and across that portion Parcel 1 of Parcel Map No. 79-572 filed in Parcel Map Book 158, Pages 43-47, records of Orange County, California,

Lying within the following described boundary;

BEGINNING at Point "B" in the above described Parcel 103535-1;

Thence, South 89 degrees 25 minutes 23 seconds East a distance of 5.02 feet;

Thence, North 01 degrees 04 minutes 12 seconds East a distance of 9.42 feet;

Thence, South 89 degrees 33 minutes 41 seconds East a distance of 20.92 feet;

Thence, North 00 degrees 10 minutes 58 seconds East a distance of 68.31 feet;

Thence, North 89 degrees 41 minutes 24 seconds West a distance of 20.72 feet;

Thence, North 00 degrees 00 minutes 26 seconds East a distance of 8.12 feet;

Thence, South 89 degrees 50 minutes 47 seconds West a distance of 5.08 feet to Point "A" in said Parcel 103535-1 description;

Thence, South 00 degrees 21 minutes 38 seconds West a distance of 85.75 feet to the **POINT OF BEGINNING**;

Rights to the above described temporary easement shall cease and terminate on December 30, 2019. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21586

TAB 46
REPLACEMENT ITEM

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Yub-20-PM 8.38-9.25 PARCEL 36781-1,2,3,4,5,6,7,8,9,10
OWNER: Dorothy Naomi Shintaffer, Trustee of the Shintaffer Family Revocable Trust, dated October 7, 1999, as to an undivided 50% interest, and Dorothy Shintaffer, as Trustee of The Dorothy Shintaffer Trust, dated April 12, 2005, as to an undivided 50% 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; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Pacific Gas & Electric for utility purposes;

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Yuba, State of California, Highway 03-Yub-20 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 47

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 - February 1, 2018

Reference No: 2.4e.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **RESOLUTION OF NECESSITY – RESCISSION**

ISSUE:

Should the California Transportation Commission (Commission) rescind Resolution of Necessity (Resolution) C-21553, because of a change in property ownership?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission adopt Resolution CR-160. In accordance with statutory requirements, the owners have been advised that the Department is requesting rescission of Resolution C-21553 as summarized below.

BACKGROUND:

Resolution C-21553 was adopted by the Commission on June 28, 2017 for a conventional highway shoulder widening project. Resolution C-21553 authorized condemnation of a permanent easement for State highway purposes. Resolution C-21553 should be rescinded because of a change in property ownership.

CR-160 - First Class Properties, LLC, a California Limited Liability Company, etc., et al.
08-SBd-18-PM 109.43 - Parcel 23583-1 - EA 0P3909.
Right of Way Certification Date: 03/15/18; Ready to List Date: 04/16/18. Conventional highway - widen existing shoulders to eight feet and construct shoulder rumble strips. Rescinds Resolution of Necessity C-21553, adopted June 28, 2017, which Resolution authorized condemnation of a permanent easement for State highway purposes. Resolution C-21553 is rescinded because of a change in property ownership. Located in the unincorporated area of Phelan near the northwest corner of Palmdale Road and Paramount Road. Assessor Parcel Number 3101-471-08.

Attachment

TRANSPORTATION COMMISSION
RESOLUTION NO.

CR-160

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION RESCINDING RESOLUTION OF NECESSITY NO. C-21553
ADOPTED June 28, 2017, PROJECT 08-SBd-18

RESOLVED, that the action of the California Transportation Commission taken on June 28, 2017, in adopting Resolution of Necessity No. C-21553 as to parcel 23583-1 therein, which resolution authorized condemnation of a permanent easement for State Highway purposes, located in the County of San Bernardino, 08-SBd-18, is hereby rescinded.

APPROVED AS TO FORM AND PROCEDURE

Attorney, Department of Transportation

APPROVAL RECOMMENDED

DIVISION OF RIGHT OF WAY

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21553

PASSED BY CTC JUN 28 2017 CALIFORNIA TRANSPORTATION COMMISSION

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-18-PM 109.43 PARCEL 23583-1
OWNER: First Class Properties, LLC, a California Limited Liability Company, etc., et al.

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

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

Attorney, Department of Transportation

APPROVAL RECOMMENDED

DIVISION OF RIGHT OF WAY

empowered;

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-18 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
08	SBD	18	109.43	0P390

To: Carolyn Fernandez
Right of Way Acquisition

From: Geoff Grounds
R/W Engineering, District 08

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel in detail
- RON Legal Description for parcel(s): (1 page)
  - 23583-1

The electronic files for the above listed information have been transmitted by email.

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

Signature _____
Professional Land Surveyor

Date 9-21-16

PROFESSIONAL LAND SURVEYOR
GEOFFREY GROUNDS
Exp: 12-31-17
PLS 8343
STATE OF CALIFORNIA

An easement for State highway purposes in and to that portion of the East half of the East half of the Southeast quarter of the Northwest quarter of Section 19, Township 5 North, Range 6 West, San Bernardino Meridian, in the County of San Bernardino, State of California, lying Southerly of the following described line:

BEGINNING at a point on the West line of the East half of the East half of the Southeast quarter of the Northwest quarter of said Section 19 distant thereon North 00°03'32" East, 87.01 feet from the Southwest corner of the East half of the East half of the Southeast quarter of the Northwest quarter of said Section 19; thence North 89°11'45" East, 287.62 feet to a point on the East line of the Northwest quarter of said Section 19, distant thereon North 00°07'38" East, 83.74 feet from the Center quarter corner of said Section 19, being the **POINT OF TERMINATION** of this line.

EXCEPTING THEREFROM that portion lying South of the centerline of Palmdale Road.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 5. Divide the above distances by 0.999779402 to obtain ground level distances.

THIS IS TO CERTIFY that the foregoing resolution was duly passed by the California Transportation Commission at its meeting regularly called and held on the 28th day of June, in the city of Sacramento and that the foregoing is a full and correct copy of the original resolution.
Dated this the 28th day of June.

Susan Bransen

SUSAN BRANSEN, Executive Director
CALIFORNIA TRANSPORTATION COMMISSION

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 48

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 - February 1, 2018

Reference No: 2.4d.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **CONVEYANCE OF EXCESS STATE OWNED REAL PROPERTY**

ISSUE:

Should the California Transportation Commission (Commission) approve execution of the following Director's Deeds?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission authorize execution of the Director's Deeds summarized below. The conveyance of excess State owned real property, including exchanges, is pursuant to Section 118 of the Streets and Highways Code.

The Director's Deeds included in this item involve an estimated current value of $1,483,500. The State will receive a return of $2,846,500 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

DIRECTOR'S DEEDS:

01-03-Sac-244 Post Mile (PM) 0.6	Sacramento
Disposal Unit #DD-018419-01-02	3.27 acres
Convey to: Auburn SAC, LLC	$1,880,000
	Public Sale Estimate (PSE) $620,000

Public auction. Excess parcel was created due to the construction of Route 244 in Sacramento. Parcel has a large easement and limited access, making parcel limited in use. Public oral auction was held on November 29, 2017, with three bidders participating. Bidding started at $465,000 and stopped at $1,880,000. The highest bidder was the winner of the auction.

02-03-Yub-20 PM R18.5 Yuba County
Disposal Unit #DD-29619-01-01 30 foot access opening
Convey to: Devyn Hall $0 Appraisal Not Applicable (N/A)

Exchange of access openings pursuant to Right of Way contract executed October 18, 2017. Project will realign State Highway 20 to improve non-standard curves, improve site distance, and add shoulders to the section of Highway 20 between the Yuba River and Smartsville Road. The project requires close of current access and construction of a new access along State Route 20.

03-04-Ala-80 PM 2.7 Oakland
Disposal Unit #DE-056444-01-01 1,551 square feet (s.f.)
Convey to: East Bay Municipal Utility District $0 (Appraisal N/A)

This easement identifies existing utility rights that the Grantee has, the location of which was not specifically called out in the acquisition deed. The whole parcel was purchased from the United States Army (Army), reserving existing utilities from the rights of the Army for successors in interest as identified in this conveyance. See Quitclaim Deed (Exhibit B) dated February 11, 2002 on Page 3, Section D.

04-04-Ala-238 PM 12.3 Hayward
Disposal Unit #DD-033854-01-01 .09 acre (3,932 s.f.)
Convey to: Hong Qin Wang $130,000 (PSE $130,000)

Public Auction. Selling price represents the highest bid received at the public sale. Route was rescinded on November 3-4, 2010.

05-04-Ala-238 PM 13.3X Hayward
Disposal Unit #DD-030185-01-01 2.46 acres (106,946 s.f.)
Convey to: Taubeh Saffarian and Babak Saffarian $663,000 (PSE $560,000)
As Tenants in Common

Selling price represents the highest bid received at the public sale. Auctioned parcel at PSE minimum bid on March 29, 2017, buyer did not successfully close. Discounted PSE by 9.82 percent (%) and attempted to auction parcel on November 15, 2017, with no interested bidders. Discounted PSE by 25% and successfully auctioned on December 13, 2017. There were three registered bidders and three active bidders. Due to the competitive nature of the bidding, the highest bid settled above the PSE.

06-04-Sol-29 PM 4.4 — Vallejo
Disposal Unit #DD-004648-01-01 — 10,869 s.f.
Convey to: Napa Bay, LP — $65,500 (Appraisal $65,500)

Selling price represents the appraised value received from the only adjoining owner. This is a decertification of a 10,869 s.f. level strip of land along the frontage of requestor's adjoining parcel. This parcel also abuts State Route 29 (Sonoma Blvd) in Vallejo and is not independently developable.

07-05-Mon-101 PM 101.06 — Aromas
Disposal Unit #DE 11298-01-01 — 2,622 square feet
Convey to: Pacific Gas and Electric — $0 (Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is 100% State's obligation pursuant to Utility Agreement No. 5-UT-1077.573 dated September 25, 2012.

08-05-SBt-146 PM 12.71 / 15.13 — Pinnacles National Park
Disposal Unit #DK 11818 — 13.65 acres
Quitclaim to: The United States of America — $0 (Appraisal N/A)

Quitclaim of all rights and interests to underlying fee owner for no monetary consideration to the United States of America, Department of the Interior for all of the State's rights and interests of the portion of State Route 146 inside the boundary of Pinnacles National Park between PM 12.71 to 15.13, per acquisition agreement for parcel #DK 11818. Compensation of a sort is realized in this conveyance because the State is relieved of any and all costs of maintaining the highway and potential legal liabilities are reduced.

09-07-LA-05 PM 0.20 — City of La Mirada
Disposal Unit #DK 80740-1 — 2,631 square feet
Convey to: Chevron U.S.A. Inc., a Pennsylvania corporation and Chevron Pipe Line Company, a Delaware corporation, on the one hand, and Crimson California Pipeline, LP, a California limited partnership, on the other hand. — $0 (Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is 100% State's obligation pursuant to Utility Agreement No. 7UA-12060.1, dated April 14, 2010.

10-07-LA-5 PM 6.0 — City of Norwalk
Disposal Unit #DE 79994-3 — 7,861 s.f.
Convey to: Southern California Edison Company — $0 (Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is 100% State's obligation pursuant to Utility Agreement No. 7UA-12242 dated July 31, 2013. Related route: Interstate 5 freeway widening project and associated relocation of facilities.

11-07-LA-5 PM 6.0 City of Norwalk
Disposal Unit #DK 80001-3 281 square feet
Convey to: Southern California Edison Company $0 (Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is 100% State's obligation pursuant to Utility Agreement No. 7UA-12207 dated July 31, 2013.

12-07-LA-05 PM 0.20 City of La Mirada
Disposal Unit #DK 80723-1 316 s.f.
Convey to: Chevron U.S.A. Inc., a Pennsylvania corporation and Chevron Pipe Line Company, a Delaware corporation, on the one hand, and Crimson California Pipeline, LP, a California limited partnership, on the other hand. $0 (Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is 100% State's obligation pursuant to Utility Agreement No. 7UA-12060.1, dated April 14, 2010.

13-11-SD-905 PM 6.8 San Diego County
Disposal Unit #DD 31345-01-01 36,120 s.f.
Convey to: Pardee Homes $108,000 (FMV $108,000)

Direct sale. Parcel is landlocked. Selling price represents appraised fair market value received from only adjoining owner.

14-12-Ora-90 PM 12.25 City of Anaheim
Disposal Unit #DK 102146-9 420 s.f.
Convey to: The City of Anaheim, a corporation organized and existing under and by virtue of the laws of the State of California $0 (Appraisal N/A)

Direct conveyance of utility easement parcel for no monetary consideration. Conveyance is 100% State's obligation per utility agreement 12-UT-936 dated August 7, 2006.

Attachments
Attachment A – Financial summary spreadsheet
Exhibits 1A-14A – Parcel maps
Exhibit B – Quitclaim Deed related to Director's Deed 03

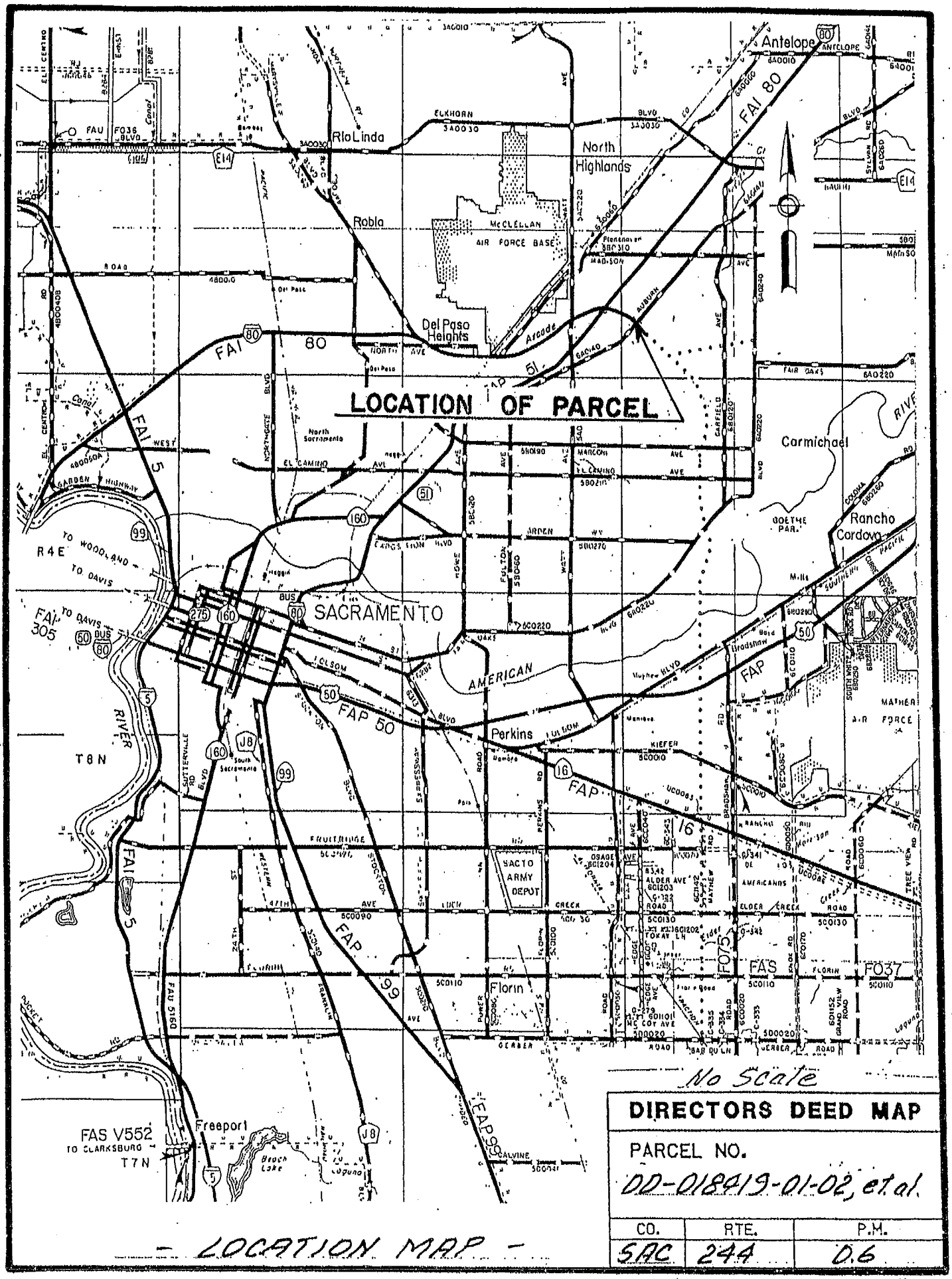
SUMMARY OF DIRECTOR'S DEEDS - 2.4d.(1)
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - January 31 - February 1, 2018

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								
03	1	1			2	$620,000	$1,880,000	303.2%
04	1	2	1		4	$755,500	$858,500	113.6%
05			2		2	$0	$0	
06								
07	2		2		4	$0	$0	
08								
09								
10								
11	1				1	$108,000	$108,000	100.0%
12			1		1	$0	$0	
Total	**5**	**3**	**6**		**14**	**$1,483,500**	**$2,846,500**	**191.9%**

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	$173,500	$173,500	100.0%
Public Sales	3	$1,310,000	$2,673,000	204.0%
Non-Inventory Conveyances	6	$0	$0	
Sub-Total	14	$1,483,500	$2,846,500	191.9%
Other Funded				
Sales				
Total	14	$1,483,500	$2,846,500	191.9%



No Scale

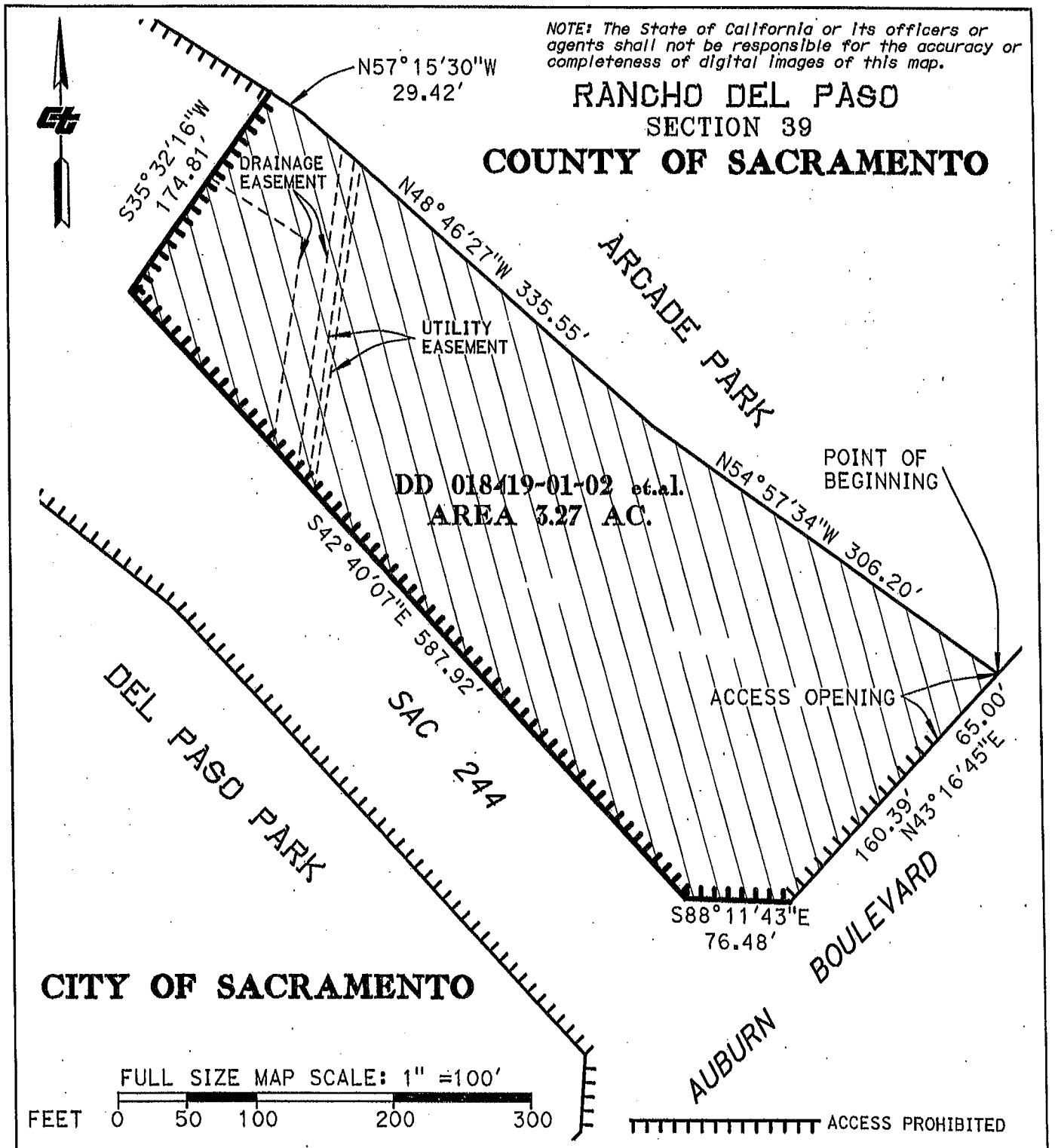
DIRECTORS DEED MAP

PARCEL NO.

DD-018419-01-02, et al.

CO.	RTE.	P.M.
SAC	244	0.6

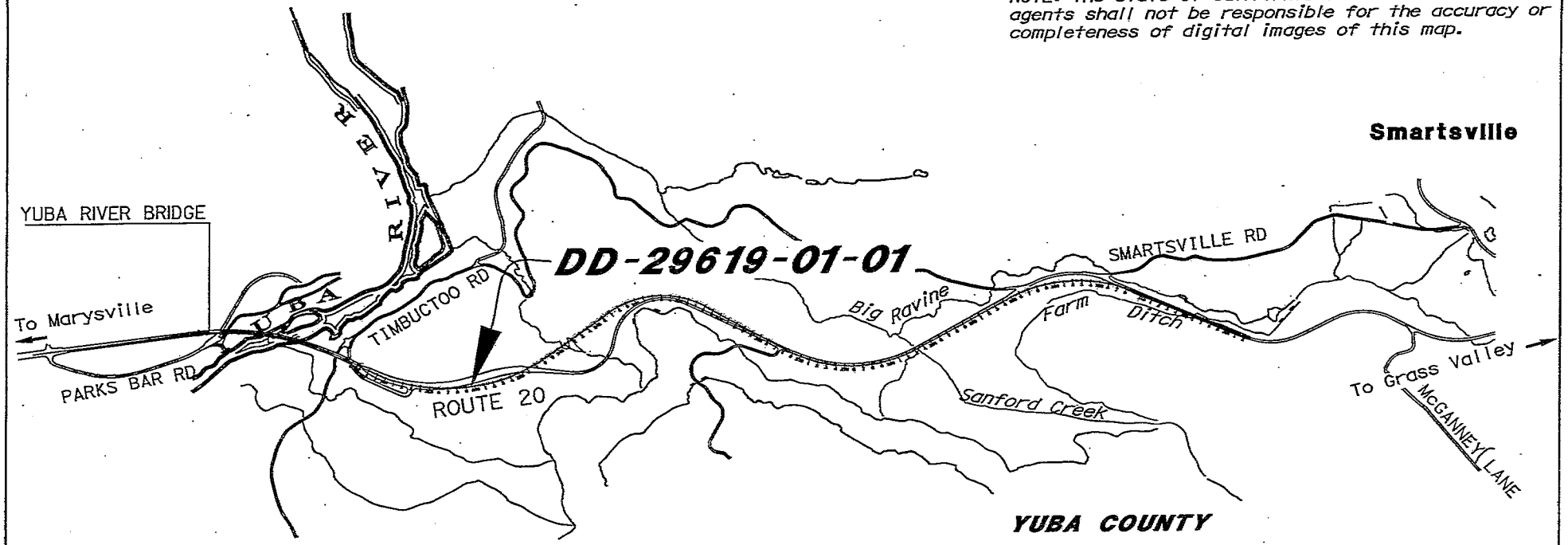
- LOCATION MAP -



NOTES	LEGEND	STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY DIRECTOR'S DEED MAP PARCEL NO. DD-018419-01-02 et.al.
Coordinates and bearings are on CCS NAD 27 Zone 2. Distances and stationing are ground distances. Multiply by 0.99995 to obtain grid distances. All distances are in feet unless otherwise noted.		

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
Shawn Thomas	09-16-2016	3	SAC	244	0.6	1	1

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
ACCESS EXCHANGE
DD-29619-01-01
NO SCALE

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
RON GUENTHER	04/28/2017	03	YUB	20	R18.07/20.25	1	2

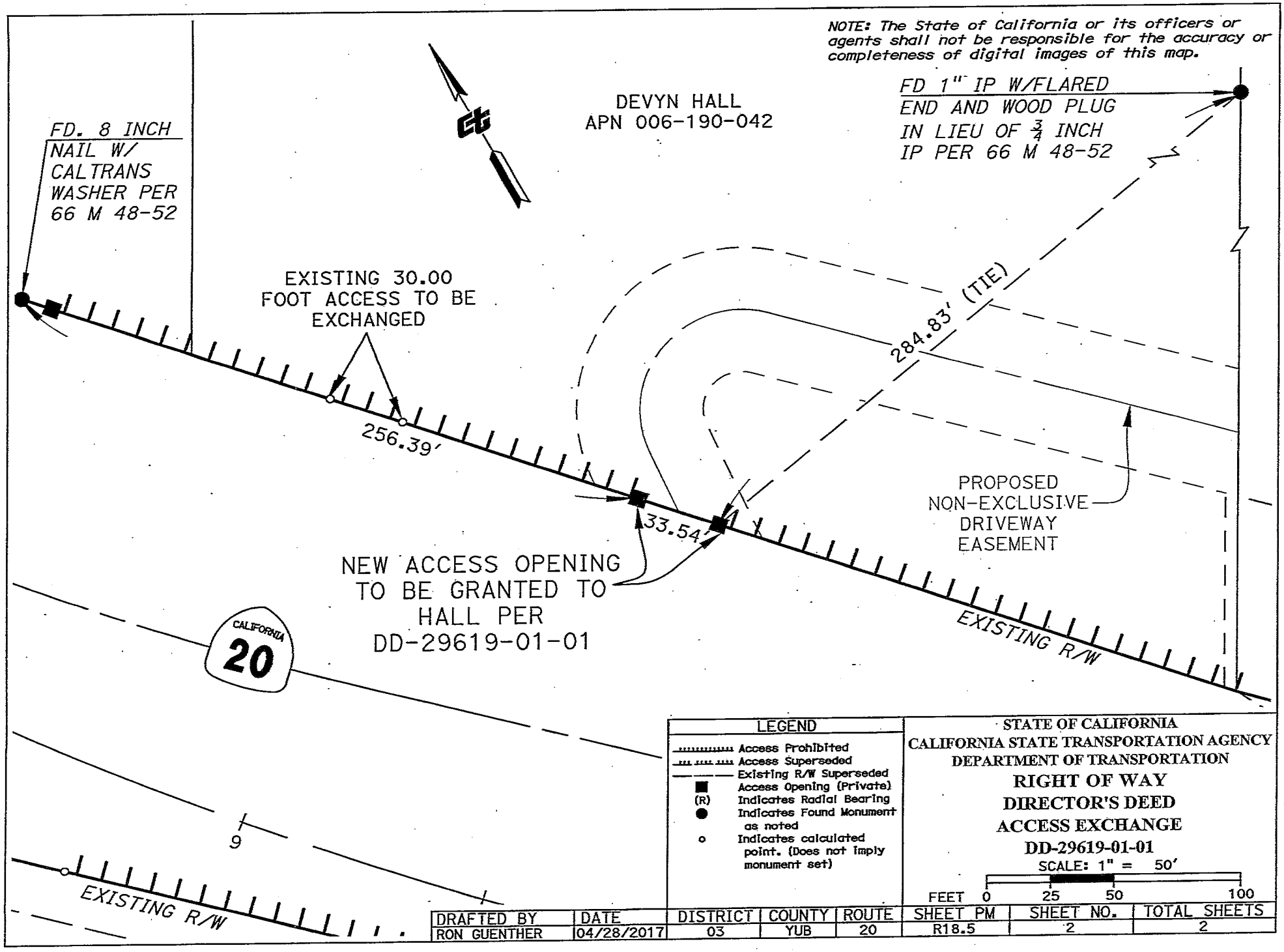
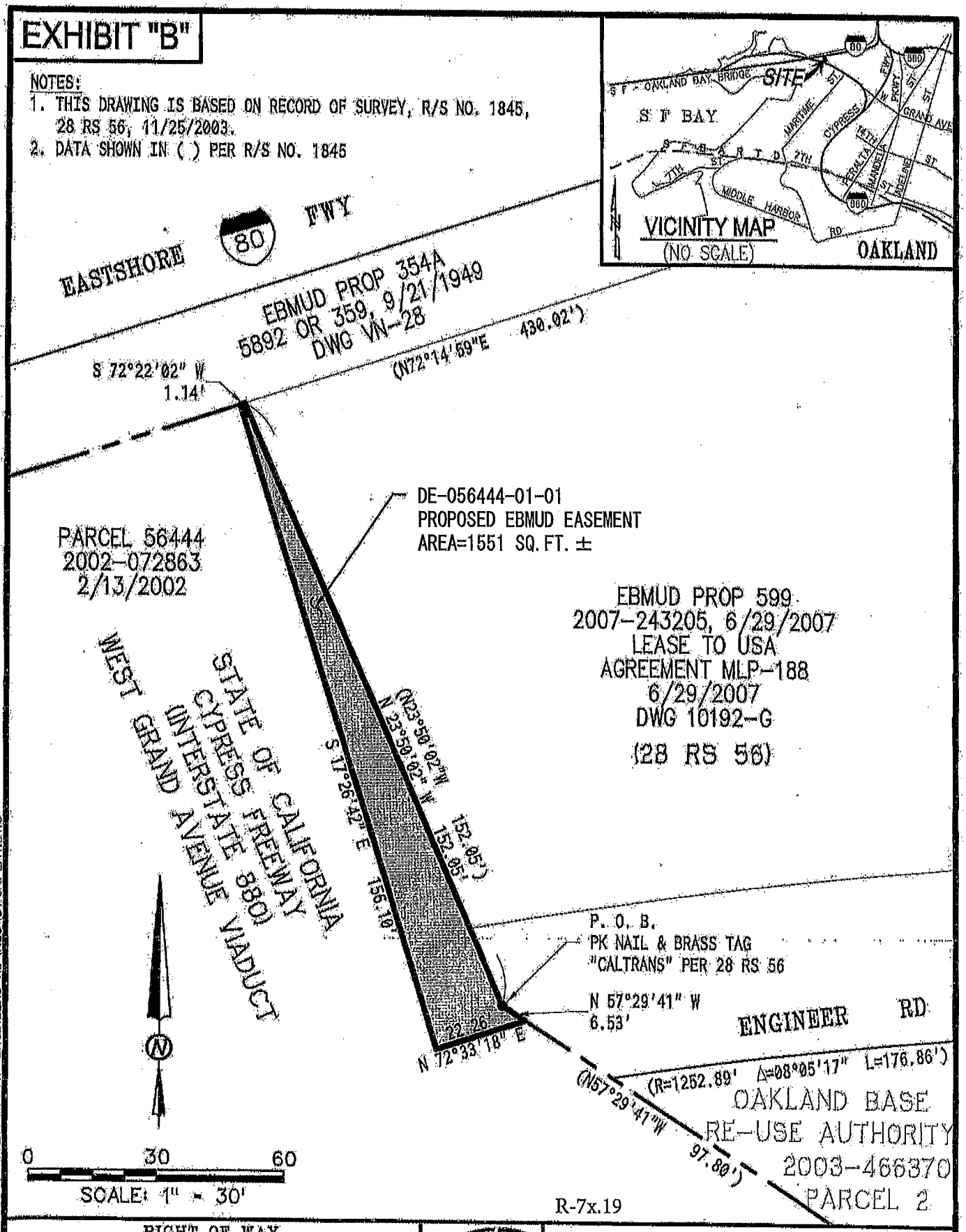

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.
FD. 8 INCH NAIL W/ CALTRANS WASHER PER 66 M 48-52
DEVYN HALL
APN 006-190-042
FD 1" IP W/FLARED END AND WOOD PLUG IN LIEU OF 3/4 INCH IP PER 66 M 48-52
EXISTING 30.00 FOOT ACCESS TO BE EXCHANGED
284.83' (TIE)
256.39'
33.54'
PROPOSED NON-EXCLUSIVE DRIVEWAY EASEMENT
NEW ACCESS OPENING TO BE GRANTED TO HALL PER DD-29619-01-01
CALIFORNIA 20
EXISTING R/W
9
EXISTING R/W
LEGEND
Access Prohibited
Access Superseded
Existing R/W Superseded
Access Opening (Private)
(R) Indicates Radial Bearing
Indicates Found Monument as noted
Indicates calculated point. (Does not imply monument set)
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
ACCESS EXCHANGE
DD-29619-01-01
SCALE: 1" = 50'
FEET 0 25 50 100
DRAFTED BY RON GUENTHER
DATE 04/28/2017
DISTRICT 03
COUNTY YUB
ROUTE 20
SHEET PM R18.5
SHEET NO. 2
TOTAL SHEETS 2

EXHIBIT "B"

NOTES:
1. THIS DRAWING IS BASED ON RECORD OF SURVEY, R/S NO. 1845, 28 RS 56, 11/25/2003.
2. DATA SHOWN IN ( ) PER R/S NO. 1845



R-7x.19

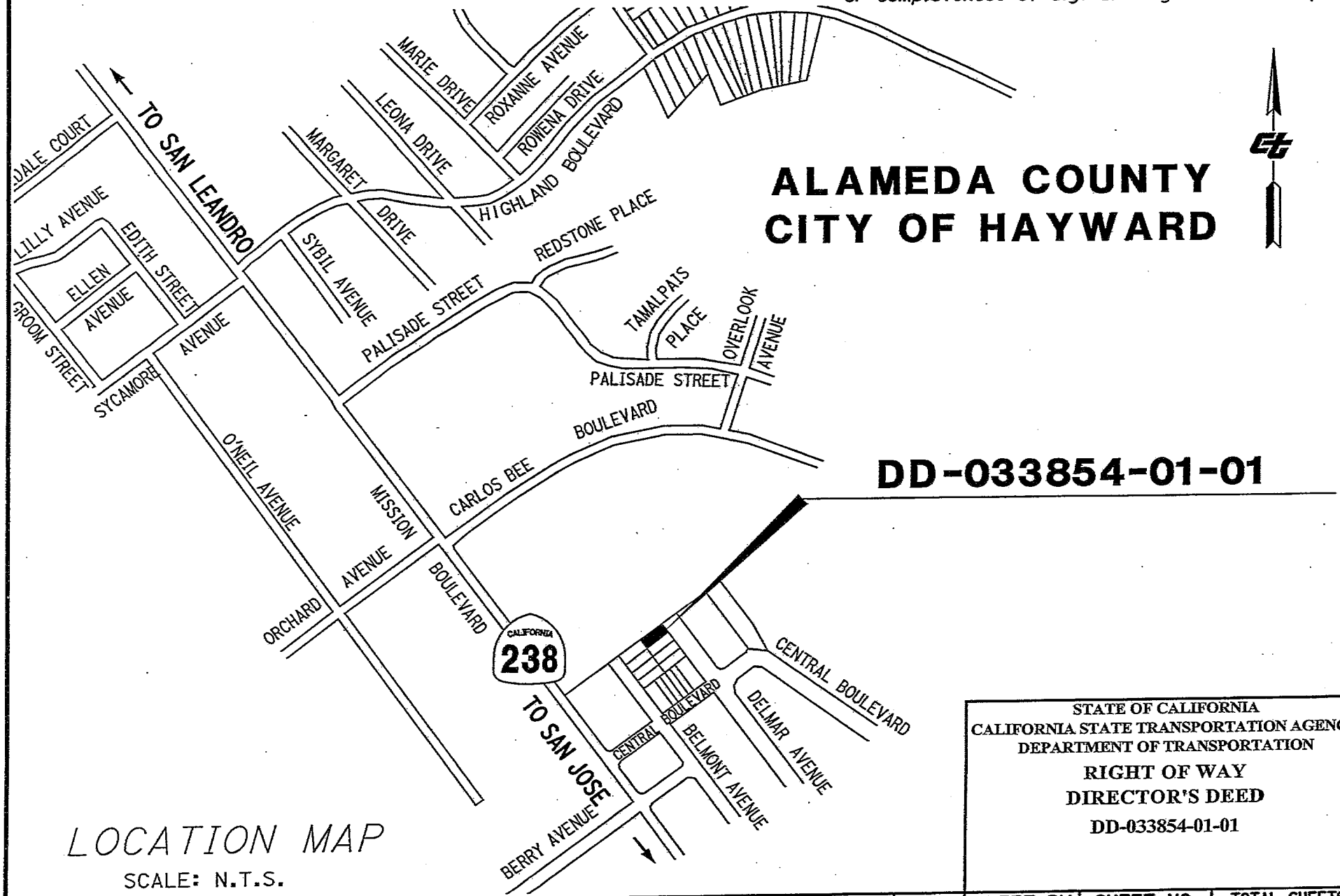
H:\06 jobs-2009\2009211\MWWTP ENGINEERS RD\RES\DWG\PLAT.DWG

RIGHT OF WAY EBMUD R/W 5434 CITY OF OAKLAND - ALAMEDA COUNTY	EBMUD	EAST BAY MUNICIPAL UTILITY DISTRICT OAKLAND, CALIFORNIA	
		SCALE: 1" = 30'	DATE: AUGUST 23, 2017

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

ALAMEDA COUNTY
CITY OF HAYWARD

DD-033854-01-01



LOCATION MAP

SCALE: N.T.S.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-033854-01-01

DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CWH	11/06/14	4	ALA	238	12.3	1	2

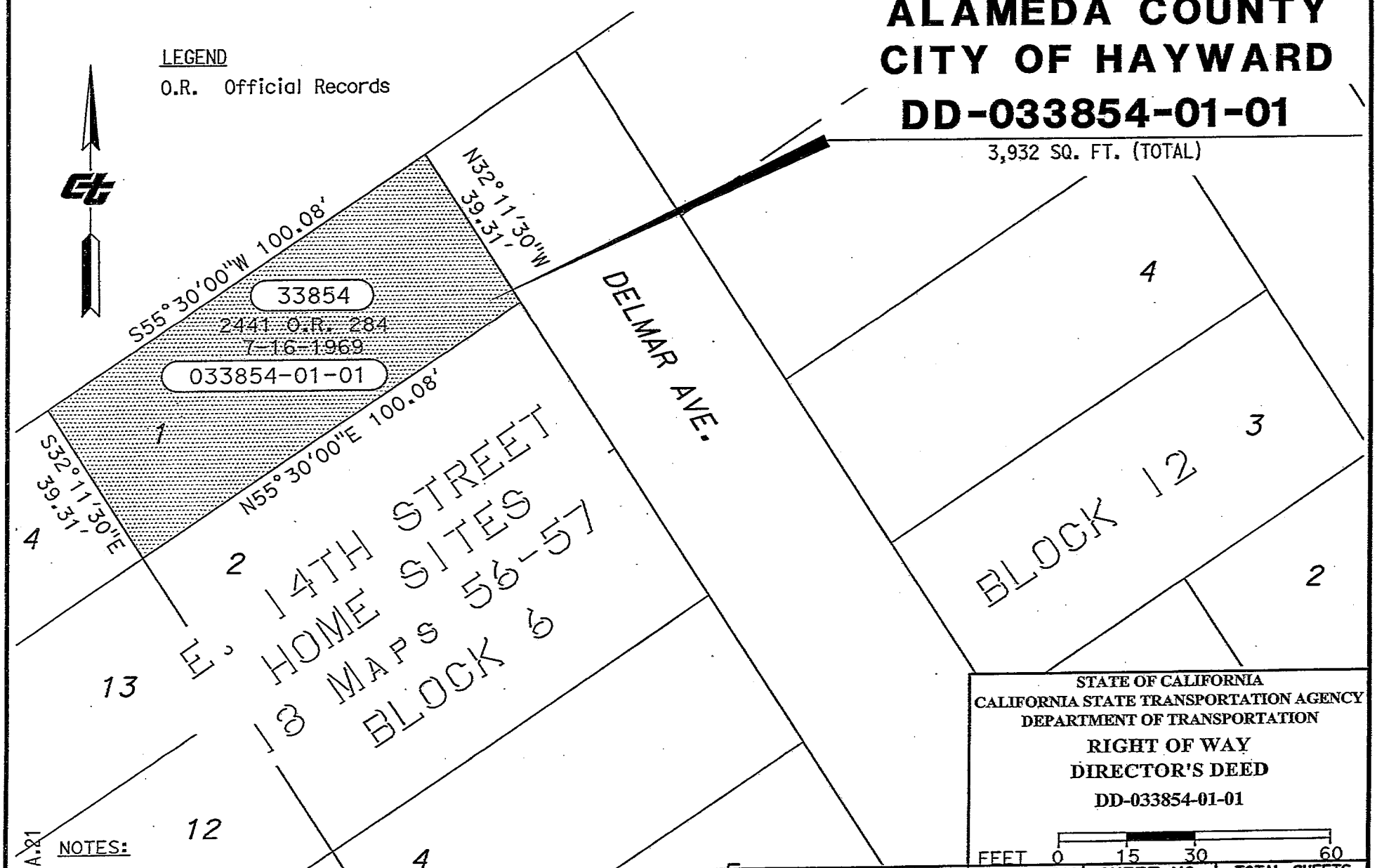
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

ALAMEDA COUNTY
CITY OF HAYWARD
DD-033854-01-01

3,932 SQ. FT. (TOTAL)

LEGEND

O.R. Official Records



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED

DD-033854-01-01

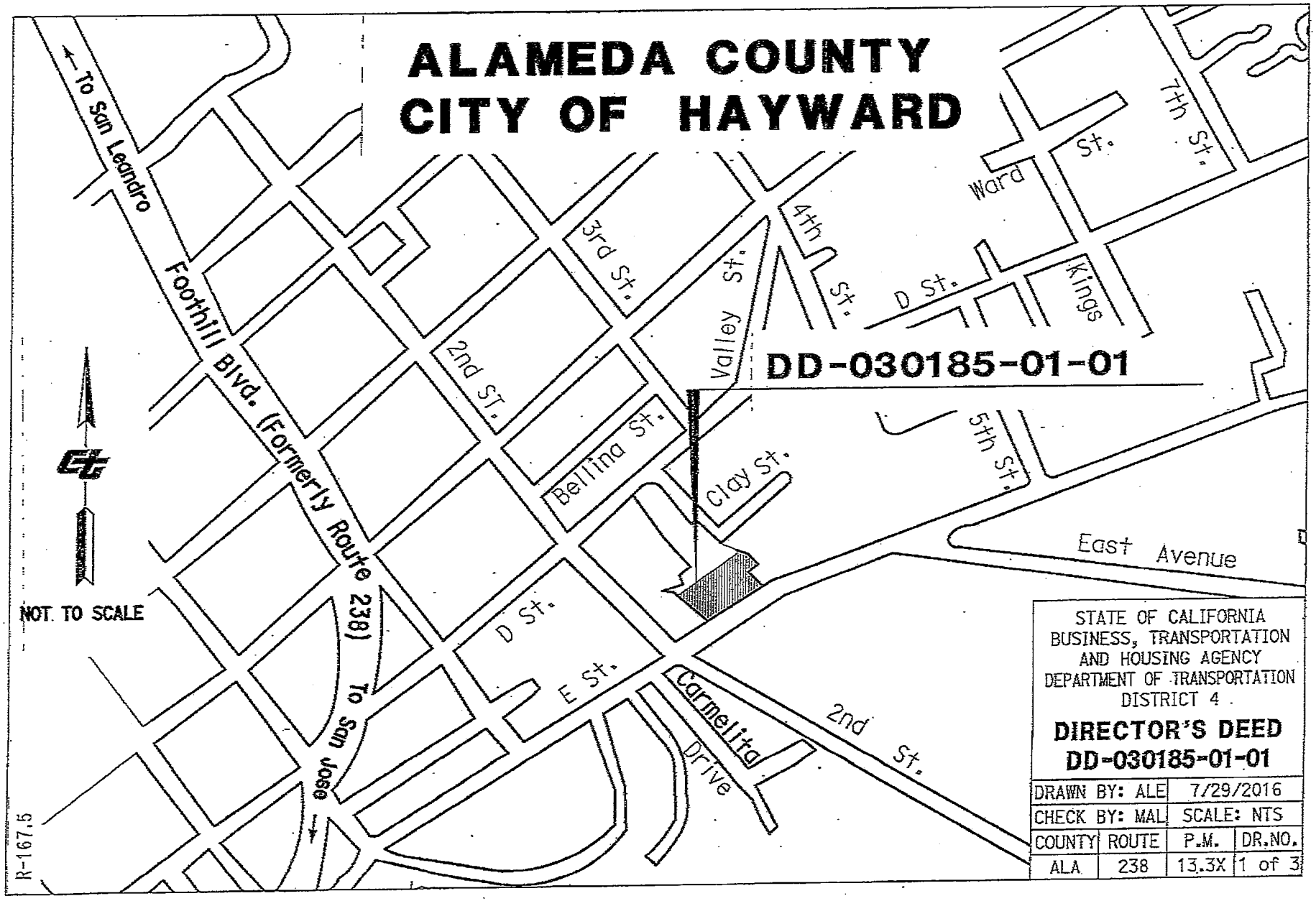
FEET 0 15 30 60

NOTES:

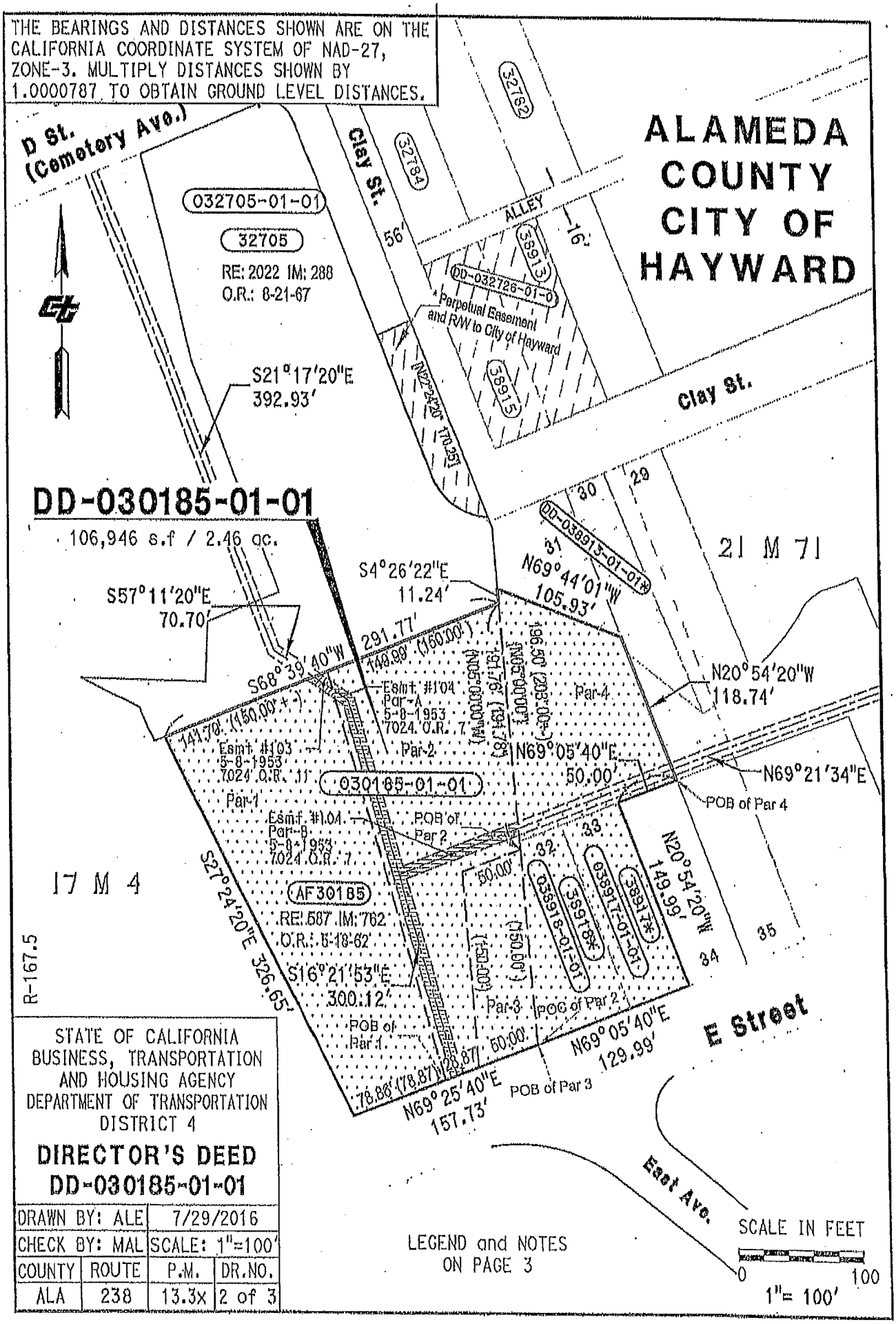
Bearings and distances are calculated per 18 MAPS 56

DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CWH	11/06/14	4	ALA	238	12.3	2	2

R-97A.21


ALAMEDA COUNTY
CITY OF HAYWARD
DD-030185-01-01
To San Leandro
Foothill Blvd. (Formerly Route 238)
To San Jose
3rd St.
2nd St.
Bellina St.
Valley St.
4th St.
Ward St.
7th St.
D St.
Kings
5th St.
Clay St.
East Avenue
D St.
E St.
Carmelita Drive
2nd St.
NOT TO SCALE
R-167.5
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4
DIRECTOR'S DEED
DD-030185-01-01
DRAWN BY: ALE
7/29/2016
CHECK BY: MAL
SCALE: NTS
COUNTY
ROUTE
P.M.
DR.NO.
ALA
238
13.3X
1 of 3

THE BEARINGS AND DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF NAD-27, ZONE-3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-030185-01-01

DRAWN BY: ALE		7/29/2016	
CHECK BY: MAL		SCALE: 1"=100'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.3x	2 of 3

LEGEND and NOTES ON PAGE 3

ALAMEDA COUNTY
CITY OF HAYWARD

RE Reel

IM Image

POB Point of Beginning

POC Point of Commencement

O.R. Official Records

SF Square Feet

( ) 30185 Record Per Deed
RE: 587 IM: 762
O.R. 5-18-62

{ } 21 M 71

* Perpetual Easement &
R/W to City of Hayward
RE: 1269 IM: 793
O.R. ALA. CO. 7-27-64

DD 038913-01-01*

SERIAL NO. 2015254436
09/16/2015 O.R. ALA. CO.

38917* RE: 2384 IM: 623
O.R. ALA. CO. 4-17-69

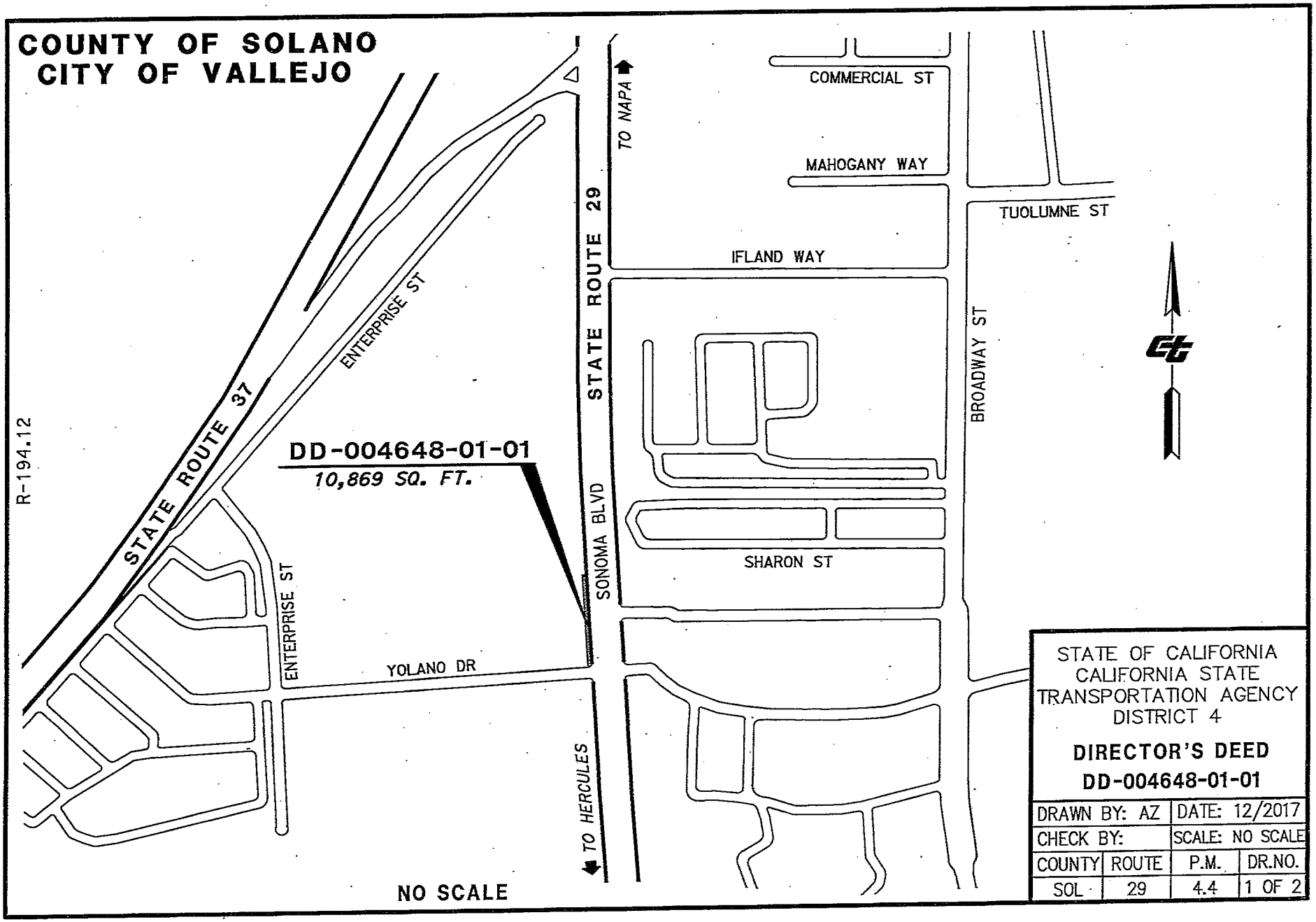
38918* RE: 2383 IM: 769
O.R. ALA. CO. 4-16-69

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-030185-01-01

DRAWN BY: ALE		7/29/2016	
CHECK BY: MAL		SCALE: 1"=100'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.3x	3 of 3

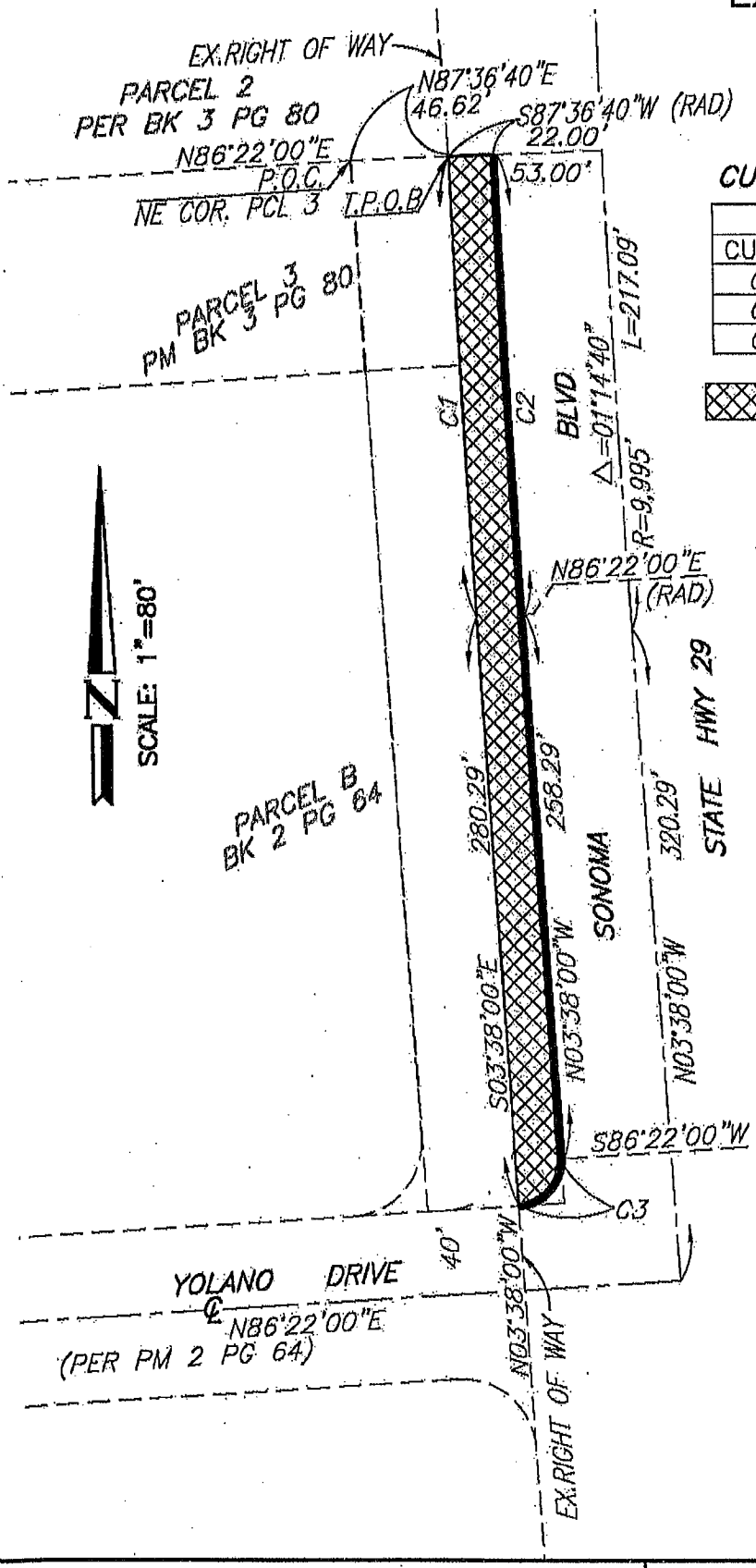
R-167.5


COUNTY OF SOLANO
CITY OF VALLEJO
R-194.12
STATE ROUTE 37
ENTERPRISE ST
DD-004648-01-01
10,869 SQ. FT.
ENTERPRISE ST
YOLANO DR
STATE ROUTE 29
SONOMA BLVD
TO NAPA
TO HERCULES
COMMERCIAL ST
MAHOGANY WAY
IFLAND WAY
SHARON ST
BROADWAY ST
TUOLUMNE ST
NO SCALE
STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4
DIRECTOR'S DEED
DD-004648-01-01
DRAWN BY: AZ
DATE: 12/2017
CHECK BY:
SCALE: NO SCALE
COUNTY
ROUTE
P.M.
DR.NO.
SOL
29
4.4
1 OF 2

CITY OF VALLEJO

DD-004648-01-01

EXHIBIT "B"
PLAT



CURVE DATA

TABULATION			
CURVE	LENGTH	RADIUS	DELTA
C1	218.72'	10,070.00'	01°14'40"
C2	218.24'	10,048.00'	01°14'40"
C3	34.56'	22.00'	90°00'00"

AREA TO BE DECERTIFIED
10,869 SF / 0.25 AC

BASIS OF BEARING
CENTERLINE OF YOLANO DRIVE PER PARCEL MAP BOOK 2 PAGE 64 AS SHOWN THEREON BEING NORTH 86°22'00" EAST

SOL-29-PM 4.4
REFERENCE: R-194.12

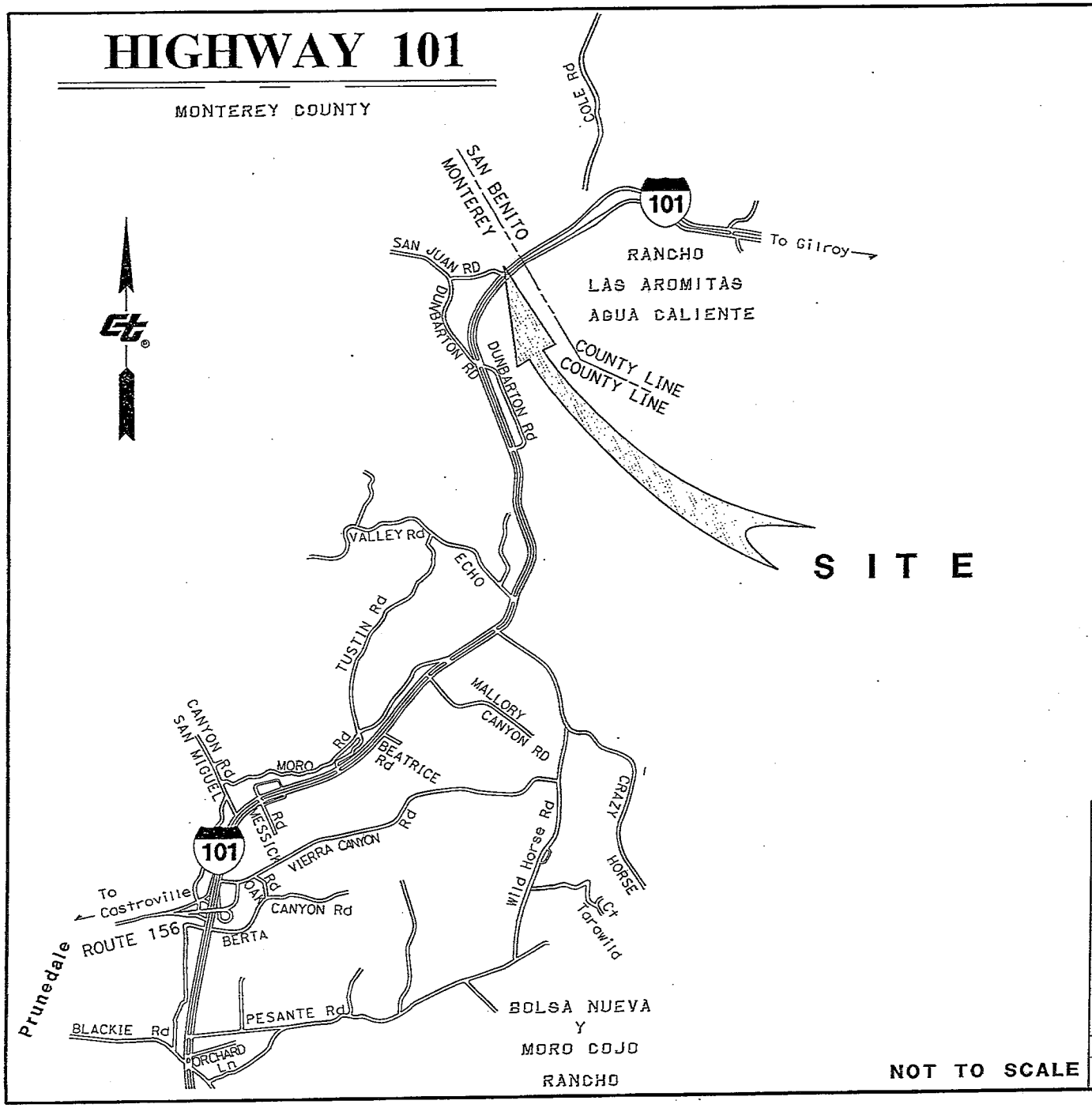
REGISTERED PROFESSIONAL ENGINEER
ANDREW J KOLTAVARY
No. 26571
Exp. 03/31/16
CIVIL
STATE OF CALIFORNIA

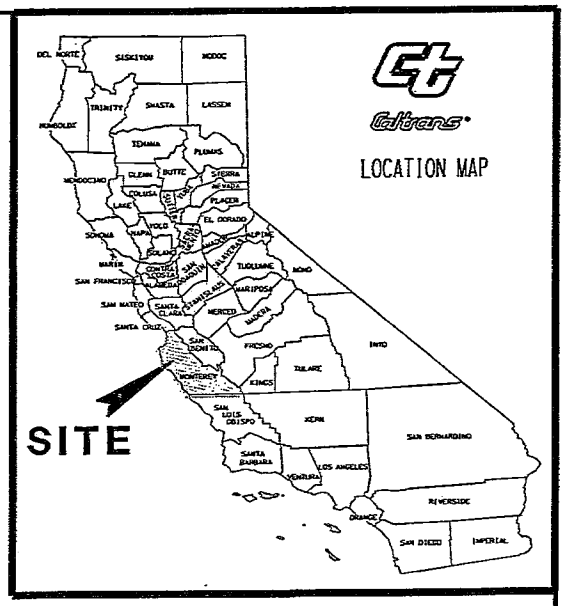
YOLANO PLAZA SHOPPING CENTER
NAPA BAY, LP
4301 SONOMA BLVD
VALLEJO, CA

A.J. KOLTAVARY/CIVIL ENGINEERS
9 NINOS, IRVINE, CA 92620
PHONE: (714) 824 - 9027

HIGHWAY 101

MONTEREY COUNTY





NOT TO SCALE

CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

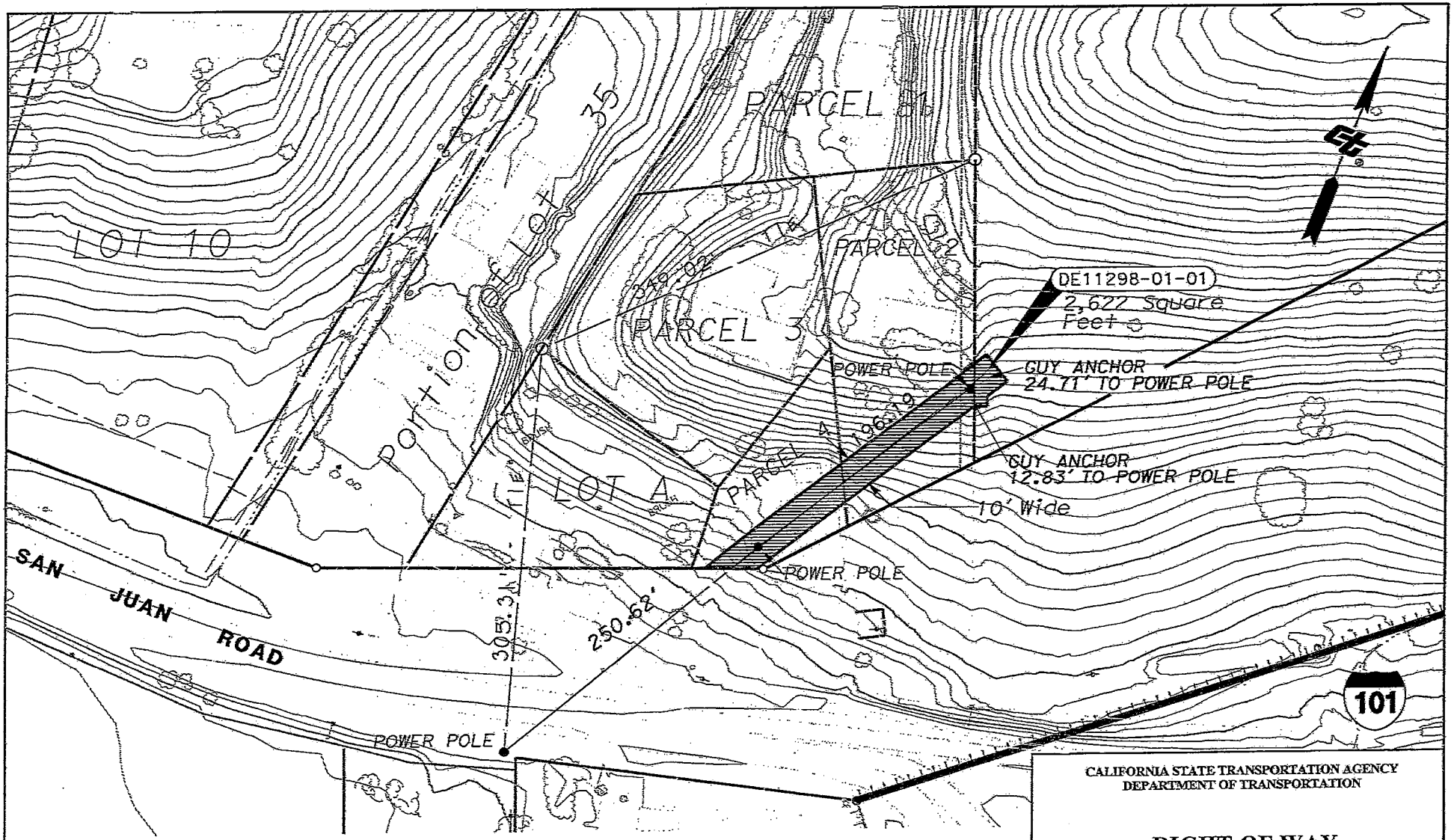
RIGHT OF WAY
DIRECTORS DEED EASEMENT

INDEX MAP

PARCEL
DE 11298-01-01

DIST.	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
05	MON	101	101.06	1	2

7A



DE11298-01-01

2,622 Square Feet

HIGHWAY 101

MONTEREY COUNTY

NOT TO SCALE

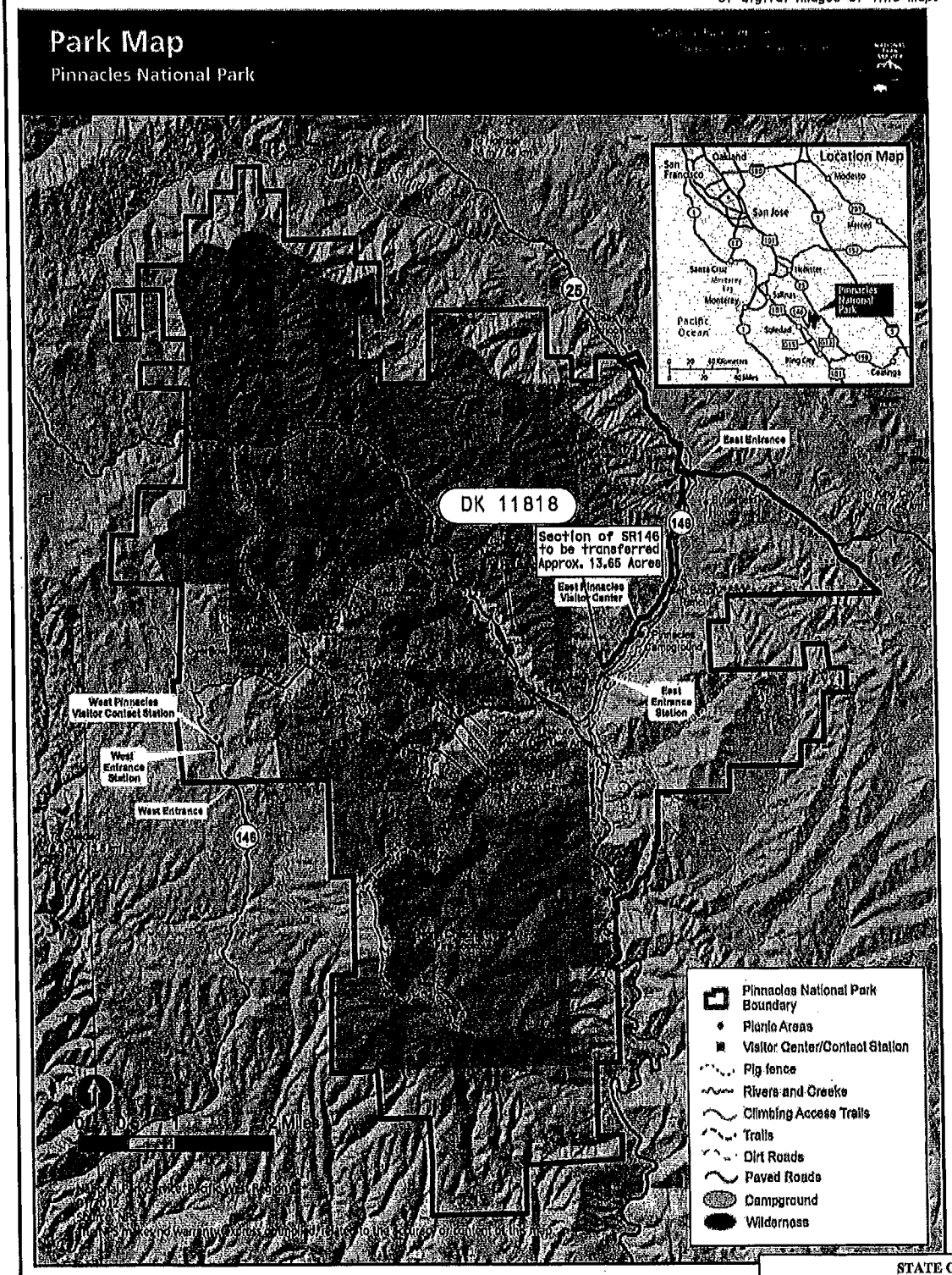
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTORS DEED EASEMENT

PARCEL DE 11298-01-01

DIST.	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
05	MON	101	101.06	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.

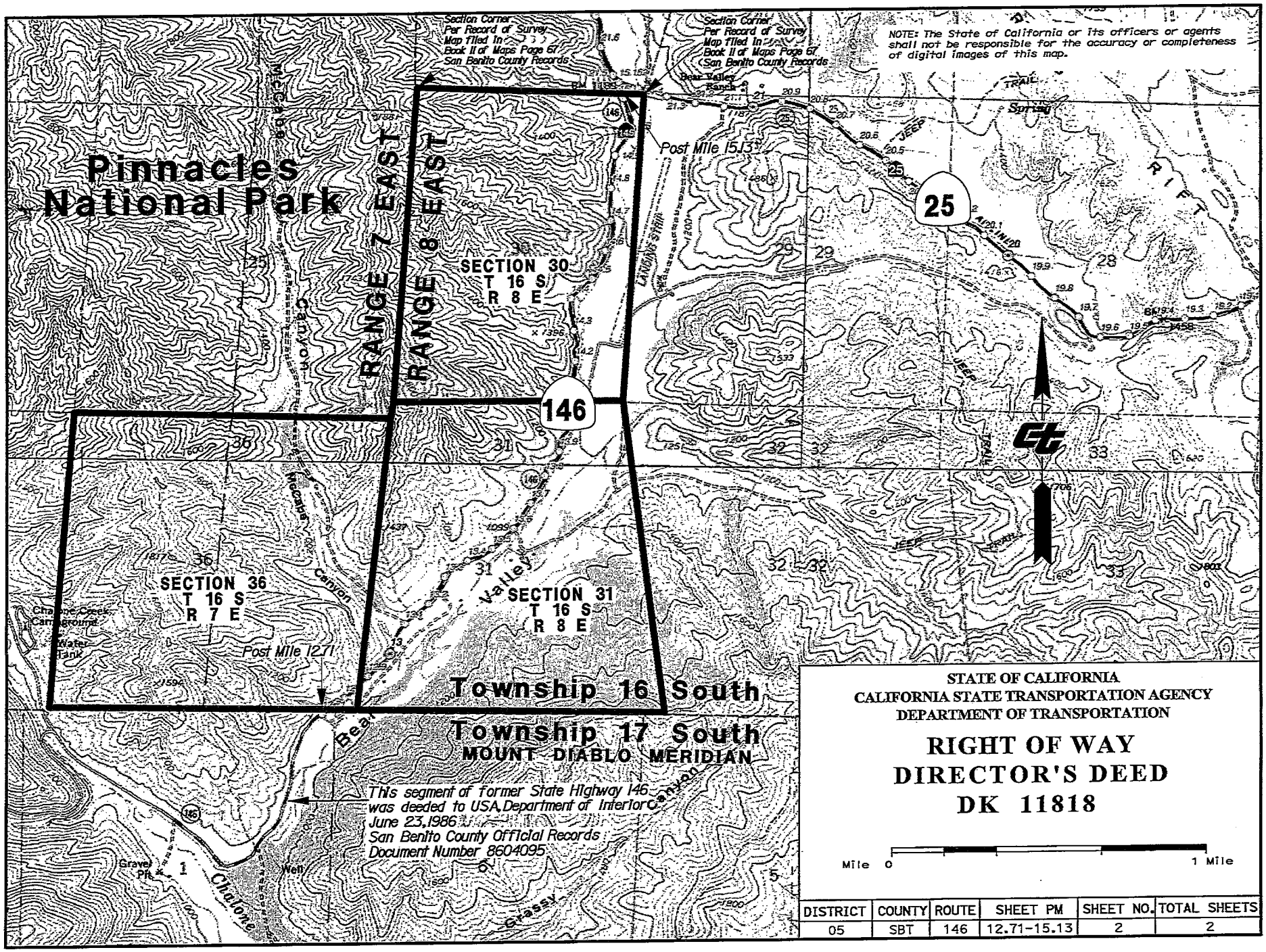


STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTOR'S DEED INDEX MAP

DK 11818

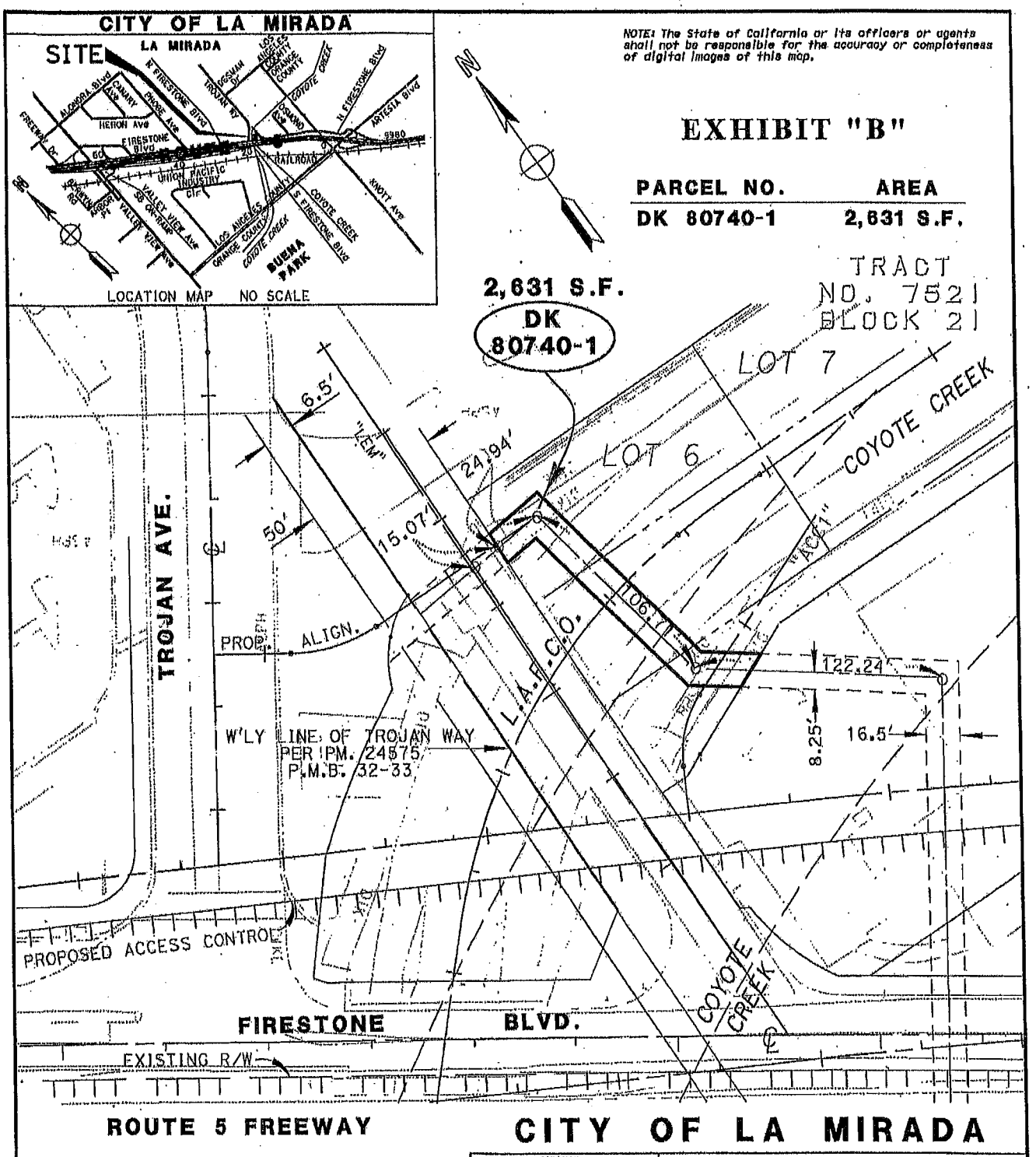
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
05	SBT	146	12.71-15.13	1	2



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTOR'S DEED DK 11818

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
05	SBT	146	12.71-15.13	2	2



NOTES

All distances are in feet unless otherwise noted.

LEGEND

STATE RETAINS ACCESS RIGHTS

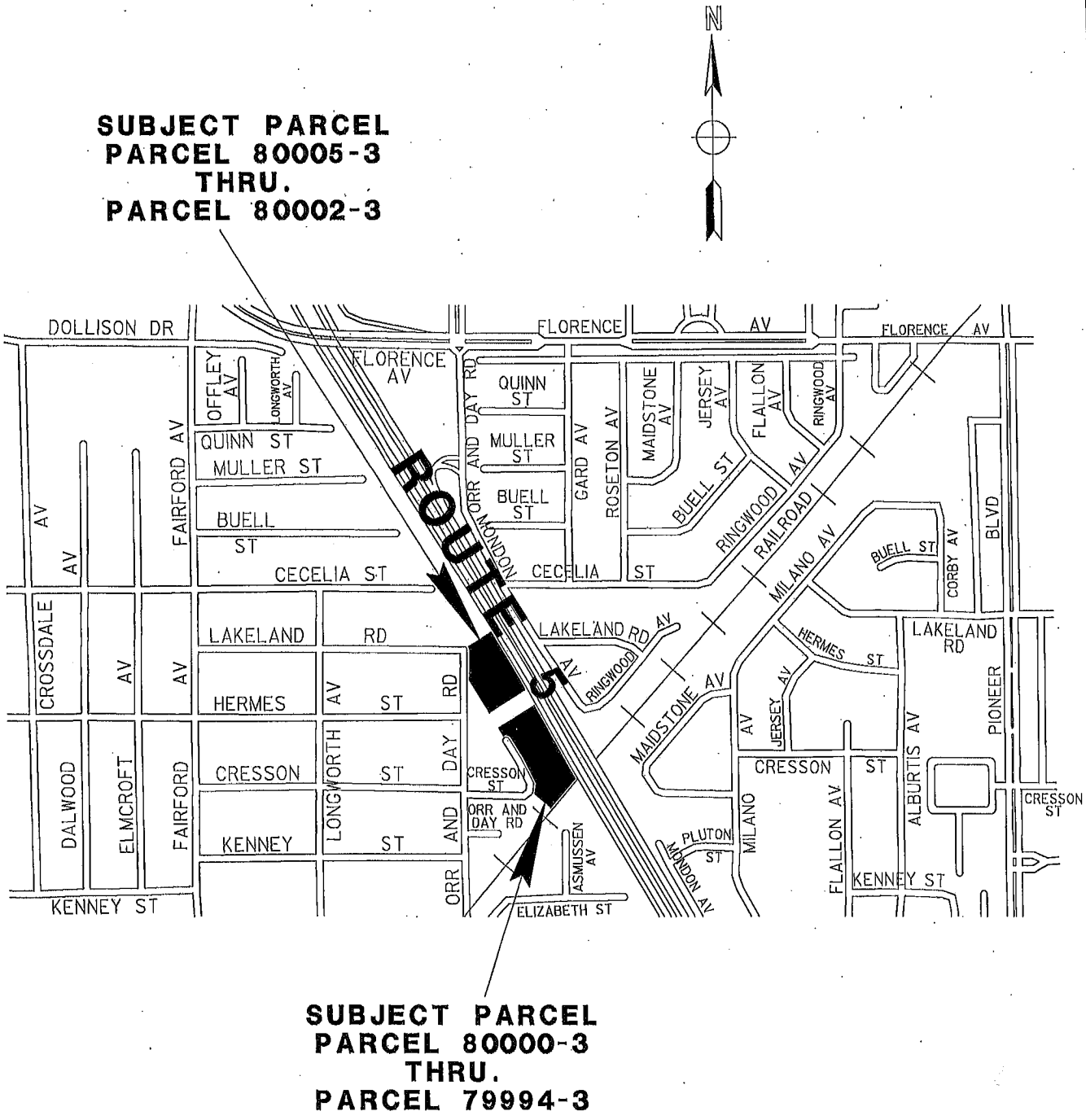
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DK 80740-1
EXHIBIT "B"
NOT TO SCALE

REF. MAP: R/W MAP NO. F1997B-SERIES DATE: 12-18-17

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
7	LA	5	0.20	1	1

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



CITY OF NORWALK
COUNTY OF LOS ANGELES

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED
DE 79994-3
EXHIBIT "B"

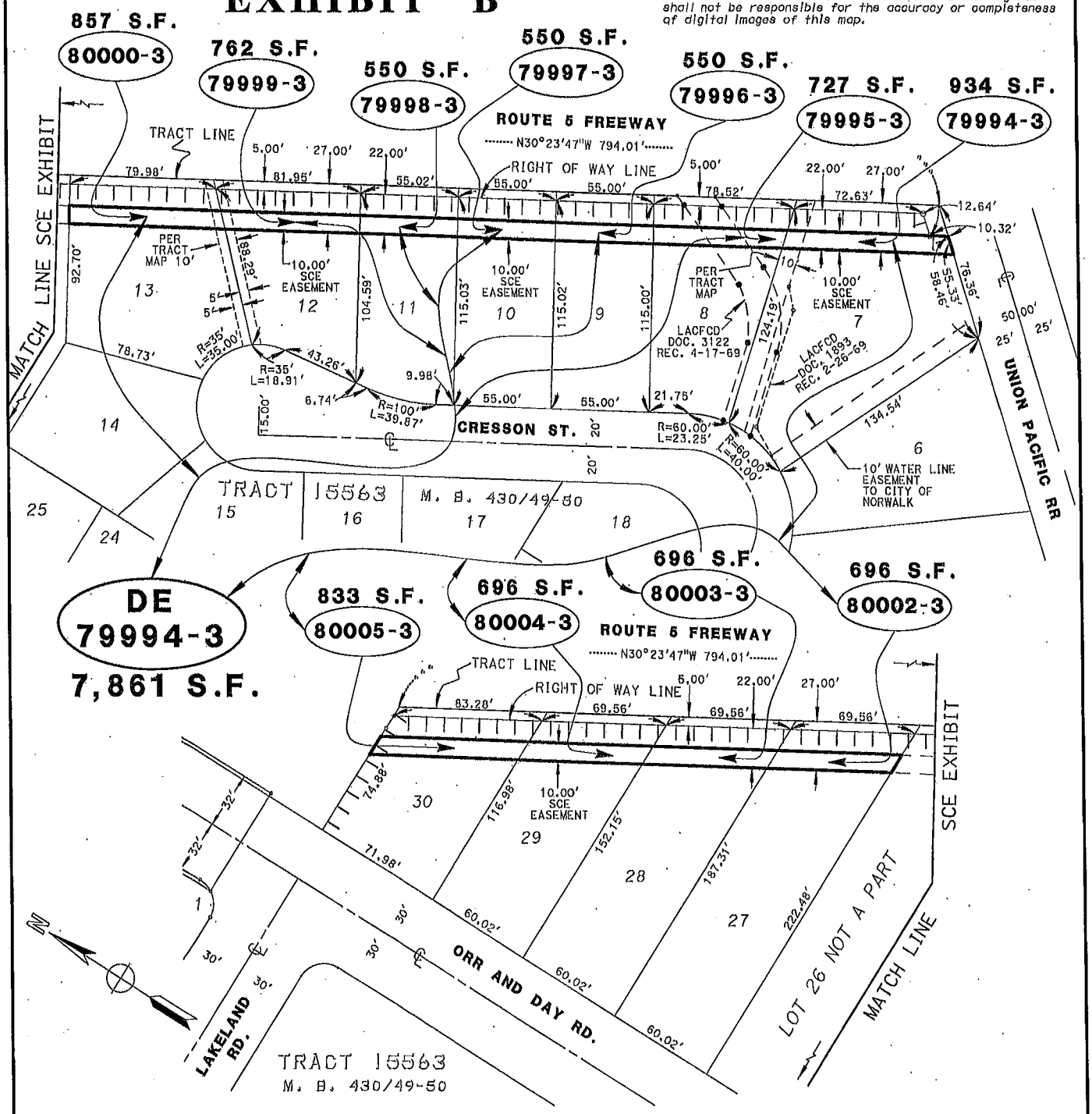
NOT TO SCALE

EA: 21595 DATE: 01-03-18

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	5	6.0	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.



PARCEL NO.	AREA
79994-3	934 S.F.
79995-3	737 S.F.
79996-3	550 S.F.
79997-3	550 S.F.
79998-3	550 S.F.
79999-3	762 S.F.
80000-3	857 S.F.
80002-3	696 S.F.
80003-3	696 S.F.
80004-3	696 S.F.
80005-3	833 S.F.
DE 79994-3	7,861 S.F.

CITY OF NORWALK

NOTES

All distances are in feet unless otherwise noted.

LEGEND

STATE RETAINS ACCESS RIGHTS

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

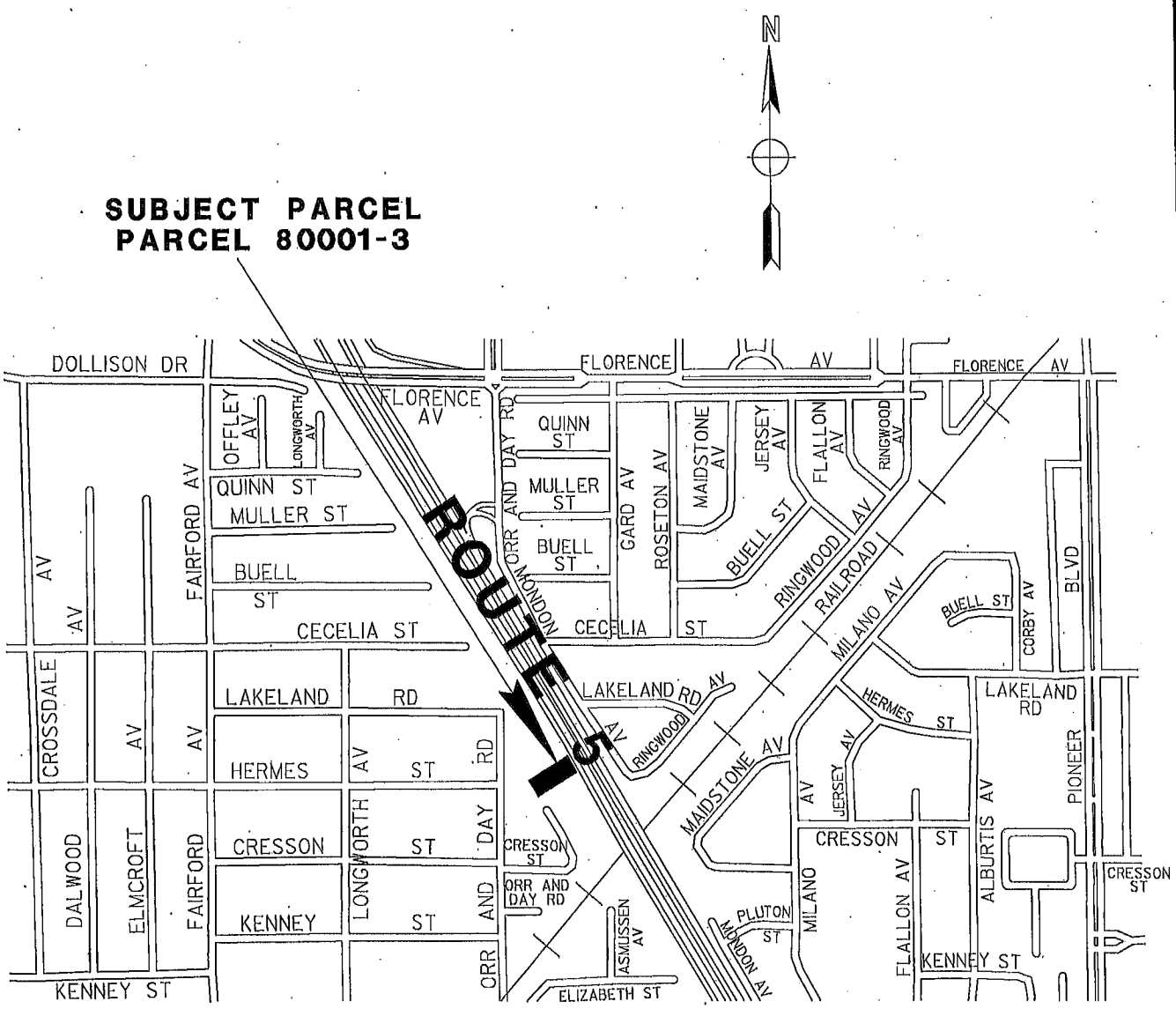
DIRECTOR'S DEED
DE 79994-3
EXHIBIT "B"

NOT TO SCALE

EA: 21595
REF. MAP: R/W MAP NO. F-2003A-2 DATE: 01-03-18

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	5	6.0	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.



CITY OF NORWALK
COUNTY OF LOS ANGELES

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED
DK 80001-3
EXHIBIT "B"

NOT TO SCALE

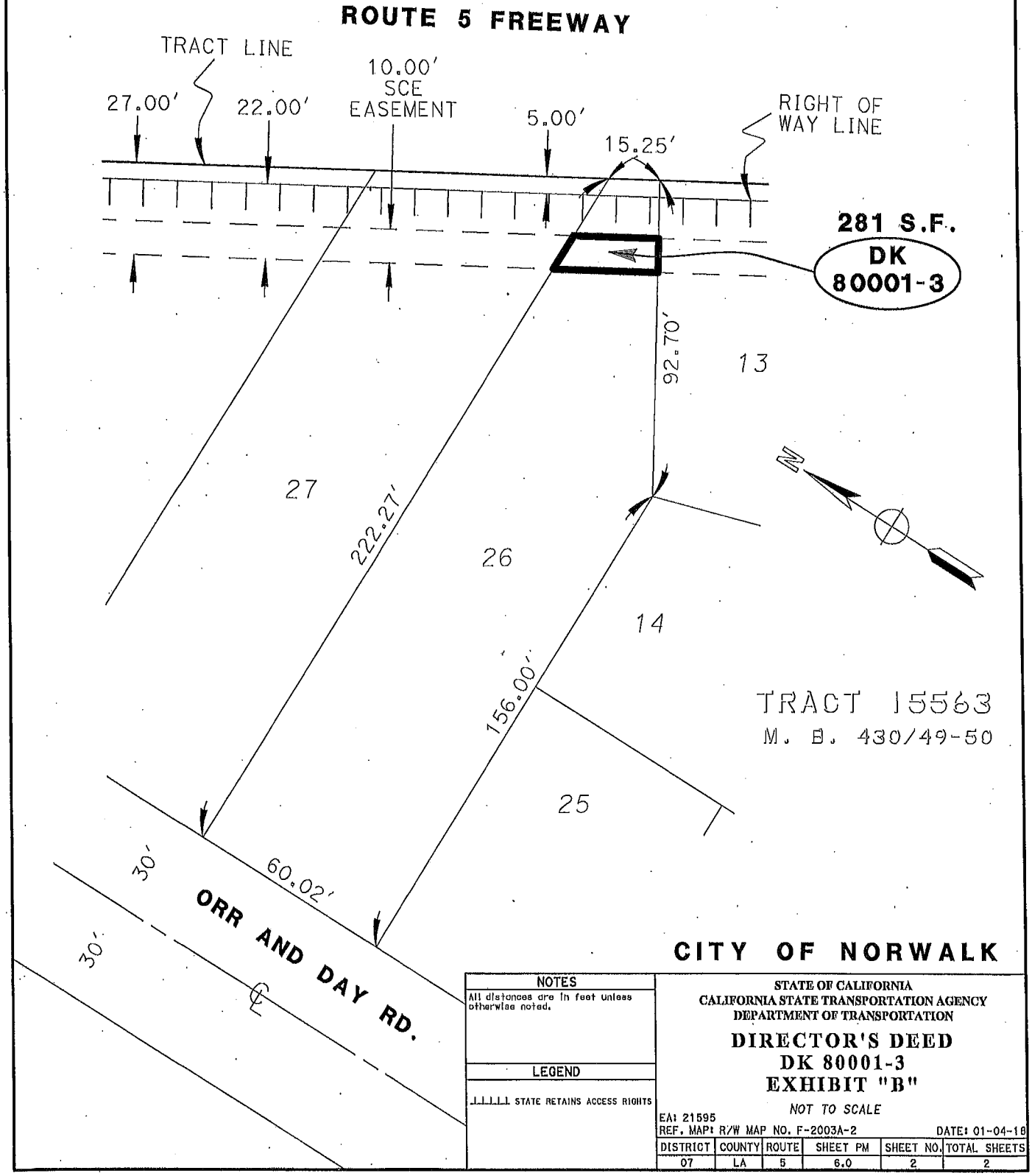
EA: 21595 DATE: 01-04-18

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	5	6.0	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.

EXHIBIT "B"

PARCEL NO.	AREA
DK 80001-3	281 S.F.



NOTES
All distances are in feet unless otherwise noted.
LEGEND
STATE RETAINS ACCESS RIGHTS

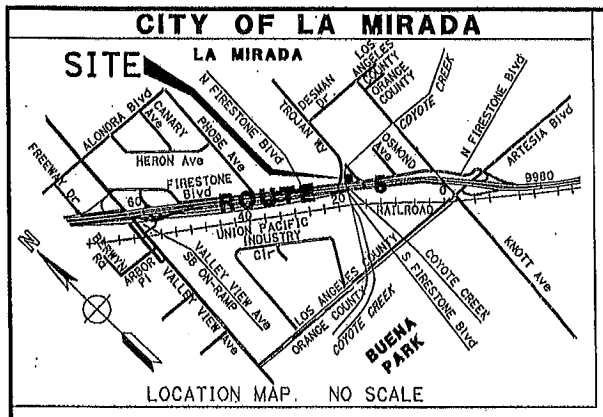
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED
DK 80001-3
EXHIBIT "B"

NOT TO SCALE

EA: 21595
REF. MAP: R/W MAP NO. F-2003A-2 DATE: 01-04-18

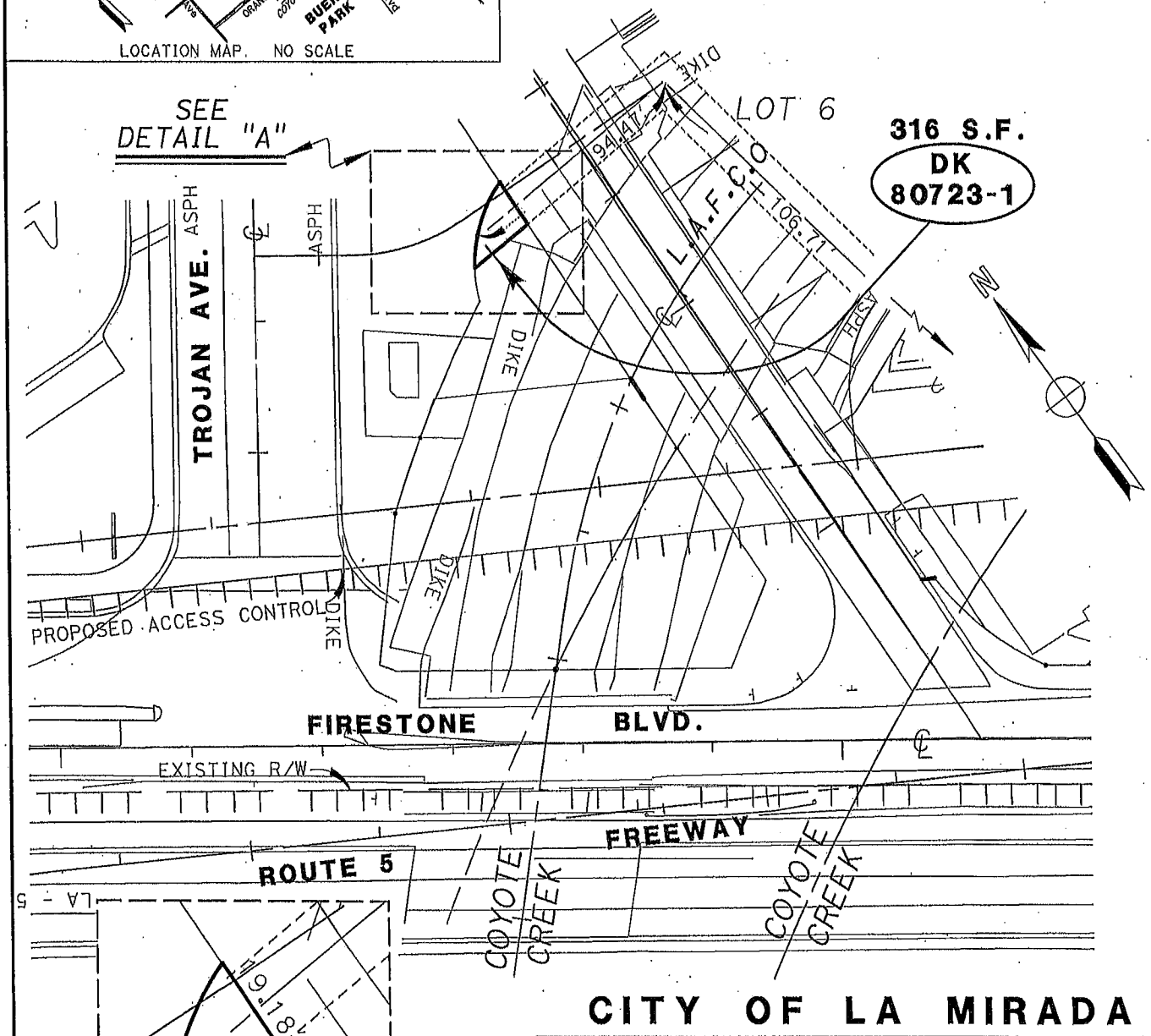
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	5	6.0	2	2

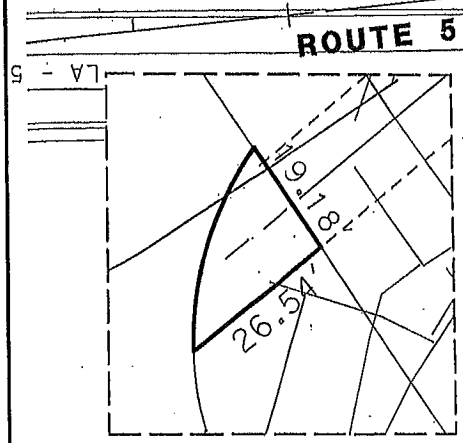


NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

EXHIBIT "B"

PARCEL NO.	AREA
DK 80723-1	316 S.F.





CITY OF LA MIRADA

NOTES
All distances are in feet unless otherwise noted.

LEGEND
STATE RETAINS ACCESS RIGHTS

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTOR'S DEED
DK 80723-1
EXHIBIT "B"

NOT TO SCALE

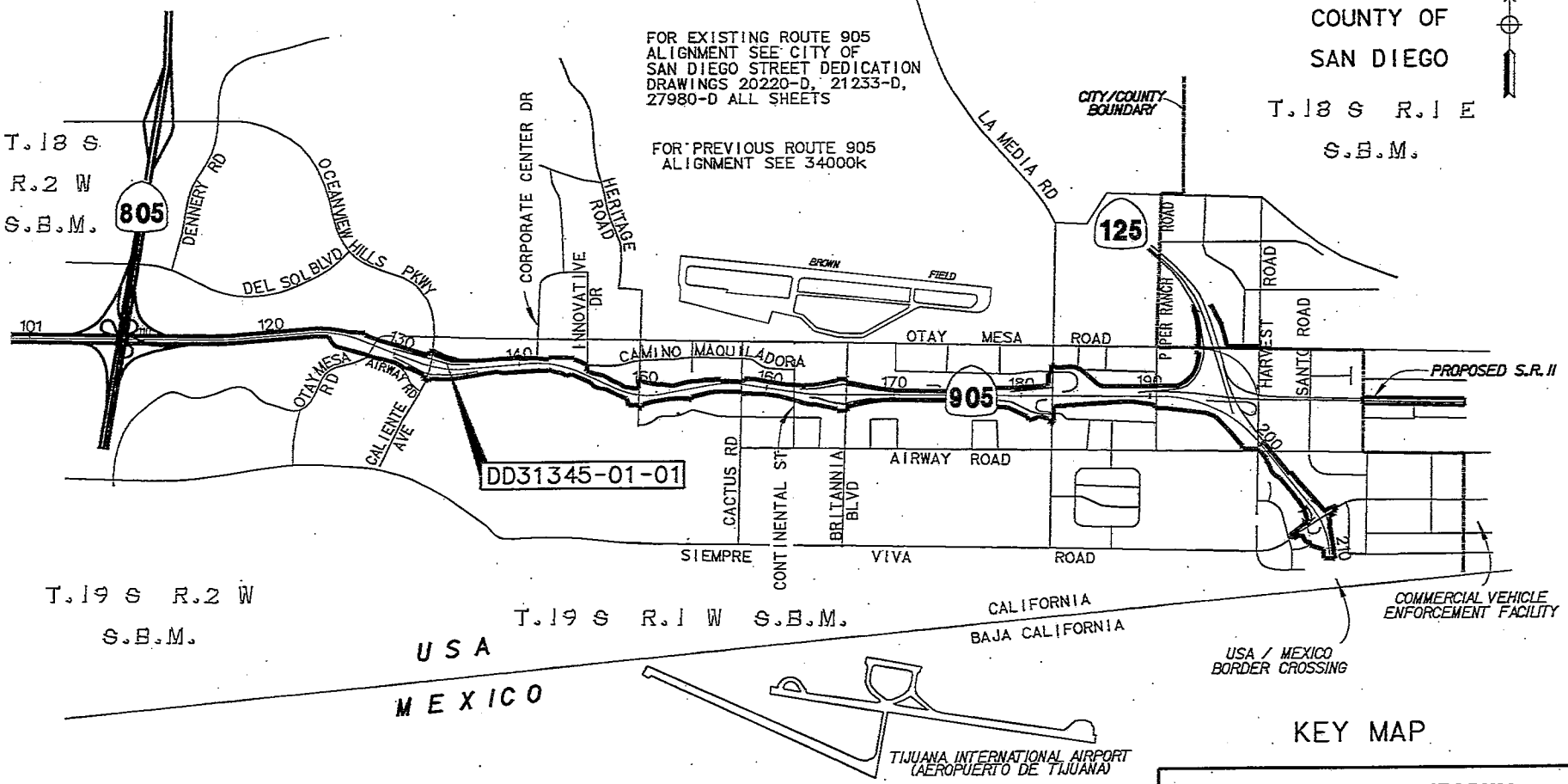
REF. MAP: R/W MAP NO. F1997B-8 DATE: 12-14-17

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
7	LA	5	0.20	1	1

EXHIBIT "B"

CITY OF SAN DIEGO

T.18 S R.1 W S.B.M.



KEY MAP

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

EXCESS PARCEL MAP
DD31345-01-01

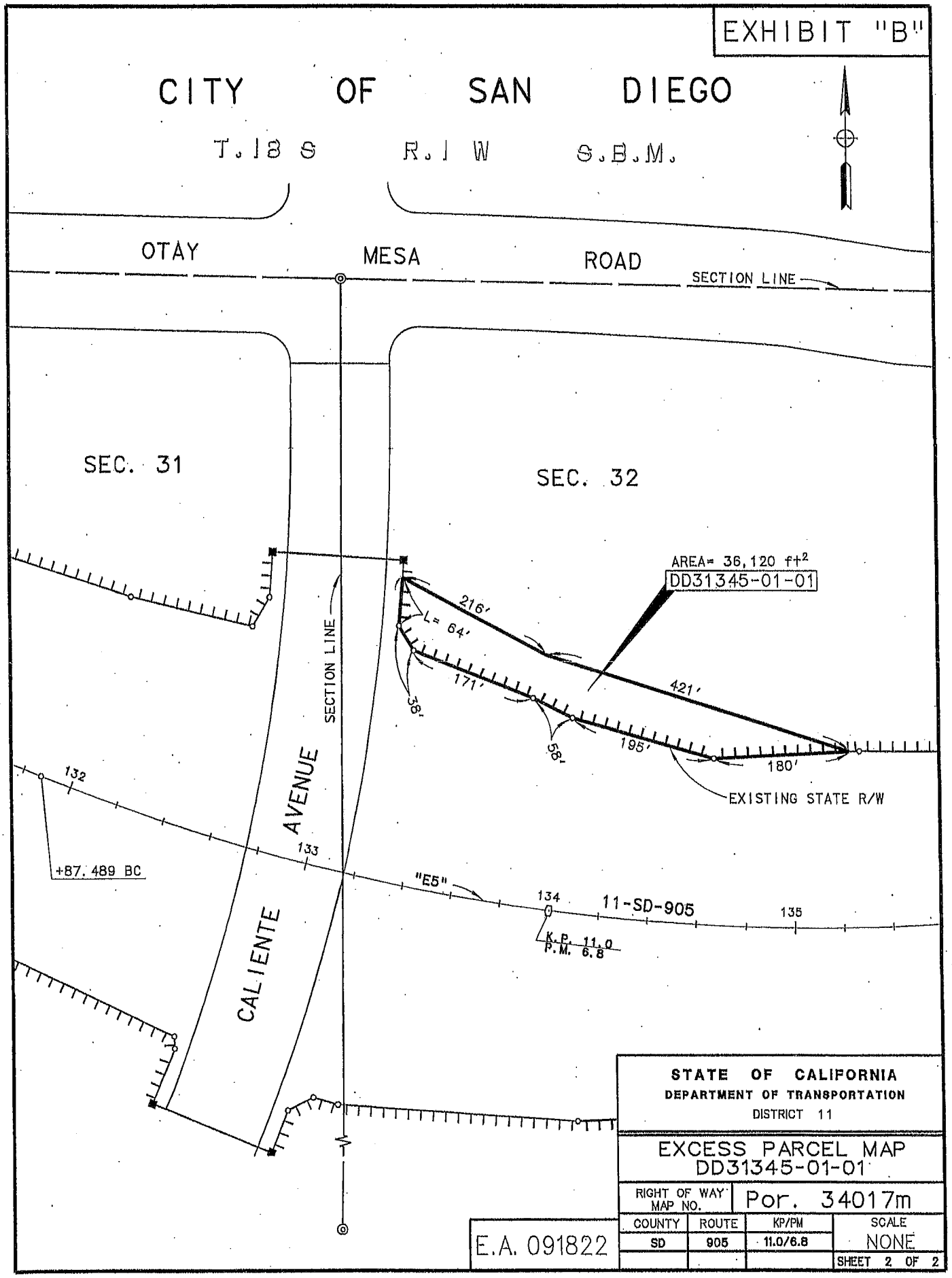
RIGHT OF WAY MAP NO.	Por. 34000km		
COUNTY	ROUTE	KP/PM	SCALE
SD	905	11.0/6.8	NONE
			SHEET 1 of 2

E.A. 091822

EXHIBIT "B"

CITY OF SAN DIEGO

T. 18 S R. 1 W S.B.M.



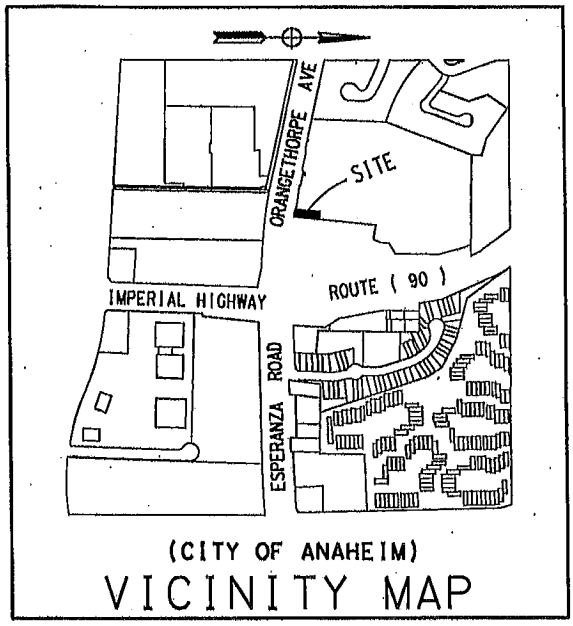
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

EXCESS PARCEL MAP
DD31345-01-01

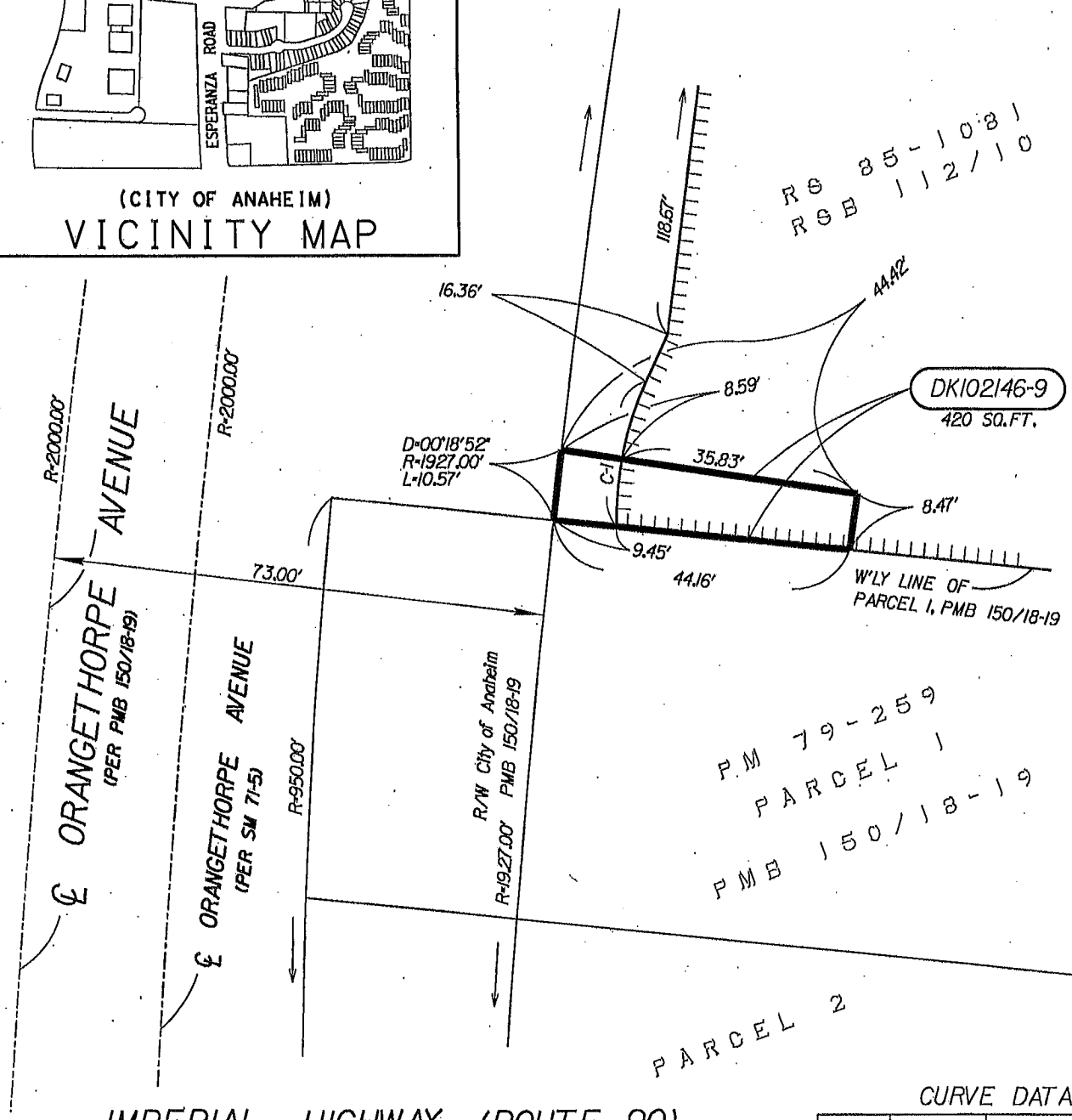
RIGHT OF WAY MAP NO.	Por. 34017m		
COUNTY	ROUTE	KP/PM	SCALE
SD	905	11.0/6.8	NONE
			SHEET 2 OF 2

E.A. 091822

DIST	COUNTY	RTE	P.M.	
12	ORA	090	12.25	



NO SCALE



C.T.C. EXHIBIT ONLY -- DO NOT RECORD WITH DEED

CURVE DATA

No.	R	Δ	L
C-1	104.35'	25°23'41"	46.25'

STATE OF CALIFORNIA--DEPARTMENT OF TRANSPORTATION--DISTRICT 12

PLAT ACCOMPANYING

DIRECTOR'S DEED DK102146-9

SCALE: N.T.S.

DRWN: M.S.S. CHKD: F.R.

DATE: 02/16/2017

REF. MAP: E120018-09,13

SEE MAP NO. R-7; 56444/50143

SHEET A-1095.11, 11A, 11B-11D, A-1095.12 & .13

2002072863 02/13/2002 08:56 AM
OFFICIAL RECORDS OF ALAMEDA COUNTY
RECORDING FEE: 0.00
PATRICK O'CONNELL

38 POS

Recorded at the request of:
State of California
Department of Transportation

After recording please return to:
State of California
Department of Transportation
P.O. Box 23440
Oakland, CA 94623-0440

KM
39
LM

ENTERED ON R/W MAP
BY DZC 7-8-02
DATE

QUITCLAIM DEED
(I-880 Connector Corridor)

THIS QUITCLAIM DEED, made this 11th day of February, 2002 by and between the UNITED STATES OF AMERICA, acting by and through the DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION ("Grantor"), and the STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION ("Grantee"):

WITNESSETH:

WHEREAS pursuant to Title 23, United States Code, Section 107 (d) and Section 317, whenever rights-of-way, including control of access, on the Interstate System are required over lands or interests in lands owned by the United States, the Secretary of Transportation may make such arrangements with the agency having jurisdiction over such lands as may be necessary to give the State or other person(s) constructing the projects on such lands adequate rights-of-way and control of access thereto from adjoining lands, and any such agency is directed to cooperate with the Secretary in this connection; and

This transfer is exempt from Recording Fees, pursuant to Section 27383, California Government Code; and is exempt from Document Transfer taxes, pursuant to Section 11922, California Revenue and Taxation Code; and is exempt from property taxation, pursuant to Section 202 and Division 1, Part 9, Chapter 4, California Revenue and Taxation Code. All correspondence pertaining to tax matters may be mailed to:

State of California

Department of Transportation

P.O. Box 23440

Oakland, CA 94623-0440

Exhibit B

WHEREAS Grantee has filed an application with the Grantor under the provisions of Title 23, United States Code, Section 107(d) and Section 317 and their implementing regulations at 23 C.F.R. §710.601 for a right-of-way over certain lands owned by the United States in the State of California, which is under the jurisdiction of the Department of Defense, Department of Army (hereinafter "Right of Way"); and

WHEREAS under State and Federal law, Grantee is responsible for the ownership, construction, operation and maintenance of the National System of Interstate and Defense Highway facilities within the State of California; and

WHEREAS after the 1989 Loma Prieta Earthquake, Grantee, with the permission of the United States of America, Department of Defense, Department of the Army (hereafter "Army"), reconstructed freeway structures, freeway on and off ramps, surface streets and utilities, on, under, and across lands or interests in land, owned by the United States commonly known as the Oakland Army Base ("OARB") in Oakland, California (hereafter "Federal Property"); and

WHEREAS said reconstructed freeway structures, freeway on and off ramps, surface streets and utilities are a part of the Strategic Highway Network and provide a key component of the Interstate Highway System including access to the San Francisco-Oakland Bay Bridge and a direct freeway connection to and from the Federal property. (These freeway structures, on and off ramps, surface streets and utilities are hereafter referred to as the "I-880 Connector"); and

WHEREAS the Right of Way is required for the operation, maintenance, control, protection, repair, reconstruction, modification and improvement of the I-880 Connector; including the ability to quickly secure the land and structures under and adjacent to the I-880 Connector in the event of an earthquake, fire, flood, accident, sabotage, or other incident endangering public safety; and

WHEREAS the Federal Property is under the jurisdiction of the Army and is currently undergoing the base realignment and closure process pursuant to provisions of the Defense Base Closure and Realignment Act of 1990, the Base Closure Community Assistance Act of 1994 and/or the Base Closure Community Redevelopment and Homeless Assistance Act of 1994, as amended (all collectively referred to as "BRAC"); and

WHEREAS the Army entered into a Master Lease (Lease No. DACA05-1-99-510) with Oakland Base Reuse Authority ("OBRA") leasing the Federal Property, including the property subject to this conveyance, to OBRA, and such Master Lease reserves (under Article 14 thereof) to the United States, the right to enter upon and make use of the Federal Property for, and in connection with, any necessary or convenient governmental purposes; and

WHEREAS Grantor has determined that the Right of Way is required for the National System of Interstate and Defense Highways; has coordinated with the Federal agency of

jurisdiction, including sending a formal written notice on July 27, 2001 to which no response was received; and has complied with all other applicable statutory and regulatory procedures.

NOW THEREFORE, in consideration of the premises and the mutual undertaking of the parties hereto, and in conformity with all applicable laws, Grantor hereby conveys and quitclaims to Grantee: all of Grantor's right, title, and interest in and to Parcel 50143 and Parcel 56444 in fee simple, subject to the terms, conditions and restrictions set forth below. This conveyance includes, and Grantor hereby conveys to Grantee, Grantor's right of entry under Article 14 of the Master Lease, identified above. Parcel 50143 and Parcel 56444 are depicted on the "Land Transfer Plats" and are described in Exhibit A, all attached hereto and incorporated herein.

A. No wells, subterranean water pumps, or similar devices for drawing ground water for any beneficial use shall be installed within Parcel 50143 or Parcel 56444 by Grantee.

B. No residential housing of any kind or nature shall be allowed within Parcel 50143 or Parcel 56444.

C. Pursuant to Section 120(h)(3) of the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended ("CERCLA"), 42 U.S.C. 9620(h)(3), Grantor and Grantee acknowledge notice of the presence of hazardous substances within the Right of Way, as reported in the DEPARTMENT OF THE ARMY BASEWIDE PRELIMINARY ASSESSMENT/SITE INSPECTION (PA/SI), OAKLAND ARMY BASE, OAKLAND, CALIFORNIA, dated February 24, 1998, as amended. Grantee acknowledges that Grantee is a potentially responsible party for the lands conveyed by this Quitclaim Deed. Grantor hereby reserves to the Army, its successors, and/or assigns a right-of-entry and access to any and all portions of Parcel 50143 or Parcel 56444 for purposes of performing investigation, remediation or corrective activities relating to hazardous substances, found to be necessary subsequent to the execution of this Quitclaim Deed. This reservation includes, but is not limited to the right to perform investigations and surveys, drillings, excavation, borings, data and record compilations, as well as installation of monitoring wells, pumping wells, treatment facilities, meters, and other related items or activities (all collectively referred to as "Remediation"). However, in the event of any Remediation within Parcel 50143 or Parcel 56444 at the same time that Grantee is maintaining, repairing, reconstructing, modifying, improving Grantee-owned facilities within the Right of Way, the Remediation shall not unreasonably interfere with Grantee's work; in no event shall Remediation interfere with Grantee's activities to protect the I-880 Connector or other Grantee-owned facilities during the occurrence of a public safety emergency.

D. Parcel 50143 and Parcel 56444 are taken by the Grantee subject to all previously-existing recorded liens, easements and other encumbrances of record; and subject to all existing, operating Army-owned utilities located within Parcel 50143 and Parcel 56444.

E. If Grantee determines it is appropriate to lease the Clear Surface of Parcel 56444 (airspace areas not physically encumbered by the footings, columns, ramps, abutments, surface streets of the I-880 Connector), Grantee shall provide the City of Oakland, acting by and through its Oakland Base Reuse Authority (hereafter "Lessee" or "OBRA"), the first right to lease such Clear Surface. The exercise of such first right to lease by OBRA shall be for truck parking, vehicle storage, and landscaping uses only (hereafter referred to as "Permitted Uses"). In the event OBRA fails to lease the Clear Surface of Parcel 56444 within one (1) year of the date Army subsequently conveys any portion of the OARB to OBRA or three (3) months after Grantee makes such determination, whichever is later, then Grantee may lease the Clear Surface of Parcel 56444 to third parties. Any lease to OBRA or third parties shall contain provisions which ensure that Grantee can expeditiously enter onto the leased area to maintain, control, protect, repair, reconstruct, modify, and/or improve the I-880 Connector, without delay or impediment and without cost to Grantee, including the provisions set forth in Exhibit "B", attached hereto and incorporated herein. Prior to any proposed lease of any portion of the Right of Way, Grantee agrees and covenants that it will consult with the Federal Highway Administration and will comply with all requirements identified for the use of airspace above or below the Interstate System.

F. Grantor hereby releases and relinquishes to the Grantee any and all abutter's rights of access, appurtenant to Grantor's remaining property in which the Grantor has some right, title or interest; reserving, however, to the Grantor, Grantor's successors or assigns, the rights of access at the existing Maritime Street intersection.

G. Grantee agrees and covenants that the design and construction of highway projects situated on the Right-of-Way are in accord with the provisions of Title 23, United States Code - Highways, and amendments; the provisions of Title 23, Code of Federal Regulations; and the construction specifications of Grantee as approved by the Federal Highway Administration for use on federal-aid projects.

H. Grantee agrees and covenants (a) that no person shall, on the grounds of race, color, national origin, sex, age, disability, or religion be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to the Grantee's operations, programs, or activities conducted on the Right of Way, and (b) that the Grantee shall use said Right of Way in compliance with all requirements imposed by or pursuant to Title VI of the Civil Rights Act of 1964 (42 U.S.C. Section 2000d to 2000d-4) and all applicable civil rights provisions of other Federal statutes.

I. Grantor and Grantee mutually understand and agree that this Quitclaim Deed will be recorded and that the rights, obligations, covenants, and restrictions created by this Quitclaim Deed shall run with the land and shall be binding upon Grantor and on Grantee and shall be binding on, and benefit and burden Grantor's and Grantee's successors, heirs, assigns, and lessees.

THIS IS TO CERTIFY, that the State of California, acting by and through the Department of Transportation (pursuant to Government Code Section 27281), hereby accepts for public purposes the real property described in the within deed and agrees to itself, its successors and assigns forever to abide by the conditions set forth in said deed.

IN WITNESS WHEREOF, I have hereunto set my hand
this 13TH day of FEBRUARY, 2002.

JEFF MORALES
Director
State of California
Department of Transportation

By _____
Attorney-in-Fact
R. A. Macpherson
Deputy District Director - Right of Way

APPROVED AS TO FORM AND PROCEDURE:
this 11th day of FEBRUARY, 2002

State of California
Department of Transportation

By _____
Assistant Chief Counsel

Exhibit B

STATE OF CALIFORNIA }
} ss.
COUNTY OF SACRAMENTO }

On this 17th day of FEBRUARY before me, MATTHEW L. GOETZ, the undersigned Notary Public, personally appeared MICHAEL G. RITCHIE personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(ies), and that by his/~~her/their~~ signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

MATTHEW L. GOETZ
COMM. 1253815
NOTARY PUBLIC - CALIFORNIA
ALAMEDA COUNTY
My Comm. Expires Feb. 17, 2004

WITNESS my hand and official seal.

Signature of Notary

STATE OF CALIFORNIA }
} ss.
COUNTY OF }

On this _____ day of _____ before me, _____, the undersigned Notary Public, personally appeared _____ personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Signature

Exhibit B

SEE MAP NO. R-7

SHEET A-1095.11, .11A, .11B, .11D

ENTERED ON R/W MAP

BY DZC 7-8-02

DATE

EXHIBIT "A"

Parcel 56444

Beginning for reference at the intersection of the northwesterly line of Wood Street with the northeasterly line of West Grand Avenue (formerly 22nd Street) as said streets are shown on the map entitled "Map of the Hougham Tract", filed for record on June 10, 1875, in Book 4 of Maps, at Page 8, Official Records of Alameda County; thence along said northeasterly line N. 56°29'58" W., 680.44 feet to a point on the northwesterly line of the Lands of the Southern Pacific Transportation Company, said point being the TRUE POINT OF COMMENCEMENT of this description; thence along last said line S. 44°38'35" W., 609.14 feet; thence from a tangent that bears N. 15°27'08" E., along a curve to the left with a radius of 926.00 feet, through an angle of 57°35'46", an arc length of 930.85 feet to the beginning of a non-tangent curve; thence from a tangent that bears N. 44°59'53"W., along a curve to the left with a radius of 926.00 feet, through an angle of 13°07'36", an arc length of 212.15 feet; thence N. 59°21'02" W., 161.93 feet; thence N. 64°31'37" W., 100.40 feet; thence N. 59°26'27" W., 469.79 feet to the southeasterly line of Maritime Street; thence along last said line S. 40°50'13" W., 50.00 feet; thence N. 67°51'03" W., 108.73 feet to the northwesterly line of Maritime Street; thence N. 26°23'39" E., 50.81 feet; thence N. 52°34'10" W., 57.26 feet; thence N. 68°13'00" W., 121.49 feet; thence N. 71°14'11" W., 214.96 feet; thence N. 54°38'38" W., 108.88 feet; thence N. 59°26'27" W., 388.09 feet; thence N. 63°08'06" W., 314.87 feet; thence from a tangent that bears N. 71°53'43" W., along a curve to the left with a radius of 1457.00 feet, through an angle of 9°28'24", an arc length of 240.90 feet; thence N. 71°47'59" E., 328.18 feet; thence N. 72°22'02" E., 313.69 feet; thence S. 23°50'02" E., 152.04 feet; thence S. 57°29'41" E., 97.80 feet; thence S. 59°14'50" E., 262.30 feet; thence along a tangent curve to the right with a radius of 1160.00 feet, through an angle of 12°07'10", an arc length of 245.37 feet; thence S. 47°07'40" E., 55.66 feet; thence S. 54°46'53" E., 103.19 feet; thence S. 49°47'25" E., 162.81 feet; thence S. 65°41'47" E., 135.08 feet; thence S. 59°26'28" E., 95.01 feet; thence S. 38°53'20" E., 28.48 feet; thence S. 59°26'27" E., 696.99 feet; thence S. 49°58'55" E., 124.70 feet; thence S. 57°44'37" E., 113.40 feet; thence along a tangent curve to the right with a radius of 1647.00 feet, through an angle of 7°24'24", an arc length of 212.91 feet; thence from a tangent that bears S. 51°59'51" E., along a curve to the right with a radius of 1647.00 feet, through an angle of 9°22'20", an arc length of 269.41 feet; thence S. 42°37'31" E., 128.19 feet to said northwesterly line of the lands of the Southern Pacific Transportation Company; thence along last said line S. 30°57'44" W., 100.84 feet to the TRUE POINT OF COMMENCEMENT.

CONTAINING 18.852 acres, more or less.

SEE MAP NO. R-7;

SHEET A-1095.12 & .13

ENTERED ON R/W MAP

BY DZC 7-8-02

DATE

EXHIBIT "A" – PAGE 2

Parcel 50143

All that real property situate in the City of Oakland, County of Alameda, State of California, being in a portion of the map entitled "Map of the Hougham Tract", filed for record June 10, 1875, in the Alameda County Recorder's office in Book 4 of Maps, Page 8, described as follows:

COMMENCING at the intersection of the westerly right of way line of a 60.00 foot wide street commonly known as Wood Street as shown on said map with State Highway 880 as shown on Record of Survey 1687 as filed on August 7, 2000 in the Alameda County Recorder's office in Book 25 of Maps at Pages 58-69; thence along said State Highway 880, North 56°33'47" West, 132.35 feet; thence continuing along said State Highway 880, North 7°21'56" West, 36.43 feet to the POINT OF BEGINNING; thence leaving said State Highway 880, South 34°45'15" West, 39.65 feet; thence North 22°13'59" East, 199.17 feet; thence North 18°54'56" East, 58.50 feet; thence North 25°25'41" East, 326.23 feet; thence along a tangent curve to the left whose radius is 4600.36 feet, through a central angle of 1°52'06", an arc length of 150.01 feet to a point of reverse curvature; thence along a tangent curve to the right whose radius is 655.70 feet, through a central angle of 11°26'46", an arc length of 130.99 feet; thence North 25°12'55" East, 15.00 feet; thence North 5°48'33" West, 45.21 feet; thence from a tangent that bears North 21°45'43" East along a curve to the left whose radius is 4595.36 feet, through a central angle of 0°17'23", an arc length of 23.24 feet to a point of compound curvature; thence tangent to last said curve, along a curve to the left whose radius is 3984.27 feet, through a central angle of 00°55'37", an arc length of 64.46 feet; thence from a tangent that bears South 15°36'27" East, along a curve to the right whose radius is 509.64 feet, through a central angle of 22°48'28", an arc length of 202.88 feet to a point of compound curvature; thence along a tangent curve to the right whose radius is 685.05 feet, through a central angle of 20°11'44", an arc length of 241.47 feet; thence South 34°45'13" West, 471.34 feet to the POINT OF BEGINNING.

27°33'15"

329.45'

CONTAINING 1.560 acres, more or less.

The bearings and distances used in the above descriptions are on the California Coordinate System of 1927, Zone 3. Multiply the above distances by 1.0000720 to obtain ground level distances.

EXHIBIT "A" – PAGE 3

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

Signature _____

Licensed Land Surveyor

Date 12

PROFESSIONAL LAND SURVEYOR
BRUCE QUINN
EXP. 12-31-03
NO. LS 6642
STATE OF CALIFORNIA

EXHIBIT "B"

(1) Lessee's right to use the Clear Surface of Parcel 56444 for Permitted Uses will be subject to the paramount and superior rights of Lessor (State of California) to use all the airspace, surface, and subsurface of Parcel 56444, including the Clear Surface, for the operation, maintenance, control, protection, repair, reconstruction, modification, improvement of the I-880 Connector (hereafter referred to as "Lessor's Rights"). Lessee shall receive no compensation in the event Lessor's exercise of Lessor's Rights impairs or diminishes Lessee's ability to use the Clear Surface of Parcel 56444 for the Permitted Uses. Lessee shall not be entitled to obtain Relocation Assistance Benefits under Federal or State Law, arising out of Lessor's exercise of Lessor's rights which impact or diminish Lessee's ability to use the Clear Surface and Subsurface of Parcel 56444 for the Permitted Uses.

(2) Lessor shall have the right to remove any parked or stored trucks and any other objects, from Parcel 56444, and the right to exclude all persons from Parcel 56444, without notice to Lessee in the event Lessor, in its sole and reasonable discretion, determines there is a imminent danger or threat to the I-880 Connector, due to possible sabotage, or other similar threat or public safety emergency.

(3) Lessor shall have the right to remove any parked or stored trucks and any other objects, from Parcel 56444, and the right to exclude all persons from Parcel 56444, without notice to Lessee, in the event Lessor, in its reasonable discretion, determines that earthquake, flood, fire, explosion, accident or other similar incident or event has damaged the I-880 Connector threatening the structural integrity of the I-880 Connector, or endangering public safety.

(4) Except as otherwise provided for under (2) and (3) above, in the event Lessor, in its reasonable discretion, determines it is desirable to obtain possession of the leased premises to maintain, repair, reconstruct, modify, improve the I-880 Connector and Lessor's needs for possession do not exceed 40,000 square feet of the Clear Surface of Parcel 56444, Lessor shall give Lessee 60 days written notice of Lessor's need for possession. In the event Lessor's need for possession of the Clear Surface of Parcel 56444 exceeds 40,000 square feet, then Lessor shall give Lessee 180 days written notice of Lessor's need for possession. Said notice(s) shall include a map generally depicting the area(s) of Parcel 56444 which Lessor requires. Lessee shall vacate the portions of Parcel 56444 that Lessor requires no later than 60 days (where Lessor' need does not exceed 40,000 square feet) or 180 days (where Lessor's need exceeds 40,000 square feet) after service of such notice(s) by Lessor.

(5) In the event Lessor exercises Lessor's Rights to enter and take possession of Parcel 56444, any substantial evidence in support of Lessor's discretionary exercise of Lessor's Rights shall conclusively establish the propriety of the exercise of Lessor's Rights.

(6) In the event that Lessee fails to clear the Parcel 56444 of all vehicles, and/or fails to vacate the portion(s) of Parcel 56444 that Lessor requires and/or fails to deliver physical possession of Parcel 56444 to Lessor, as provided for above, Lessor may immediately apply to the Superior Court of the City and County of Alameda for a Temporary Restraining Order, and/or

Writ of Mandate, and/or Writ of Possession, to enforce these terms and conditions. Such application may be by ex-parte Motion, upon 24 hours' oral notice thereof by telephone to Lessee, as provided for by California Rules of Court No. 379. Lessee covenants and agrees that in the event it does not clear Parcel 56444 and deliver possession of the portion(s) of Parcel 56444 Lessor requires, that (1) the Lessor's work on the I-880 Connector will be delayed; (2) the delay will cause Lessor to suffer irreparable harm; (3) the remedy of monetary damages for Lessee's failure to clear and deliver possession of Parcel 56444 is an inadequate and insufficient remedy; (4) Lessee will suffer no legally cognizable detriment or harm in the event that injunctive relief, and/or mandate relief, and/or relief by a writ of possession is granted in favor of Lessor giving Lessor immediate possession of the portion(s) of Parcel 56444 Lessor requires; and (5) Lessee has waived any defenses which would prevent State from obtaining immediate injunctive relief, and/or immediate possession of the portion(s) of Parcel 56444 Lessor requires, as provided for herein.

(7) Lessee shall not permit gasoline, other flammable material, explosives, or hazardous materials listed in Title 49 Code of Federal Regulations, §172.101 Appendix Parcel 56444, or in California Health and Safety Code §25532(g) (or their successor provisions) to be stored in, or placed on vehicles parked or stored on the surface of Parcel 56444 (other than gasoline, motor oil, radiator fluid and other similar substances used for normal vehicular operations.

(8) Lessee shall not permit anything to be placed or stored above a horizontal plane 15 feet below the underside of the superstructure of the viaducts and/or ramps on Parcel 56444. Lessee shall not permit anything to be placed or stored within 15 horizontal feet from the outside surface of any bent, column, support, deck, railing, wall or other highway structure on Parcel 56444.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 49

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 – February 1, 2018

Reference No: 2.3c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Janice Benton
Chief Division of Design

Subject: **RELINQUISHMENT RESOLUTIONS**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for the relinquishment resolutions that will transfer highway facilities no longer needed for the State Highway System to the local agencies identified in the summary?

RECOMMENDATION:

The Department recommends that the Commission approve the relinquishment resolutions, summarized below, that will transfer highway facilities no longer needed for the State Highway System to the local agencies identified in the summary. It has been determined that each facility in the specific relinquishment resolution summarized below may be disposed of by relinquishment. Upon the recording of the approved relinquishment resolutions in the county where the facilities are located, all rights, title and interest of the State in and to the facilities to be relinquished will be transferred to the local agencies identified in the summary. The facilities are safe and drivable. The local authorities have been advised of the pending relinquishments a minimum of 90 days prior to the Commission meeting pursuant to Section 73 of the Streets and Highways Code. Any exceptions or unusual circumstances are described in the individual summaries.

RESOLUTIONS:

Resolution R-3999 – 04-Son-101-PM 15.1
(Request No. 56124) – 1 Segment

Relinquishes right of way in the city of Rohnert Park along Route 101 on Redwood Drive, consisting of collateral facilities. The City, by Resolution dated December 12, 2017, agreed to accept title upon relinquishment by the State, and by letter dated December 13, 2017, waived the 90-day notice requirement.

Resolution R-4000 – 07-Ven-101-PM 14.7/15.1
(Request No. 1269) – 1 Segment

Relinquishes right of way in the city of Camarillo along Route 101 on Ventura Boulevard and Carmen Drive, consisting of collateral facilities. The City, by freeway agreement dated February 12, 1997, agreed to accept title upon relinquishment by the State. The 90-day notice period expired December 6, 2017.

Resolution R-4001 – 08-SBd-10-PM 26.33/26.46
(Request No. 488-S) – 3 Segments

Relinquishes right of way in the city of San Bernardino along Route 10 on Tippecanoe Avenue and Laurelwood Drive, consisting of collateral facilities. The City, by freeway agreement dated August 16, 2010, agreed to accept title upon relinquishment by the State. The 90-day notice period expired December 4, 2017.

Resolution R-4002 – 08-SBd-10-PM 26.22/26.36
(Request No. 489-S) – 1 Segment

Relinquishes right of way in the city of Loma Linda along Route 10 on Anderson Street and Redlands Boulevard, consisting of collateral facilities. The City, by freeway agreement dated August 16, 2010, agreed to accept title upon relinquishment by the State. The 90-day notice period expired December 4, 2017.

Resolution R-4003 – 12-Ora-5-PM 32.5/33.3
(Request No. R120061) – 10 Segments

Relinquishes right of way in the city of Santa Ana along Route 5 between Seventeenth Street and Main Street, consisting of collateral facilities. The City, by freeway agreement dated February 21 1989, agreed to accept title upon relinquishment by the State, and by resolution, dated November 21, 2017, waived the 90-day notice requirement.

Tab 50

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 – February 1, 2018

Reference No: 2.5g.(1a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR A PROPOSITION 1B STATE TRANSPORTATION IMPROVEMENT PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-AA-1718-10, AMENDING RESOLUTOIN CMIA-A-0910-001, RESOLUTION STIP1B-AA-1718-01, AMENDING RESOLUTION STIP1B-A-0910-005**

ISSUE:

Should the California Transportation Commission (Commission) approve an amendment to Resolutions CMIA-A-0910-001 and STIP1B-A-0910-005 to deallocate $1,334,901 in Proposition 1B State Transportation Improvement Program (STIP) from the Routes 210 and 215 Project (PPNO 0194Q) in San Bernardino County, to reflect project savings at closeout?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission amend Resolutions CMIA-A-0910-001 and STIP1B-A-0910-005 to deallocate $1,334,901 in STIP for the Routes 210 and 215 Project (PPNO 0194Q) in San Bernardino County, thereby reducing the STIP construction allocation of $18,672,000 to $17,337,099, to reflect project savings at closeout.

BACKGROUND:

At its February 2010 meeting, the commission allocated $45,634,000 in Proposition 1B STIP funds under Resolution STIP1B-A-0910-005. The funds were subsequently reduced to $18,672,000 to reflect award savings. The project has now been completed with a savings of $1,334,901 and final billing and close out occurred in October 2016. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

FINANCIAL RESOLUTION:

Be it Resolved, that $18,672,000 in Proposition 1B STIP funds allocated under Resolution STIP1B-A-0910-005 for the Routes 210 and 215 Project (PPNO 0194Q), is hereby amended by $1,334,901, in accordance with the attached revised vote list, thereby reducing the overall allocation of the project from $18,672,000 to $17,337,099.

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Phase Prgm Amount Project ID EA	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(1a)	**Financial Allocation Amendment – Proposition 1B – State Administered Multi-Program CMIA/STIP Projects (STIP/CMIA Adjustment)**		**Resolution CMIA-AA-1718-10,** Amending Resolution CMIA-A-0910-001 **Resolution STIP1B-AA-1718-01,** Amending Resolution STIP1B-A-0910-005	
1 ~~$74,634,000~~ ~~$47,672,000~~ **$46,337,099** Department of Transportation SANBAG San Bernardino 08S-SBd-210/215 21.8-22.1/9.0-11.6	In the city of San Bernardino, on Routes 210 and 215 from northbound Route 215 to westbound Route 210 and from eastbound Route 210 to southbound Route 215. Construct direct connectors. Segment 11 of 210 Corridor. Final Project Development Adjustment: N/A Final Right of Way Right of Way Estimate: $10,437,000 Programmed Amount: $10,437,000 Adjustment: $ 0 Because of the size of the contract, the Department is requesting a 12 month extension to the period of project completion, from 36 months to 48 months (Amended allocation reflects a savings of $26,962,000 STIP CONST to be returned to San Bernardino County share balance.) (Future Consideration of Funding – Resolution E-97-07, September 1996.) (This construction contract will be combined with the construction contract for the Route 215 North Segment 5 project [PPNO 0247N] under a single EA 08-4440U1.) (Related CMIA program amendment [Resolution CMIA-PA-0809-12].) Outcome/Output: Once completed, this project will result in daily vehicle hours of delay saved of about 2886 hours. **Amend Resolutions CMIA-A-0910-001 and STIP1B-A-0910-005 to de-allocate $1,334,901 TFA CONST to reflect project close-out savings.**	08-0194Q RIP / 08-09 CONST ENG $12,333,000 CONST ~~$18,672,000~~ **$17,337,099** CMIA / 08-09 CONST $29,000,000 0800000704 444071	2008-09 304-6058 TFA 2008-09 304-6055 CMIA	~~$18,672,000~~ **$17,337,099** $29,000,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 51

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 – February 1, 2018

Reference No: 2.5g.(1b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR A PROPOSITION 1B STATE TRANSPORTATION IMPROVEMENT PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-AA-1718-11, AMENDING RESOLUTOIN CMIA-AA-1617-07, RESOLUTION STIP1B-AA-1718-02, AMENDING RESOLUTION STIP1B-AA-1617-03**

ISSUE:

Should the California Transportation Commission (Commission) approve an amendment to Resolutions CMIA-AA-1617-07 and STIP1B-AA-1617-03 to deallocate $112,232 in Proposition 1B State Transportation Improvement Program (STIP) from the Route 101 Marin-Sonoma Narrows HOV Lanes Project (PPNO 0360F) in Marin County, to reflect project savings at closeout?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission amend Resolutions CMIA-AA-1617-07 and STIP1B-AA-1617-03 to deallocate $112,232 in STIP for the Route 101 Marin-Sonoma Narrows HOV Lanes Project (PPNO 0360F) in Marin County, thereby reducing the STIP construction allocation of $2,467,000 to $2,354,768, to reflect project savings at closeout.

BACKGROUND:

At its January 2011 meeting, the commission allocated $3,050,000 in Proposition 1B STIP funds. The funds were subsequently reduced to $2,467,000 to reflect award savings. The project has now been completed with a savings of $112,232 and final billing and close out occurred in March 2015. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

FINANCIAL RESOLUTION:

Be it Resolved, that $2,467,000 in Proposition 1B STIP funds allocated under Resolution STIP1B-AA-1617-03 for the Route 101 Marin-Sonoma Narrows HOV Lanes Project (PPNO 0360F), is hereby amended by $112,232, in accordance with the attached revised vote list, thereby reducing the overall allocation of the project from $2,467,000 to $2,354,768.

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title 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.(1b)	**Financial Allocation Amendment - Proposition 1B –State Administered Multi-Program CMIA/STIP Projects (STIP/CMIA Adjustment)**		**Resolution CMIA-AA-1718-11** Amending Resolution CMIA-AA-1617-07 **Resolution STIP1B-AA-1718-02** Amending Resolution STIP1B-AA-1617-03	
1 ~~$32,823,000~~ ~~$31,652,773~~ **$30,957,541** Department of Transportation MTC Marin 04N-Mrn-101 18.6/22.3	**Route 101 Marin-Sonoma Narrows HOV Lanes.** In and near Novato on Route 101. Construct a northbound HOV lane from Route 37 to Atherton and southbound HOV lane from Route 34 to Rowland Boulevard. (Contract A1) Final Project Development (IIP): Support Estimate: $2,000,000 Programmed Amount: $2,000,000 Adjustment: $ 0 Final Project Development (RIP): Support Estimate: $ 507,000 Programmed Amount: $ 507,000 Adjustment: $ 0 Final Right of Way: (RIP) Right of Way Estimate: $ 342,000 Programmed Amount: $ 840,000 Adjustment: $ 498,000 (Credit) (Future Consideration of Funding – Resolution E-09-70, September 2009.) Outcome/Output: When combined with other segments (PPNO 0360H and 0360J), the overall Marin-Sonoma Narrows Project will result in daily vehicle hours of delay savings of about 10,368 hours. **Amend Resolutions CMIA-AA-1617-07 and STIP1B-AA-1617-03 to de-allocate $112,232 TFA CONST to reflect project close-out savings.**	04-0360F IIP / 10-11 CONST ENG $2,650,000 RIP / 10-11 CONST ~~$2,467,000~~ **$2,354,768** CMIA / 10-11 CONST ENG $4,350,000 CONST $24,252,773 0400000732 264064	2010-11 304-6058 TFA 20.20.075.600 004-6055 CMIA 2010-11 304-6055 CMIA 20.20.721.000	~~$2,467,000~~ **$2,354,768** $4,350,000 $24,252,773

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 52

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 – February 1, 2018

Reference No: 2.5g.(1c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR A PROPOSITION 1B STATE TRANSPORTATION IMPROVEMENT PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-AA-1718-12, AMENDING RESOLUTOIN CMIA-AA-1617-04, RESOLUTION STIP1B-AA-1718-03, AMENDING RESOLUTION STIP1B-AA-1617-02**

ISSUE:

Should the California Transportation Commission (Commission) approve an amendment to Resolutions CMIA-AA-1617-04 and STIP1B-AA-1617-02 to deallocate $71,763 in Proposition 1B State Transportation Improvement Program (STIP) from the Route 580 Eastbound HOV Lane Segment 2 – Portola Avenue to Hacienda Drive Project (PPNO 0112D) in Alameda County, to reflect project savings at closeout?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission amend Resolutions CMIA-AA-1617-04 and STIP1B-AA-1617-02 to deallocate $71,763 in STIP for the Route 580 Eastbound HOV Lane Segment 2 – Portola Avenue to Hacienda Drive Project (PPNO 0112D) in Alameda County, thereby reducing the STIP construction allocation of $9,274,000 to $9,202,237, to reflect project savings at closeout.

BACKGROUND:

At its October 2008 meeting, the commission allocated $9,274,000 in Proposition 1B STIP funds. The project has now been completed with a savings of $71,763. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

FINANCIAL RESOLUTION:

Be it Resolved, that $9,274,000 in Proposition 1B STIP funds allocated under Resolution STIP1B-AA-1617-02 for the Route 580 Eastbound HOV Lane Segment 2 – Portola Avenue to Hacienda Drive Project (PPNO 0112D), is hereby amended by $71,763, in accordance with the attached revised vote list, thereby reducing the overall allocation of the project from $9,274,000 to $9,202,237.

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description Project Funding	PPNO Program/Year Phase Prgm'dAmount Project ID EA	Budget Year Item # Fund type Program Code	Amount by Fund Type
2.5g.(1c)	**Financial Allocation Amendment - Proposition 1B – Multi-Program – State Administered CMIA / STIP / TCRP Project (STIP/CMIA Adjustment)**		**Resolution CMIA-AA-1718-12** Amending Resolution CMIA-AA-1617-04 **Resolution STIP1B-AA-1718-03** Amending Resolution STIP1B-AA-1617-02	
1 ~~$15,039,000~~ ~~$14,178,343~~ **$14,106,580** Department of Transportation MTC Alameda 04N-Ala-580 R13.2/R19.1	**Route 580 Eastbound HOV Lane Segment 2 – Portola Avenue to Hacienda Drive.** North of Pleasanton and in Livermore on Route 580. Construct HOV lane with allowance for future HOT lane conversion in the median from Portola Avenue to Hacienda Drive (PM 13.2 to 19.1); rehabilitate the existing pavement; construct auxiliary lanes from El Charro to Airway, from Airway to Isabel, and from Isabel to Portola; construct three foundations and column for the Isabel/I-580 Interchange Project. (TCRP Project #31)	04-0112D CMIA / 08-09 CON ENG $1,165,000 CONST $3,739,343	2007-08 004-6055 CMIA 2007-08 304-6055 CMIA 20.20.721.000	$1,165,000 (added by Technical Correction 12/2008) $3,739,343
	This allocation will split and reprogram the original CMIA project into three segments. This allocation for Segment 2 (of 3 segments) also reprograms RIP and CMIA funds from FY 07-08 to FY 08-09, as follows: 1. $20,435,000 CMIA for CONST in FY 08-09. 2. $1,165,000 CMIA for CONST Support in FY 08-09. 3. $9,274,000 RIP for CONST in FY 08-09. Other Related State Funds: 4. $14,172,000 SHOPP for CON in FY 08-09. *(2.5g.(6)*) 5. $3,675,000 TCRP for E&P (PA&ED). *(Prior Allocation)* 6. $5,740,000 TCRP for CON Support. *(Local in Lieu)* 7. $12,260,000 TCRP for CON in FY 08-09. *(Local in Lieu)* 8. Contributions from local sources: $2,450,000 Federal Demo for CON in FY 08-09. $2,625,000 Alameda CMA for E&P (PA&ED). $530,000 Alameda CMA for PS&E. The first segment (PPNO 0112A, EA 04-290841) was allocated on March 13, 2008 (Resolution CMIA-A-07-08-009 and Resolution STIP1B-A-07-08-010). A related technical correction (2.9) adjusts the scope and funds to designate the first allocation as Segment 1. The third segment (PPNO 0112E, EA 04-290851) is scheduled for allocation in FY 2009-10. The Alameda County Congestion Management Agency is using $18,000,000 in local funds in lieu of TCRP funds. A structured repayment plan for this amount was approved by the Commission on September 17, 2008, as part the TCRP Allocation Plan (Item 4.3), as follows: FY 2009-10 $8,000,000 FY 2010-11 $7,000,000 FY 2011-12 $3,000,000 <u>Outcome/Outputs</u>: The overall project would reduce recurring traffic congestion and delay by providing 5.6 miles of HOV lanes that would improve highway service for carpool and transit riders. The daily vehicle hours of delay saved is expected to be 3,522 hours. **<u>Amend Resolutions CMIA-AA-1617-04 and STIP1B-AA-1617-02 to de-allocate $71,763 TFA CONST to reflect project close-out savings.</u>**	RIP / 08-09 CONST ~~$9,274,000~~ **$9,202,237** TCRP / 08-09 CONST $18,000,000 0400000781 290831	2007-08 304-6058 TFA 20.20.075.600	~~$9,274,000~~ **$9,202,237**

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 – February 1, 2018

Reference No: 2.5g.(1d)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR A PROPOSITION 1B STATE ADMINISTERED CMIA/STIP PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION STIP1B-AA-1718-04, AMENDING RESOLUTION STIP1B-A-0809-009, RESOLUTION CMIA-A-1718-01**

ISSUE:

Should the California Transportation Commission (Commission) approve an amendment to Resolution STIP1B-A-0809-009 to deallocate $3,548,000 in Proposition 1B State Transportation Improvement Program (STIP) and reallocate $3,548,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) for the Route 15/215 Interchange to Scott Road project (PPNO 9991A) in Riverside County, thereby reducing the STIP construction allocation of $3,548,000 to $0, and increasing the CMIA construction allocation of $0 to $3,548,000?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission amend Resolution STIP1B-A-0809-009 to deallocate $3,548,000 in STIP and reallocate $3,548,000 in CMIA for the Route 15/215 Interchange to Scott Road project (PPNO 9991A) in Riverside County, thereby reducing the STIP construction allocation of $3,548,000 to $0, and increasing the CMIA construction allocation of $0 to $3,548,000.

BACKGROUND:

In January 2014, the Commission established a Proposition 1B savings policy with the intention that savings accrued in the CMIA program will be used for CMIA-eligible STIP projects that commenced construction prior to December 31, 2012. Providing additional bond funding to the STIP will liberate State Highway Account (SHA) funds for use in the State Highway Operation and Protection Program (SHOPP). The end result will be additional SHA funds available for SHOPP projects.

To date, the Department has identified a total of $100.8 million in savings in the CMIA program. This represents $33.8 million in project close-out savings and $67 million in projected administrative cost savings. In accordance with the Commission's Proposition 1B

savings policy, this request is for one of two projects identified at this time for which Proposition 1B savings will be deallocated from STIP and reallocated to CMIA. The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

FINANCIAL RESOLUTION:

Be it Resolved, that $3,548,000 in Proposition 1B STIP funds (2660-304-6058) approved under Resolution STIP1B-A-0809-009 and $0 in Proposition 1B CMIA funds (2660-304-6055) for the Route 15/215 Interchange to Scott Road project (PPNO 9991A) in Riverside County is hereby amended by $3,548,000 by reducing the STIP construction capital amount to $0 and by $3,548,000 by increasing the CMIA construction capital allocation from the Budget Act of 2017, Budget Act Item 2660-304-6055, for a total of $3,548,000 in accordance with the attached revised vote box.

Attachment

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID EA	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(1d) STIP/CMIA Proposition 1B Project Adjustments			**Resolution STIP1B-A-1718-04** Amending Resolution STIP1B-A-0809-009 **Resolution CMIA-A-1718-01**	
1 $3,548,000 Riverside County Transportation Commission RCTC Riverside 08S-Riv-215 R9.0/R15.5	In Murietta, from the Route 15/215 interchange to Scott Road. Construct a third mixed flow lane in each direction. Widen Route 215 to a minimum of 3 lanes in each direction. (Project Scope is consistent with baseline agreement approved under Resolution CMIA-P-0607-002 on 3/15/07.) (Future funding: $38,570,000 CMIA and $16,530,000 STIP [Construction Capital]. Construction to start in FY 2010-11.) Outcome/Output: Once the project is completed, the daily vehicle hours of delay saved is expected to be about 2,424 hours. **TFA/CMIA fund swap performed in accordance with the Proposition 1B savings policy established by the CTC in January 2014.** **Amend Resolution STIP1B-A-0809-009 to de-allocate $3,548,000 from TFA and reallocate to CMIA.** **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.**	08-9991A RIP / 08-09 CONST $3,548,000 0800000115 0F1611	2007-08 304-6058 TFA **2017-18** **304-6055** **CMIA**	~~$3,548,000~~ **$0** **$3,548,000**

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 – February 1, 2018

Reference No: 2.5g.(1e)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR A PROPOSITION 1B STATE ADMINISTERED CMIA/STIP PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-AA-1718-13, AMENDING RESOLUTION CMIA-A-1011-002, RESOLUTION STIP1B-AA-1718-05, AMENDING RESOLUTION STIP1B-A-1011-001**

ISSUE:

Should the California Transportation Commission (Commission) approve an amendment to Resolutions CMIA-A-1011-002 and STIP1B-A-1011-001 to deallocate $11,047,000 in Proposition 1B State Transportation Improvement Program (STIP) and reallocate $11,047,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) for the East Sonora Bypass Stage II project (PPNO 0021B) in Tuolumne County, thereby reducing the STIP construction allocation of $11,047,000 to $0, and increasing the CMIA construction allocation of $11,155,000 to $22,202,000?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission amend Resolutions CMIA-A-1011-002 and STIP1B-A-1011-001 to deallocate $11,047,000 in STIP and reallocate $11,047,000 in CMIA for the East Sonora Bypass Stage II project (PPNO 0021B) in Tuolumne County, thereby reducing the STIP construction allocation of $11,047,000 to $0, and increasing the CMIA construction allocation of $11,155,000 to $22,202,000.

BACKGROUND:

In January 2014, the Commission established a Proposition 1B savings policy with the intention that savings accrued in the CMIA program will be used for CMIA-eligible STIP projects that commenced construction prior to December 31, 2012. Providing additional bond funding to the STIP will liberate State Highway Account (SHA) funds for use in the State Highway Operation and Protection Program (SHOPP). The end result will be additional SHA funds available for SHOPP projects.

To date, the Department has identified a total of $100.8 million in savings in the CMIA program. This represents $33.8 million in project close-out savings and $67 million in projected administrative cost savings. In accordance with the Commission's Proposition 1B

savings policy, this request is for one of two projects identified at this time for which Proposition 1B savings will be deallocated from STIP and reallocated to CMIA. The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

FINANCIAL RESOLUTION:

Be it Resolved, that $11,047,000 in Proposition 1B STIP funds (2660-304-6058) and $ in Proposition 1B CMIA funds (2660-304-6055) approved under Resolutions CMIA-A-1011-002 and STIP1B-A-1011-001 for the East Sonora Bypass Stage II project (PPNO 0021B) in Tuolumne County is hereby amended by $11,047,000 by reducing the STIP construction capital amount to $0 and by $11,047,000 by increasing the CMIA construction capital allocation from the Budget Act of 2017, Budget Act Item 2660-304-6055, for a total of $22,202,000 in accordance with the attached revised vote box.

Attachment

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	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.(1e) STIP/CMIA Proposition 1B Project Adjustments			**Resolution CMIA-AA-1718-13** Amending Resolution CMIA-A-1011-002 **Resolution STIP1B-AA-1718-05** Amending Resolution STIP1B-A-1011-001	
1 $29,935,000 Department of Transportation TAPC Tuolumne 10N-Tuo-108 R4.0/R6.0	Near Sonora on Route 108 from Peaceful Oak Road to Via Este. Construct a 2-lane expressway. Final Project Development (RIP) Support Estimate: $ 3,291,000 Programmed Amount: $ 3,477,000 Adjustment: $ 0 (<20%) Final Project Development (IIP) Support Estimate: $ 2,601,000 Programmed Amount: $ 2,643,000 Adjustment: $ 0 (<20%) Final Right of Way (RIP) Right of Way Estimate: $ 8,698,000 Programmed Amount: $12,387,000 Adjustment: $ 3,689,000 (Credit) Final Right of Way (IIP) Right of Way Estimate: $ 6,100,000 Programmed Amount: $ 8,613,000 Adjustment: $ 2,513,000 (Credit) (RIP savings of $1,284,000 to be returned to Tuolumne County regional shares. IIP savings of $2,753,000 to be returned to interregional shares. CMIA savings of $2,703,000 to be returned to the CMIA program.) (Future Consideration of Funding – Resolution E-10-15, February 2010.) Outcome/Output: Project benefits show the daily time savings for individual person-minutes saved is 4.7, the cumulative person-minutes saved is 25,592 resulting in a total daily vehicle hours saved of 644. **TFA/CMIA fund swap performed in accordance with the Proposition 1B savings policy established by the CTC in January 2014.** **Amend Resolutions CMIA-A-1011-002 and STIP1B-A-1011-001 to de-allocate $11,047,000 from TFA and reallocate to CMIA.** **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.**	10-0021B IIP / 09-10 CONST ENG $2,125,000 CONST $11,047,000 RIP / 09-10 CONST $4,358,000 CMIA / 09-10 CONST ENG $3,375,000 CONST $11,155,000	2010-11 304-6058 TFA 20.20.025.700 2010-11 304-6058 TFA 20.20.075.600 004-6055 CMIA 2010-11 304-6055 CMIA 20.20.721.000 **2017-18** **304-6055** **CMIA** **20.20.721.000**	~~$11,047,000~~ **$0** $4,358,000 $3,375,000 $11,155,000 **$11,047,000**

State of California
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Tab 55

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.5g.(8a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Dara Wheeler, Chief
Division of Rail and Mass Transportation

Subject: **ALLOCATION AMENDMENT FOR A STATE-ADMINISTERED MULTI-FUNDED PROPOSITION 1B ICR/STIP INTERCITY RAIL PROJECT RESOLUTION ICR1B-AA-1718-02, AMENDING RESOLUTION ICR1B-AA-1415-02 RESOLUTION MFP-17-04, AMENDING RESOLUTION MFP-14-09**

ISSUE:

Should the California Transportation Commission (Commission) amend Resolution ICR1B-AA-1415-02 and Resolution MFP-14-09 to deallocate an additional $470,000 in Proposition 1 B Intercity Rail (ICR) construction funding from the San Onofre to Pulgas Double Track - Phase 1 project (PPNO 2094) in San Diego County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission amend Resolutions ICR1B-AA-1415-02 and MFP-14-09 to deallocate an additional $470,000 in Proposition 1B ICR construction funding from the San Onofre to Pulgas Double Track – Phase 1 project (PPNO 2094), in San Diego County, to reflect project savings at closeout.

BACKGROUND:

At its March 2013 meeting, the Commission approved Resolutions ICR1B-A-1213-01 and MFP-12-06 allocating $26,854,000 in Proposition 1B ICR/Public Transportation Modernization, Improvement, and Service Enhancement funds and $3,197,000 in Public Transportation Account funds for construction for a total allocation of $30,051,000 for the San Onofre to Pulgas Double Track – Phase 1 project.

At its May 2015 meeting, the Commission approved Resolutions ICR1B-AA-1415-02 and MFP-14-09 to deallocate $1,100,000 in construction cost savings from Phase 1 and reprogram these savings to Phase 2 Design.

The Phase 1 Construction is now complete and closeout occurred in November 2017, with additional cost savings realized of $470,000 at project closeout.

The Department is now requesting that these savings for Phase 1 be deallocated as reflected in strikethrough and bold on the attached revised Book Item Attachment.

RESOLUTION:

Be it Resolved, that the $25,754,000 for the San Onofre to Pulgas Double Track – Phase 1 project (PPNO 2094), is hereby amended by an additional $470,000, in accordance with the revised attachment, thereby reducing the total allocation of Proposition 1B ICR funding for construction from $25,754,00 to $25,284,000.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(8a)	**Allocation Amendment - Proposition 1B – State Administered Multi-Funded Intercity Rail/STIP Projects**		**Resolution ICR1B-AA-1718-02,** Amending Resolution ICR1B-AA-1415-02 **Resolution MFP-17-04**, Amending Resolution MFP-14-09	
1 ~~$30,051,000~~ ~~$28,951,000~~ **$28,481,000** Department of Transportation SANDAG 11-San Diego	**San Onofre to Pulgas Double Track – Phase 1** In Camp Pendleton along the LOSSAN Corridor, from MP 212.3 to MP 216.5. Construct 4.2 miles of second track adjacent to the main track; replace bridge with a new reinforced concrete structure and extend culverts. (CEQA Exempt – 49 U.S.C. 10501(b).) (NEPA – CE, 23 CFR 771.117(c)(18).) Outcome/Output: This project will increase on-time performance, reliability, dispatch flexibility, and increase system capacity. Double tracking and realigning this section of the corridor will reduce travel times for passengers, improve system reliability, enhance safety, and increase goods movement. **Amend Resolutions ICR1B-AA-1415-02 and Resolution MFP-14-09 to de-allocate an additional $470,000 in Proposition 1B ICR CONST due to additional savings at project closeout.**	75-2094 IIP/12-13 CONST $3,197,000 0013000131 S ICR/12-13 CONST ~~$26,854,000~~ ~~$25,754,000~~ **$25,284,000** 0013000132 S	2011-12 301-0046 PTA 30.20.020.720 2011-12 304-6059 PTMISEA 30.20.090.000	$3,197,000 ~~$26,854,000~~ ~~$25,754,000~~ **$25,284,000**

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.5g.(8b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Dara Wheeler, Chief
Division of Rail and Mass Transportation

Subject: **ALLOCATION AMENDMENT FOR A STATE-ADMINISTERED PROPOSITION 1B INTERCITY RAIL PROJECT**
RESOLUTION ICR1B-AA-1718-03, AMENDING RESOLUTION ICR1B-A-1415-03

ISSUE:

Should the California Transportation Commission (Commission) amend Resolution ICR1B-A-1415-03 to deallocate $128,000 in Proposition 1B Intercity Rail (ICR) design funding from the San Onofre to Pulgas Double Track - Phase 2 project (PPNO 2094) in San Diego County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission amend Resolution ICR1B-A-1415-03 to de-allocate $128,000 in Proposition 1B ICR design funding from the San Onofre to Pulgas Double Track – Phase 2 project (PPNO 2094), in San Diego County, to reflect project savings at closeout.

BACKGROUND:

At its May 2015 meeting, the Commission approved Resolution ICR1B-A-1415-03 to deallocate $1,100,000 in savings from construction from the San Onofre to Pulgas Double Track Phase 1 Project and reprogram these savings to the San Onofre to Pulgas Double Track Phase 2 for Design.

The Phase 2 Design is now complete and closeout occurred in November 2017, with savings at closeout of $128,000.

The Department is now requesting that these savings for Phase 2 now be deallocated as reflected in strikethrough and bold on the attached revised Book Item Attachment.

RESOLUTION:

Be it Resolved, that the $1,100,000 originally allocated under Resolutions ICR1B-A-1415-03, for the San Onofre to Pulgas Double Track – Phase 2 project (PPNO 2094), is hereby amended by $128,000, in accordance with the revised attachment, thereby reducing the total allocation of $1,100,00 to $972,000.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(8b)	**Allocation Amendment - Proposition 1B –State Administered Intercity Rail Projects**		**Resolution ICR1B-AA-1718-03,** Amending Resolution ICR1B-A-1415-03	
1 $1,100,000 Department of Transportation SANDAG 11-San Diego	**San Onofre to Pulgas Double Track – Phase 2** In Camp Pendleton along the LOSSAN Corridor, from MP 216.5 to MP 218.1. Design and engineering for Phase 2. (CEQA Exempt – Section 15275.) (NEPA – CE, 23 CFR 771.117(c)(18).) (Concurrent IRI Program Amendment under Resolution ICR1B-P-1415-03; May 2015) (Reallocation of Prop 1B IRI savings of $1.1 million from Phase 1 CONST to Phase 2 PS&E; May 2013) Outcome/Output: Design improvements that will provide improved service reliability, safety, and increased speed on the LOSSAN corridor. **Amend Resolution ICR1B-A-1415-03 to deallocate $128,000 in Proposition 1B ICR PS&E savings at project close out.**	75-2094 ICR/14-15 PS&E ~~$1,100,000~~ **$972,000** 0013000132 S1	2013-14 304-6059 PTMISEA 30.20.090.000	~~$1,100,000~~ **$972,000**

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Tab 57

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No: 2.5t.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Dara Wheeler, Chief
Division of Rail and Mass Transportation

Subject: **ALLOCATION AMENDMENT FOR LOCALLY ADMINISTERED TRAFFIC CONGESTION RELIEF PROGRAM (TIER 2) TRANSIT PROJECTS**
RESOLUTION TFP-17-01, AMENDING RESOLUTION TFP-16-23

ISSUE:

Should the California Transportation Commission (Commission) amend Resolution TFP-16-23 to revise the "Outcome/Output" for the locally administered TCRP Project 116 – Northeast Corridor Enhancements (PPNO 3148) and TCRP Project 115 – South LRT Extension, Meadowview-Calvine (PPNO 3L05), in Sacramento County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation amendment to Resolution TFP-16-23 to revise the "Outcome/Output" in the vote box to reflect the "Procurement and replacement of fare vending machines, dynamic message signs, and security equipment" for TCRP Project 116 – Northeast Corridor Enhancements; and to revise the "Outcome/Output" to reflect the "Procurement and replacement of fare vending machines, dynamic message signs, security equipment, and relocation of a power substation and signal relay" for TCRP Project 115 – South LRT Extension, Meadowview-Calvine.

BACKGROUND:

At its June 2017 meeting, the Commission approved Resolution TFP-16-23 allocating a total $13,000,000 in TCRP Tier 2 funds to Construction, for TCRP Project 116 – Northeast Corridor Enhancements (PPNO 3148) and TCRP Project 115 – South LRT Extension, Meadowview-Calvine (PPNO 3L05).

However, at the time the projects were approved, the "Outcome/Output" was incorrect in the vote box on the Book Item Attachment. The required changes listed above are reflected in strike through and bold in the revised vote box attachment. There is no change to either project's allocation amount.

FINANCIAL RESOLUTION:

Be it Resolved, that the requested changes to the "Outcome/Output" for the locally administered TCRP Project 116 – Northeast Corridor Enhancements (PPNO 3148) and TCRP Project 115 – South LRT Extension, Meadowview-Calvine (PPNO 3L05), originally approved under Resolution TFP-16-23, be revised in accordance with the attached revised vote list.

Attachment

2.5 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5t.(1)	**Financial Allocation Amendments - Locally Administered TCRP Transit Projects**		**Resolution TFP-17-01** Amending Resolution TFP-16-23	
1 $5,100,000 Sacramento Regional Transit District SACOG 03-Sacramento	**Project 116 - Northeast Corridor Enhancements**. In Sacramento County, on the I-80 Corridor from downtown Sacramento to the Watt/I-80 station, double tracking, station improvements, traction power upgrades, and facility enhancements. (Future Consideration of Funding approved under Resolution E-05-23; November 2005.) (This is a Tier 2 project-allocation consistent with the Commission's TCRP close-out policy established May 2017.) Related TCRP programming amendment under Resolution TAA-16-01; June 2017. (Change to the EA code from R9297H to R9307F was made via technical correction at the August 2017 CTC Meeting.) Outcome/Output: ~~Installation of a traction power substation~~ **Procurement and replacement of fare vending machines, dynamic message signs, and security equipment.** **Amend Resolution TFP-16-23 to revise the "Outcome/Output." There is no change to the project allocation amount.**	03-3148 TCRP/16-17 CONST $5,100,000 0317000309 S **R9307F**	601-3007 TCRF 30.10.710.010	$5,100,000
2 $7,900,000 Sacramento Regional Transit District SACOG 03-Sacramento	**Project 115 - South LRT ext, Meadowview-Calvine**. In Sacramento County, South Line from Meadowview Road to Calvine/Auberry, extend light rail line. (Future Consideration of Funding approved under Resolution E-09-27; April 2009.) (This is a Tier 2 project allocation consistent with the Commission's TCRP close-out policy established May 2017.) Related TCRP programming amendment under Resolution TAA-16-06; June 2017. Outcome/Output: ~~Improve public transit service on the south line corridor between Meadowview and Calvine~~ **Procurement and replacement of fare vending machines, dynamic message signs, security equipment, and relocation of a power substation and signal relay.** **Amend Resolution TFP-16-23 to revise the "Outcome/Output." There is no change to the project allocation amount.**	03-3L05 TCRP/16-17 CONST $7,900,000 0317000308 S R9297E	601-3007 TCRF 30.10.710.010	$7,900,000

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Tab 58

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No: 2.5t.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Dara Wheeler, Chief
Division of Rail and Mass Transportation

Subject: **ALLOCATION AMENDMENT FOR LOCALLY ADMINISTERED TRAFFIC CONGESTION RELIEF PROGRAM (TIER 2) TRANSIT PROJECTS**
RESOLUTION TFP-17-02, AMENDING RESOLUTION TFP-16-29

ISSUE:

Should the California Transportation Commission (Commission) amend Resolution TFP-16-29 to revise the "Outcome/Output" for the locally administered TCRP Project 116 – Northeast Corridor Enhancements (PPNO 3148), in Sacramento County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve a allocation amendment to Resolution TFP-16-29 to revise the "Outcome/Output" in the vote box to reflect the "Procurement and replacement of fare vending machines, dynamic message signs, and security equipment."

BACKGROUND:

At its June 2017 meeting, the Commission approved Resolution TFP-16-29 redistributing $26,000 in previously allocated TCRP Tier 1 funds from Right of Way to Construction for TCRP Project 116 – Northeast Corridor Enhancements (PPNO 3148).

However, at the time the project was approved, the "Outcome/Output" was incorrect in the vote box on the Book Item Attachment. The required change listed above is reflected in strike through and bold in the revised vote box attachment. There is no change to the project allocation amount.

FINANCIAL RESOLUTION:

Be it Resolved, that the requested changes to the "Outcome/Output" for the locally administered TCRP Project 116 – Northeast Corridor Enhancements (PPNO 3148), originally approved under Resolution TFP-16-29, be revised in accordance with the attached revised vote list.

Attachment

2.5 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5t.(2)	**Financial Allocation Amendment- Locally Administered TCRP Tier 1 Transit Projects**			**Resolution TFP-17-02** Amending Resolution TFP-16-29
$0 Sacramento Regional Transit District SACOG 03 - Sacramento	**Project 116 - Northeast Corridor Enhancements.** In Sacramento County, double tracking, station improvements, traction power upgrades and facility improvements on the I-80 Corridor from downtown Sacramento to the Watt I-80 station. (Future Consideration of Funding approved under Resolution E-05-23; November 2005.) Related TCRP programming amendment under Resolution TAA-16-01; June 2017. (Change to the EA code from R9297H to R9307E was made via technical correction at the August 2017 CTC Meeting.) Outcome/Output: ~~Installation of a traction power substation~~ **Procurement and replacement of fare vending machines, dynamic message signs, and security equipment.** **Amend Resolution TFP-16-29 to revise the "Outcome/Output." There is no change to the project allocation amount.**	03-3148 TCRP/2016-17 CONST $26,000 0318000024 S **R9307E**	601-3007 TCRF 30.10.710.010	$0

Phase	Original Amount	Amended Amount	Revised Amount
Right of Way	$423,000	-$26,000	$397,000
Construction	$8,106,000	$26,000	$8,132,000
Totals	**$8,529,000**	**$0**	**$8,529,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 59

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 – February 1, 2018

Reference No.: 2.9
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED ALLOCATION RESOLUTION FP-17-14**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve the following technical correction to correct the Expenditure Authorization (EA) and the Project ID and for the Pelandale Avenue Interchange project (PPNO 9460A) in Stanislaus County programmed in the State Transportation Improvement Program (STIP) and which was approved on October 18-19, 2017.

ISSUE:

At its October 2017 meeting, the Commission approved Resolution FP-17-14 for three locally administered STIP projects for $8,793,000. A technical correction is needed for Project 3 - Pelandale Avenue Interchange project (PPNO 9460A) in Stanislaus County to revise the EA and Project ID for this project.

At the time of allocation the EA and Project ID were listed incorrectly in the book item attachment; it was approved as “EA 47210, Project ID 1000000440” and should have been “EA 47211, Project ID 1018000065”.

The required changes, listed above, are reflected in strike through and bold in the following revised attached vote box.

There are no changes to the Book Item Memorandum.

Attachment

2.5 Highway Financial Matters

(TECHNICALLY CORRECTED 01/31/2018)
(Project 3)

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(2a)	**Locally Administered STIP Project On the State Highway System**			**Resolution FP-17-14**
1 $1,991,000 City of South San Francisco MTC San Mateo 04-SM-82 20.5/21.6	Grand Boulevard Initiative Complete Streets Program. In the City of South San Francisco, along El Camino Real between Kaiser Way and Bart Drive. Construct median landscaping and other sustainable/green streetscape features. (CEQA - NOE, 04/14/2016.) (NEPA - CE, 09/13/2016) (R/W Certification 1: 08/17/2017) **A change to the project ID from "0410000133" to "0416000117" and the project EA from "4G602" to "4G604" was made via a technical correction at the Decembr 2017 CTC Meeting.** Outcome/Output: This project will improve and encourage more multimodal activity along the corridor of El Camino Real.	04-0648F RIP/17-18 CONST $1,991,000 ~~0416000115~~ **0416000117** 4CONL ~~4G602~~ **4G604**	2016-17 301-0890 FTF 20.20.075.600	$1,991,000
2 $2,466,000 Calaveras County CCOG Calaveras 10-Cal-4 R10.3/16.4	State Route 4 Wagon Trail Realignment. Near Copperopolis and Angels Camp, from 2.0 miles east of Copperopolis to Stallion Way. Realign roadway. (CEQA - MND, 03/24/2017.) (NEPA - FONSI, 03/24/2017) (Future Consideration of Funding approved under Resolution E-17-35; June 2017.) Outcome/Output: Complete Plans, Specifications and Estimate.	10-3067 RIP/17-18 PS&E $2,466,000 1000000025 4PSEL 0E530	2016-17 301-0890 FTF 20.20.075.600	$2,466,000
3 $4,336,000 City of Modesto StanCOG Stanislaus 10-Sta-99 R21/R22.1	Pelandale Avenue Interchange. In Modesto and Salida, from 0.75 mile south of Pelandale Avenue to 0.35 mile north of Pelandale Avenue. Reconstruct the SR99/Pelandale interchange and construct auxiliary lane. (CEQA - MND, 09/28/2009.) (NEPA - CE, 10/01/2009) Future Consideration of Funding approved under Resolution E-12-60; August 2012 This project was split from Phase 1 (PPNO 9460) which was funded by Proposition 1B SR 99 funds; Phase 2 (PPNO 9460A) is for Right of Way and is programmed in the STIP. **The change to the EA and Project ID was made via a technical correction at the January 31-February 1, 2018 CTC meeting** Outcome/Output: The project will reduce the delay by 6,595 vehicle-hours per day, and provide 79,140 person-minutes of peak period time savings.	10-9460A RIP/17-18 R/W $4,336,000 ~~1000000440~~ **1018000065** 4RWCL ~~47210~~ **47211**	2016-17 301-0890 FTF 20.20.075.600	$4,336,000

M e m o r a n d u m

Tab 60

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31– February 1, 2018

Reference No.: 4.11
Action

Published Date: January 19, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Laurie Waters
Associate Deputy Director

Subject: **2017 ACTIVE TRANSPORTATION PROGRAM AUGMENTATION PROGRAM AMENDMENT (STATEWIDE COMPONENT) - RESOLUTION ATP-A-17-02**

ISSUE:

Should the California Transportation Commission (Commission) amend the 2017 Active Transportation Program Augmentation (Statewide Component) to reprogram $250,000 of funds programmed in the environmental phase and $250,000 of funds programmed in the design phase to the construction phase in fiscal year 2018-19 for a total of $4,000,000 in the construction phase?

RECOMMENDATION:

Commission staff recommends that the Commission approve the proposed 2017 Active Transportation Program Augmentation (Statewide Component) Amendment as described above.

BACKGROUND:

The East Bay Regional Park District proposes to amend the 2017 Active Transportation Program Augmentation (Statewide Component) to reprogram $500,000 of environmental phase funds and design phase funds to construction. This amendment is necessary due to an error in the original programming.

Attachment

Exhibit 22-G Project Programming Request (PPR)

Date: 1/17/2018

Project Information:

Project Title:	Doolittle Drive Bay Trail at Martin Luther King Jr. Shoreline, Oakland				
District	County	Route	EA	Project ID	PPNO
4	ALAMEDA				

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total
E&P (PA&ED)	500							500
PS&E		300	500					800
R/W								
CON				9,800				9,800
TOTAL	500	300	500	9,800				11,100

Notes:

ATP Funds — Infrastructure Cycle 3

Proposed Funding Allocation ($1,000s)

Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON				4,000				4,000
TOTAL				4,000				4,000

Program Code: 20.30.720

Funding Agency: Caltrans

Notes:

ATP Funds — Non-infrastructure Cycle 3

Proposed Funding Allocation ($1,000s)

Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code: 20.30.720

Funding Agency: Caltrans

Notes:

ATP Funds — Plan Cycle 3

Proposed Funding Allocation ($1,000s)

Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code: 20.30.720

Funding Agency: Caltrans

Notes:

ATP Funds — Previous Cycle

Proposed Funding Allocation ($1,000s)

Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code: 20.30.720

Funding Agency: Caltrans

Notes:

Fund No.1: — Future Cycles

Proposed Funding Allocation ($1,000s)

Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund type (if known):

Exhibit 22-G Project Programming Request (PPR)

Date: 1/17/2018

Project Information:

Project Title:	Doolittle Drive Bay Trail at Martin Luther King Jr. Shoreline, Oakland				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
4	ALAMEDA				

Fund No. 2: Source for Matching - East Bay Regional Park District

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total
E&P (PA&ED)	500							500
PS&E		300	500					800
R/W								
CON				3,000				3,000
TOTAL	500	300	500	3,000				4,300

Funding Agency: East Bay Regional Park District

Notes:

Fund No. 3: Alameda County Sales Tax Measure

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON				2,800				2,800
TOTAL				2,800				2,800

Funding Agency: Alameda County Transportation Cor

Notes: A program amendment is currently in progress to properly reflect the funds advancing from FY 19/20 to FY 18/19

Fund No. 4:

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Fund No. 5:

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Fund No. 6:

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Fund No. 7:

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 61

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 - February. 1, 2018

Reference No.: 2.2c.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Philip J. Stolarski, Chief
Division of Environmental Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-18-07?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-18-07.

BACKGROUND:

04-Ala-84, PM 13.01/13.60
RESOLUTION E-18-07

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 84 (SR 84) in Alameda County. Replace existing bridge on SR 84 in the city of Fremont. (PPNO 0084B)

This project is located within the Niles Canyon Corridor, in the city of Fremont, Alameda County. The project proposes to replace the Alameda Creek Bridge (Bridge No. 33-36) and realign the bridge approaches on State Route 84. The proposed project will correct structural deficiencies of the bridge and its approaches as well as improve road safety. The project is fully funded and programmed in the 2016 State Highway Operation and Protection Program (SHOPP) an estimated total $42 million which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in Fiscal Year 2019-20. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 SHOPP.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include cultural resources, geology and soils, paleontology, traffic, water quality, air quality, hazardous waste, aesthetics, and biological resources.

Potential impacts associated with the project can all be mitigated to below significance with the exception of biological resources, cultural resources, and cumulative impacts. As a result, an FEIR and a Statement of Overriding Considerations was prepared for the project.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
04-Ala-84, PM 13.01/13.60
Resolution E-18-07

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 84 (SR 84) in Alameda County. Replace existing bridge on SR 84 in the city of Fremont. (PPNO 0084B)

1.2 **WHEREAS**, the Department has certified that a Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.

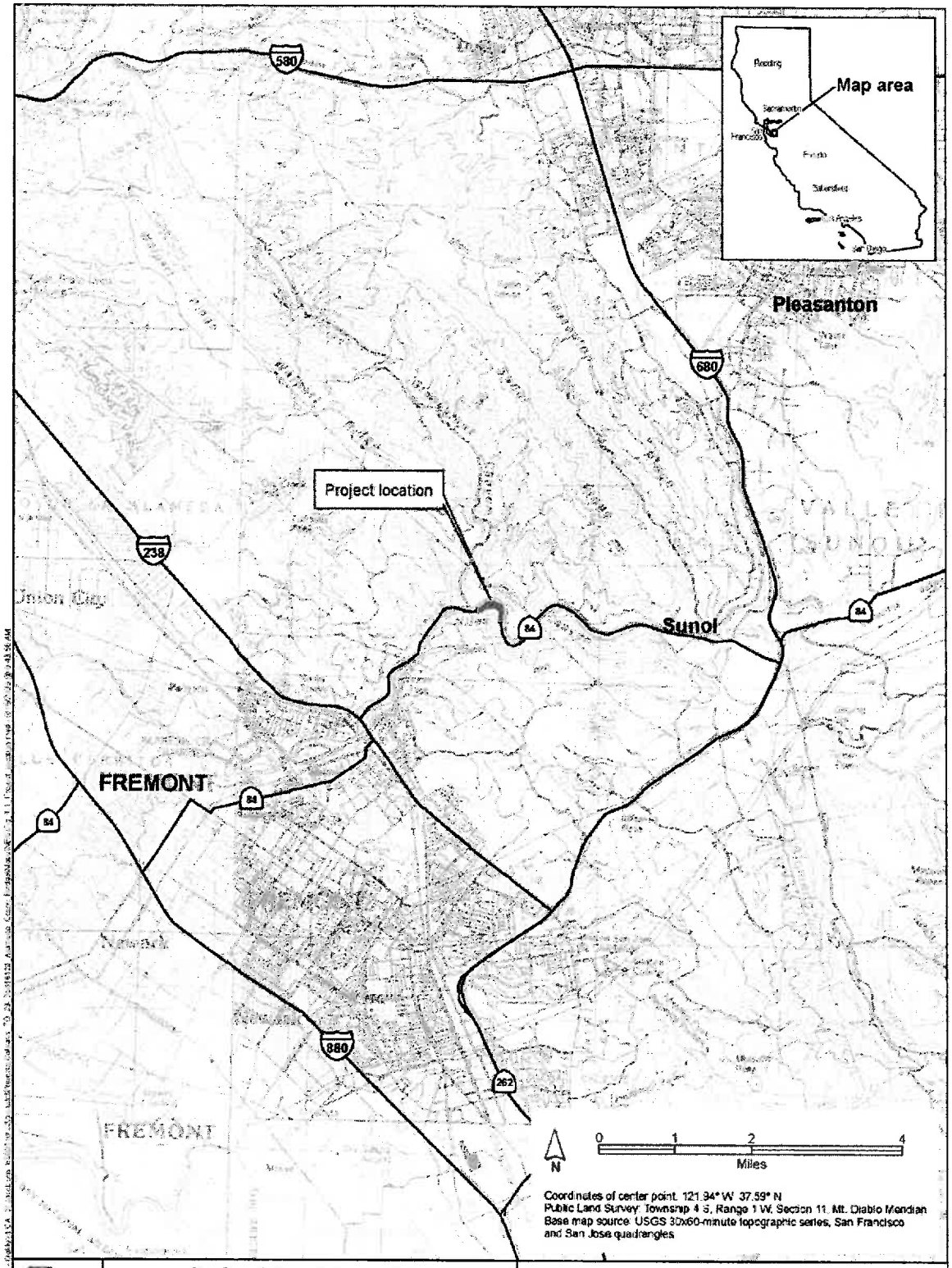
1.4 **WHEREAS,** the project will have a significant effect on the environment.

1.5 **WHEREAS,** A Statement of Overriding Considerations was made pursuant to CEQA Guidelines.

1.6 **WHEREAS,** Findings were made pursuant to the State CEQA Guidelines.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.

Project Location Map – Alameda Creek Bridge Replacement Project



State Route 84 Bridge Replacement Project
Alameda County, State Route 84, PM 13.1 - 13.7 - Caltrans EA 160300

Figure 1-1
Project location

FINDINGS

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS FOR THE ALAMEDA CREEK BRIDGE REPLACEMENT PROJECT

THE PROJECT PROPOSES TO REPLACE THE ALAMEDA CREEK BRIDGE AND REALIGN THE BRIDGE APPROACHES ON SR-84 FROM POSTMILE 13.0 to 13.6.

Biological Resources:

Adverse Environmental Effects:

Implementation of the Build Alternative would have a significant impact on oak woodland natural communities.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the FEIR.

Statement of Facts:

The project would result in temporary and permanent impacts to coastal oak woodland habitat. Table 18 in Section 2.3.1.2 of the FEIR identifies the impacts to coastal oak woodland with the implementation of the Build Alternative, Alternative 3B. Permanent impacts would involve conversion of habitat to a built environment as a result of project features, construction activities, and the removal of trees. Temporary impacted areas would involve damage and/or disruption to the oak woodland habitat due to construction activities occurring near them, but the impacted areas would be restored.

Through the implementation of the avoidance, minimization, and mitigation measure summarized below, the impacts to oak woodland would be reduced and mitigated. Please see Section 2.3.1.3 of the FEIR for more details.

- UPLAND TREES-1. During the design phase of the project, California Department of Transportation's (Caltrans) Office of Biological Science and Permits would work with the Caltrans Design team to avoid and minimize project impacts to upland trees. Efforts to preserve trees in place (by designating trees on plan sheets and marking trees with Environmentally Sensitive Area fencing) would be made to avoid or minimize project impacts to trees located in temporarily impacted areas. For upland trees that are removed, Caltrans would provide tree replacement on-site at a minimum 1:1 ratio in the existing SR-84 alignment. Caltrans anticipates that no off-site planting would be needed for upland trees as of July 2017. However, in the event that off-site planting is determined necessary, potential planting locations would be identified working with local stakeholders, private landholders, and public agencies. Upland trees would be planted within two years of completion of the Alameda Creek Bridge Replacement Project construction and would be monitored for three years following the planting to ensure that the mortality rate does not exceed 30% of all upland trees planted.

- NATURAL COMMUNITIES (NAT COM)-1.Worker Environmental Awareness Training. All construction personnel will attend a mandatory environmental education program delivered by a biologist prior to working on the project. The biologist would be approved by the United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW). At a minimum the training will include a description of listed species; migratory birds and their habitats; the occurrence of these species within the action area; an explanation of these species and protection under regulations; the measures to be implemented to conserve listed species and their habitats as they relate to the work site; and boundaries within which construction may occur. A fact sheet conveying this information will be prepared and distributed to all construction crews and project personnel entering the project footprint.

- NAT COM-17. Environmentally Sensitive Area Fencing. Prior to ground disturbance, active areas within the project footprint will be delineated with Environmentally Sensitive Area fencing to prevent the encroachment of construction personnel and equipment outside the described project footprint. The fencing will be removed after all construction equipment is removed from those segments of the project.

Adverse Environmental Effects:
Implementation of the Build Alternative would have a significant impact on Niles Canyon Riparian Corridor.

Findings:
Changes or alterations that have been required in, or incorporated into, the project, mitigation will be implemented to lessen the significant environmental impact as identified in the FEIR. With the implementation of avoidance, minimization, and/or mitigation measures, the impact to the Niles Canyon Riparian Corridor could not be reduced to a less than significant impact for the project area and would remain significant.

Statement of Facts:
The project would result in temporary and permanent impacts to riparian habitat. Table 25 in Section 2.3.1.2 identifies the impacts to riparian habitat with the implementation of the Build Alternative. The project has been designed to minimize removal of trees within riparian habitat. In addition, the new bridge would provide more shade to the creek than the existing structure which steelhead can use as potential rearing habitat.

The lack of development and disturbance within the Niles Canyon Riparian Corridor over the past 100 years have preserved Alameda Creek as an intact and contiguous riparian corridor. There are few hardscape areas that can be removed without impacts to other uses in Niles Canyon. As a result, opportunities and areas to restore or mitigate onsite within the Niles Canyon Corridor are limited or not practicable. Caltrans would continue to discuss and coordinate with CDFW and Regional Water Quality Control Board (RWQCB) about riparian mitigation opportunities in Alameda Creek tributaries and the Alameda Creek watershed.

Through the implementation of the avoidance, minimization, and mitigation measure summarized below, NAT COM-1, and NAT COM-17, the impacts to the Niles Canyon

Riparian Corridor would be reduced and mitigated. Please see Section 2.3.1.3 of the FEIR for more details.

- RIPARIAN TREES-1. During the design phase of the project, Caltrans' Office of Biological Science and Permits would work with the Caltrans Design team to avoid and minimize project impacts to riparian trees. Efforts to preserve trees in place (by designating trees on plan sheets and marking trees with Environmentally Sensitive Area fencing) would be made to avoid or minimize project impacts to trees located in temporarily impacted areas. Trees removed from the riparian zone would be replaced at a minimum 3:1 ratio on-site, to the maximum extent possible given space available. Caltrans anticipates a need for off-site riparian planting as of July 2017. Potential planting locations within the Alameda Creek watershed would be identified working with local stakeholders, private and/or public landholders, and public agencies. On-site riparian trees would be planted within two years of completion of the Alameda Creek Bridge Replacement Project construction and would be monitored for three years following the planting to ensure that the mortality rate does not exceed 30% of all riparian trees planted. Details for off-site planting and riparian tree planting success criteria would be determined during the design and permitting phase of the project with CDFW (1602 Streambed Alteration Agreement) and RWQCB (401 Certification).

Adverse Environmental Effects:
Implementation of the Build Alternative would have a significant impact on wetlands and other waters.

Findings:
Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the FEIR.

Statement of Facts:
Table 29 in Section 2.3.2.3 of the FEIR identifies the impacts to wetlands and other waters with the implementation of the Build Alternative. The project would result in temporary and minor permanent impacts to wetlands and other waters, however the overall long-term impact to wetlands and other waters within the project limits would be positive. The removal of the existing Alameda Creek Bridge (including in-stream columns), the removal of the weir located upstream of the existing bridge, and removal of the invasive giant reed and pampas grass populations within the project area would have a positive impact to wetlands and other waters. The removal of the hard structure will beneficially impact Alameda Creek by allowing the stream to take on a more natural morphology and facilitate the development of linear in-stream wetlands along the banks.

The removal of the weir could have a substantial impact to wetlands and other waters. However, avoidance, minimization, and/or mitigation measures will be implemented to reduce the impacts. Approximately 1,500 cubic yards of sediment deposition is currently impounded by the concrete weir. The removal of the weir would leave the impounded sediment in place to transport naturally downstream.

Through the implementation of the avoidance, minimization, and mitigation measures summarized below, the impacts to wetlands and other waters would be reduced and mitigated. Additionally, all temporarily impacted wetlands and other waters would be restored

and revegetated. Please see Section 2.2.2.4, 2.3.1.3, and 2.3.2.4 of the FEIR for more details.

- WATER-1. Temporary Sediment Retention and Release: Implement temporary structure (such as plywood cofferdam or a weir constructed with large cobbles) to retain the impounded sediment. The structure will be designed to withstand low to medium flows that would minimally disperse the impounded sediment and potentially cause nuisance sediment deposits that could impede passage by fish and other aquatic organisms.

- WATER-2. Staged Weir Removal: This measure consists of the gradual removal of the weir to minimize nuisance sediment deposits in downstream reaches. Portions of the weir would be selected for lowering or removal at any one time; the weir would be removed over the course of several years. This option allows the existing weir to moderate sediment dispersion and eliminates the need to construct a temporary structure.

- WATER-3. Draw Down Rate: Weir removal should accommodate the release of impounded water at a slow rate, taking place over the course of several days to minimize the risk of supersaturation and take of listed species.

- WATER-4. Vegetative Stabilization: After the weir is removed and the water level drops, this measure would strategically plant vegetation species with vigorous growth habits to stabilize some of the sediment in place. Emergent vegetation species, such as cattail and bulrush, would be planted along the margin of the low-flow channel, and riparian species, including willow, mulefat, California blackberry, and tall flatsedge, would be planted in the overbank areas.

- NAT COM-5. Water Diversion Structures. Cofferdam and/or water diversion will be constructed to exclude construction activities from adversely impacting the water quality of Alameda Creek while maintaining flow through the project area. The contractor will be required to submit a Water Diversion Plan to appropriate regulatory agencies for approval prior to construction.

- NAT COM-6. Water Quality Inspection. Water quality inspector(s) will inspect the construction site after a rain event to ensure that the stormwater Best Management Practices (BMPs) are adequate.

- NAT COM-13. Caltrans Standard BMPs. The potential for adverse effects to water quality will be avoided by implementing temporary and permanent BMPs outlined in Section 13-2 of the Caltrans Standard Specifications. Caltrans erosion control BMPs will be used to minimize any wind or water-related erosion. A Stormwater Pollution Prevention Plan (SWPPP) will be developed for the project, as one is required for all projects that have at least 1.0 acre of soil disturbance.

- WETLANDS-1. Compensatory mitigation under the Clean Water Act (CWA) at a minimum 1:1 ratio is required for all permanent wetland impacts. Proposed compensation for wetland impacts include removal of the concrete weir upstream of the existing bridge, removal of current in-stream bridge columns for the existing bridge, removal of invasive giant reed and pampas grass populations within the project area, and restoring and re-vegetating all temporarily impacted wetlands. These activities will off-set project effects by

allowing the stream to take on a more natural morphology, facilitating the development of linear in-stream wetlands along the banks, and removing a barrier to steelhead.

- WETLANDS-2. Permits. Caltrans will include a copy of all relevant permits, which include the CWA 401 Certification (RWQCB), BO (USFWS), Streambed Alteration Agreement (CDFW), and the Incidental Take Permit (CDFW), within the construction bid package of the proposed project. The Resident Engineer or their designee will be responsible for implementing the Conditions of the United States Army Corps of Engineers (USACE) 404 permit.

Adverse Environmental Effects:
Implementation of the Build Alternative would have a significant impact on River Lamprey and Pacific Lamprey.

Findings:
Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the FEIR.

Statement of Facts:
Direct impacts to lamprey may result from construction work within riverine or wetland portions of the project area. Indirect impacts may result from habitat exclusion and water quality degradation from erosion or sediment loading during construction activities. Indirect impacts as a result of water quality degradation are unlikely with the implementation of avoidance and minimization measures and Caltrans Standard BMPs.

The removal of the weir could have a substantial impact to lamprey. However, avoidance, minimization, and/or mitigation measures will be implemented to reduce the impacts. Approximately 1,500 cubic yards of sediment deposition is currently impounded by the concrete weir. The removal of the weir would leave the impounded sediment in place to transport naturally downstream.

Long-term impact to impacts to lamprey habitat are expected to be beneficial as the project would include the removal of the existing Alameda Creek Bridge (including in-stream columns), the removal of the weir located upstream of the existing bridge, and removal of the invasive giant reed and pampas grass populations within the project area. This would allow the stream to take on a more natural morphology and facilitate the development of linear in-stream wetlands along the banks.

Through the implementation of the avoidance, minimization, and mitigation measures summarized below, WATER-1 through WATER-4, NAT COM-1, NAT COM-5, NAT COM-6, the impacts to River Lamprey and Pacific Lamprey would be reduced and mitigated. Please see Section 2.2.2.4, 2.3.1.3, and 2.3.5.4 of the FEIR for more details.

- NAT COM-2. Pre-construction Surveys. Pre-construction surveys will be conducted no more than 20 calendar days prior to any initial ground disturbance by an USFWS and CDFW approved biologist for listed wildlife and plant species.

- THREATENED & ENDANGERED SPECIES (T&E)-3. Biological Monitoring. The USFWS and CDFW approved biologist(s) will conduct clearance surveys immediately prior to the initial ground disturbance, be on site during initial ground disturbing activities, and thereafter as needed to fulfill the role of the approved biologist as specified in project permits.

- T&E-5. Work Window. All work within suitable aquatic habitat for steelhead and California red-legged frog will occur between June 1 and October 15, when there is less potential for an individual to enter the work area.

- WATER-6. Caltrans would incorporate stormwater treatment systems to remove pollutants from roadway runoff. Caltrans would consider best practice and best available technology in selecting the stormwater treatment systems. The stormwater treatment systems are part of post-construction BMPs. The preferred technology would be bioretention systems because they address both treatment and hydromodification. Biostrips would also be considered because they can be placed in the clear recovery zone (defined as an area clear of fixed objects adjacent to the traveled way).

Adverse Environmental Effects:
Implementation of the Build Alternative would have a significant impact on western pond turtle.

Findings:
Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the FEIR.

Statement of Facts:
Direct impacts to western pond turtle may result from relocation efforts and earth-moving activities in potential habitat. Indirect impacts may result from habitat exclusion and water quality degradation from erosion or sediment loading during construction activities. Indirect impacts as a result of water quality degradation are unlikely with the implementation of avoidance and minimization measures and Caltrans Standard BMPs. The removal of potential basking habitat is minimal due to substantial amount of alternative basking habitat available in the surrounding area.

The removal of the weir could have a substantial impact to western pond turtle. However, avoidance, minimization, and/or mitigation measures will be implemented to reduce the impacts. Approximately 1,500 cubic yards of sediment deposition is currently impounded by the concrete weir. The removal of the weir would leave the impounded sediment in place to transport naturally downstream.

Long-term impacts to western pond turtle habitat are expected to be beneficial as the project would include the removal of the existing Alameda Creek Bridge (including in-stream columns), the removal of the weir located upstream of the existing bridge, and removal of the invasive giant reed and pampas grass populations within the project area. This would allow the stream to take on a more natural morphology and facilitate the development of linear in-stream wetlands along the banks.

Through the implementation of the avoidance, minimization, and mitigation measure, WATER-1 through WATER-4, NAT COM-1, NAT COM-2, NAT COM-5, NAT COM-6, T&E-3, T&E-5, and WATER-6, the impacts to western pond turtle would be reduced and mitigated. Please see Section 2.2.2.4, 2.3.1.3, and 2.3.5.4 of the FEIR for more details.

Adverse Environmental Effects:
Implementation of the Build Alternative would have a significant impact on roosting bats.

Findings:
Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the FEIR.

Statement of Facts:
The removal of the existing Alameda Creek Bridge would permanently remove a known day and night roost site for several species of bats, including the Yuma myotis maternity roost. Avoidance, minimization, and/or mitigation measures were developed to provide on-site habitat for bats in the new bridge structure by the construction of new daytime crevice roosts and recessed night roosts out of concrete into the underside of the new bridge structure.

The project is expected to have beneficial long-term impact to bat foraging habitat as the project would include the removal of the existing Alameda Creek Bridge (including in-stream columns), the removal of the weir located upstream of the existing bridge, and removal of the invasive giant reed and pampas grass populations within the project. This would allow the stream to take on a more natural morphology and facilitate the development of linear in-stream wetlands along the banks.

Through the implementation of the avoidance, minimization, and mitigation measures summarized below, the impacts to roosting bats would be reduced and mitigated. Please see Section 2.3.4.4 of the FEIR for more details.

- BATS-1. No more than two weeks prior to tree removal, a qualified biologist will conduct a pre-construction survey for crevice and cavity roosting habitat in trees within the project area that are 12 inches or greater in diameter at breast height. If active roosting habitat is identified, minimization measures will be identified through coordination with CDFW.

- BATS-2. A roosting bat exclusion plan will be implemented during the non-breeding season. The bat exclusion plan would describe installation of a physical barrier, which may include plywood, plastic tarps, canvas tarps, and filling foam, and would address how oneway exclusion devices would be used to allow bats to safely exit the current bridge prior to its removal. This physical barrier would prevent bats from re-entering their roost and induce them to find alternate roost habitat. Exclusion of bats would only occur between October and March to avoid the reproductive season. Specific day and night bat roost avoidance and minimization measures would be further developed through technical assistance with CDFW and bat specialists.

- BATS-3. To compensate for the loss of day and night roosting habitat from the removal of the existing bridge, Caltrans would incorporate daytime crevice roosts and recessed night roosts constructed out of concrete into the underside of the new bridge structure. Bridge elements and configurations that support night and day roosting would be installed where feasible in the new Alameda Creek Bridge.

Adverse Environmental Effects:
Implementation of the Build Alternative would have a significant impact on Alameda Whipsnake (AWS) and its habitat.

Findings:
Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the FEIR.

Statement of Facts:
The project would result in temporary and permanent impacts to AWS habitat. In Section 2.3.5.3 of the FEIR, Table 33 identifies the impacts to AWS habitat and Table 34 identifies the impacts to AWS critical habitat with the implementation of the Build Alternative. The project would not create any additional fragmentation of habitat or fragmentation of the Critical Habitat Unit.

Direct effects to individual AWS may occur throughout the project area as a result of construction activities, including site preparation, use of heavy equipment, placement of new permanent structures, and the placement of temporary and permanent fills within dispersal and foraging habitat. Activities during construction could result in injury or death in the construction area. However, there is a low potential for direct mortality of individuals due to the cryptic natures of AWS and work being conducted during the dry season. Indirect impacts may result from habitat exclusion and water quality degradation from erosion or sediment loading during construction activities. Indirect impacts as a result of water quality degradation are unlikely with the implementation of avoidance and minimization measures and Caltrans Standard BMPs.

Through the implementation of the avoidance, minimization, and mitigation measures summarized below, NAT COM-1, T&E-3 and T&E-5, the impacts to Alameda Whipnake and its habitat would be reduced and mitigated. Please see Section 2.3.1.3 and 2.3.5.4 of the FEIR for more details.

- AWS-1. Compensation for the minor disturbance to AWS Critical Habitat Unit 3 for AWS would occur through on-site restoration of temporarily impacted areas (at a 1:1 ratio), onsite restoration and enhancement of the existing SR-84 roadway and through compensation for prolonged temporarily (at 1.5:1 ratio) and permanently impacted areas (at a 3:1 ratio) through a combination of off-site habitat preservation and on-site restoration and enhancement activities.

- T&E-1. Permits. Caltrans will include a copy of all relevant permits within the construction bid package of the proposed project. The Resident Engineer or their designee will be

responsible for implementing the Conservation Measures and Terms and Conditions of the USFWS Biological Opinion (BO) and the CDFW Incidental Take Permit.

- T&E-2. Biological Monitor Approval. Caltrans will submit the names and qualifications of the biological monitor(s) for USFWS approval prior to initiating construction activities for the proposed project.

- T&E-4. Listed Species On Site. The Resident Engineer will immediately contact the agency-approved project biologist(s) in the event that an AWS or CRLF is observed within a construction zone. The Resident Engineer will suspend construction activities within a 50-foot radius of the animal until the animal leaves the site voluntarily or is removed by the agency-approved biologist to a release site using USFWS-approved transportation techniques.

- T&E-6. Cover Boards. The agency-approved biologist will place cover boards in strategic locations throughout the project footprint during the pre-construction surveys. During construction, these cover boards will be checked on a daily basis for CRLF and AWS when the agency-approved biologist is onsite.

Adverse Environmental Effects:
Implementation of the Build Alternative would have a significant impact on California red-legged frog (CRLF).

Findings:
Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the FEIR.

Statement of Facts:
The project would result in temporary and permanent impacts to CRLF habitat. Table 32 in Section 2.3.5.3 of the FEIR identifies the impacts to CRLF habitat with the implementation of the Build Alternative. The project would not result any anticipated effects to CRLF breeding habitat, increased barriers to wildlife movement, or increased roadside mortality.

Direct effects to individual CRLF may occur throughout the project area as a result of construction activities, including site preparation, use of heavy equipment, placement of new permanent structures and the placement of temporary and permanent fills within dispersal and foraging habitat. Activities during construction could result in injury or death in the construction area. However, there is a low potential for direct mortality of individuals due to the cryptic natures of AWS and work being conducted during the dry season. Indirect impacts may result from habitat exclusion and water quality degradation from erosion or sediment loading during construction activities. Indirect impacts as a result of water quality degradation are unlikely with the implementation of avoidance and minimization measures and Caltrans Standard BMPs.

The removal of the weir could have a substantial impact to CRLF. However, avoidance, minimization, and/or mitigation measures will be implemented to reduce the impacts.

Approximately 1,500 cubic yards of sediment deposition is currently impounded by the concrete weir. The removal of the weir would leave the impounded sediment in place to transport naturally downstream.

Long-term impact to impacts to CRLF habitat are expected to be beneficial as the project would include the removal of the existing Alameda Creek Bridge (including in-stream columns), the removal of the weir located upstream of the existing bridge, and removal of the invasive giant reed and pampas grass populations within the project area. This would allow the stream to take on a more natural morphology and facilitate the development of linear in-stream wetlands along the banks.

Through the implementation of the avoidance, minimization, and mitigation measures summarized below, WATER-1 through WATER-4, NAT COM-1, T&E-1 through T&E-6, the impacts to CRLF and its habitat would be reduced and mitigated. Please see Section 2.2.2.4, 2.3.1.3, and 2.3.5.4 of the FEIR for more details.

- CRLF-1. Caltrans would provide compensation for impacts to CRLF through on-site restoration of temporarily impacted areas (at a 1:1 ratio), and compensation for prolonged temporarily (at a 1:5:1 ratio) and permanently impacted areas (at a 3:1 ratio) through a combination of off-site habitat preservation and on-site restoration and enhancement activities. Proposed compensation by Alternative is shown in Table 36. On-site restoration and enhancement activities would consist of the restoration of disturbed areas to pre-existing or better quality. Success would be measured by total % ground cover and % survival of planted trees. On-site trees would be monitored for three years following the planting to ensure that the mortality rate does not exceed 30% of all trees planted, with reporting to CDFW and USFWS. Landscaping of impact areas would include the planting of native plants associated with California bay/coast live oak woodland, fresh water emergent wetland, valley foothill riparian, and coastal scrub habitat. A portion of this proposed compensation will be covered by the reclamation of the current bridge columns and roadway approaches. Caltrans anticipates a need for off-site compensation and plans to purchase multi-species bank credits from Ohlone West or Ohlone Preserve Conservation Banks. As of July 2017, Ohlone Preserve has credits available for California red-legged frog and the project is within the approved service area for this species. If Ohlone Preserve no longer has credits available by the time of the credit purchase (in advance of the project construction), Caltrans would purchase bank credits from Ohlone West. The most recent information states that the bank credits are available as of July 2017, and therefore, they would be open for purchase well in advance of the project's projected start date. Funding for the purchase of compensatory mitigation credits is designated within the project's right of way data sheet. In accordance with permit conditions and consultation with the resource agencies, approved banking credits shall be purchased within six months prior to the start of the bridge construction phase. In the event that bank credits are not available, Caltrans would purchase and conserve habitat to address the species' requirement.

- T&E-7. Wire Mesh for Dewatering Pumps. If pumping will be used for dewatering, the intakes will be completely screened with wire mesh no larger than 0.2-inch to prevent CRLF from entering the pump.

Adverse Environmental Effects:
Implementation of the Build Alternative would have a significant impact on steelhead.

Findings:
Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the FEIR.

Statement of Facts:
The project would result in temporary and permanent impacts to steelhead habitat. Table 35 in Section 2.3.5.3 of the FEIR identifies the impacts to steelhead habitat with the implementation of the Build Alternative. Temporary impacts to habitat in the project area for protected steelhead may result from installation of water diversion structures, placement of falsework, new bridge construction, and removal of the original bridge structure within the dry working environment. Permanent impacts would result from the installation of the new bridge columns, but are anticipated to be a beneficial to Alameda Creek and steelhead habitat. The new bridge columns would be smaller than the existing pier walls in the stream channel resulting in a reduction of hard structure in Alameda Creek.

Indirect impacts may result from habitat exclusion and water quality degradation from erosion or sediment loading during construction activities. Indirect impacts as a result of water quality degradation are unlikely with the implementation of avoidance and minimization measures and Caltrans Standard BMPs. Temporary impacts to habitat in the project area for protected steelhead may result from installation of water diversion structures, placement of falsework, new bridge construction, and removal of the original bridge structure within the dry working environment.

The removal of the weir could have a substantial impact to steelhead. However, avoidance, minimization, and/or mitigation measures will be implemented to reduce the impacts. Approximately 1,500 cubic yards of sediment deposition is currently impounded by the concrete weir. The removal of the weir would leave the impounded sediment in place to transport naturally downstream.

Long-term impacts to steelhead habitat are expected to be beneficial as the project would include the reduction of hard structure within the creek, removal of the existing bridge footings within the creek channel, and removal of the invasive giant reed and pampas grass populations within the project area. This would allow the stream to take on a more natural morphology and remove a low-flow passage barrier to steelhead. The new bridge would also provide more shade to the creek than the existing bridge which steelhead can use as potential rearing habitat.

Through the implementation of the avoidance, minimization, and mitigation measures summarized below, WATER-1 through WATER-4, NAT COM-1, NAT COM-2, NAT COM-5, NAT COM-6, T&E-1 through T&E-3, T&E-5, the impacts to steelhead and its habitat would be reduced and mitigated. Please see Section 2.2.2.4, 2.3.1.3, and 2.3.5.4 of the FEIR for more details.

- STEELHEAD-1. Fish passage between Alameda Creek and San Francisco Bay is blocked within the City of Fremont as of July 2017, by a concrete grade control structure. As a

result, these fish are not currently considered to be anadromous Central California Coast DPS steelhead and do not receive protection under the FESA. ACWD is scheduled to install a fish ladder that will circumvent this structure in 2019 (ACWD 2014). As a result, fish passage between San Francisco Bay and the Alameda Creek watershed would be restored, and steelhead within Alameda Creek will be included by NMFS as part of the federally threatened Central California Coast steelhead DPS. Caltrans has concluded that a "No Effect" determination applies under the Federal Endangered Species Act based on the fact that no steelhead are currently present; however, Caltrans acknowledges the planned removal of various obstructions and installation of fish ladders in Alameda Creek (including, but not limited to, the BART weir) and will be implementing avoidance and minimization measures in anticipation of improved fish passage through the corridor. Permanent effects to steelhead habitat as a result of the proposed project would be off-set through the restoration of riparian, wetland, and riverine areas currently occupied by the existing Alameda Creek Bridge piers and abutments and the removal of invasive giant reed populations in the project area. Additionally, all Alternatives propose to remove the remnants of the existing footings and concrete wall of a former bridge, located upstream of the existing Alameda Creek Bridge. These bridge footings and concrete wall act as a weir and serve as a low-flow fish passage barrier. Removal or modification of the concrete weir during low-flow conditions would provide further connectivity to the creek system for juvenile steelhead. However, other features upstream of the project area would prevent connectivity of the entire Alameda Creek Watershed to the San Francisco Bay. Per preliminary discussion and consultation with the USACE, RWQCB, CDFW, and National Marine Fisheries Service (NMFS), the removal of these bridge footings would address anticipated compensatory mitigation requirements for project impacts under the federal Endangered Species Act (ESA) consultation and the following permits: 1602 Streambed Alteration Agreement and Clean Water Act (CWA) Section 404 and 401 permits.

Cultural Resources:

Adverse Environmental Effects:

Implementation of the Build Alternative would have a significant impact on the Alameda Creek Bridge, a structure eligible to be listed on the Alameda County Register.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the FEIR. With the implementation of avoidance, minimization, and/or mitigation measures, the impact to the Alameda Creek Bridge could not be reduced to a less than significant impact for the project area and would remain significant.

Statement of Facts:

It was determined that the existing Alameda Creek Bridge could not be widened in place because it would require staged removal, which would be necessary to keep SR-84 open during construction. However, the existing bridge is not structurally adequate to carry traffic loads when removed in stages. Complete closure of SR-84 at the project location would sever the main regional connection between I-880 and I-680. Since existing bridge could not be widened in place, the project would demolish the existing Alameda Creek Bridge.

Through the implementation of the avoidance, minimization, and mitigation measures summarized below, the impacts to Alameda Creek Bridge would be reduced and mitigated. Please see Section 2.1.5.4 of the FEIR for more details.

- CULTURAL-3. Per preliminary consultation with the City of Fremont, Caltrans would place an interpretive panel that discusses the history of transportation in Niles Canyon and the Alameda Creek Bridge's role in it at the Vallejo Mill Park. The panel would be developed during the PS&E phase of the project and would be installed at Vallejo Mill Park within one year following construction completion.

- CULTURAL-4. Recordation efforts documenting the Alameda Creek Bridge structure will occur prior to demolition activities.

Hydrology and Water Quality:

Adverse Environmental Effects:

Implementation of the Build Alternative would have a significant impact on water quality.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the FEIR.

Statement of Facts:

Sediment released from the weir would be dispersed over a period of several decades to the downstream reaches. Sediment is also likely to deposit on the channel bed, and there may be some channel aggradation and filling of some pools. None of these sediment storage features are considered to be long-term sediment storage sites (more than 100 years), but they would all function to moderate the sediment wave as it moves downstream. Over the long-term, it is anticipated that nearly all of the sediment released from the project site would reach the flood control channel.

Through the implementation of the avoidance, minimization, and mitigation measures, WATER-1 through WATER-4, the impacts to water quality would be reduced and mitigated. The influence of sediment release would not result in adverse impacts on channel morphology and aquatic habitat, and would most likely cause adjustments that are within the range of natural variability. Please see Section 2.2.2.4 of the FEIR for more details.

Paleontological Resources:

Adverse Environmental Effects:

Implementation of the Build Alternative would have a significant impact on paleontological resources.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the FEIR.

Statement of Facts:
The Alameda Creek Bridge Replacement Project is located in an area with geologic units containing high sensitivity for producing paleontological resources. Specific locations of paleontological resources are unknown and impacts cannot be quantified or determined until construction begins. All ground disturbing activities associated with the construction of the project's eastern approach would impact the Panoche Formation. Paleontological resources within the Panoche Formation could exist at any layer or depth of ground disturbing activities.

Through the implementation of the avoidance, minimization, and mitigation measure summarized below, the impacts to paleontological resources would be reduced and mitigated. Please see Section 2.2.4.4 of the FEIR for more details.

- PALEONTOLOGY-1. A PMP defining specific mitigation measures and methods, will be prepared by a qualified paleontologist and implemented before construction begins. The PMP may include:
    - The presence of the Principal Paleontologist at pre-construction meetings to consult with the construction contractor.
    - Paleontological awareness training for construction workers to be provided for by the Principal Paleontologist.
    - Monitoring of ground disturbing activities such as excavation by the paleontological monitors, to be conducted under the supervision and/or at the direction of the Principal Paleontologist.
    - Temporary halting or diversion of construction activities in areas where fossils are discovered.
    - Preparation, sorting, and cataloging of fossils collected during the monitoring and salvage. Fossils are prepared to the point of identification, not display.
    - Curation of fossils, along with copies of all pertinent field notes, photos, and maps at a curation facility acceptable to Caltrans.
    - Preparation of the Paleontological Mitigation Report to document the results of the mitigation program.

Cumulative:

Adverse Environmental Effects:
When considering the effects of past, present, and future actions and projects in the Resource Study Area, implementation of the Build Alternative would result in a significant cumulatively considerable impact to Alameda Whipsnake and its habitat.

Findings:
Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the FEIR.

Statement of Facts:
The project would result in temporary and permanent impacts to AWS critical habitat. Table 34 in Section 2.3.5.3 of the FEIR identifies the impacts to AWS critical habitat with the implementation of the Build Alternative. The project would not create any additional fragmentation of habitat or fragmentation of the Critical Habitat Unit.

Through the implementation of the avoidance, minimization, and mitigation measure AWS-1, cumulative impacts to Alameda Whipnake and its habitat would be reduced and mitigated. Please see Section 2.3.5.4 of the FEIR for more details

Adverse Environmental Effects:
When considering the effects of past, present, and future actions and projects in the Resource Study Area, the Build Alternative would result in a significant cumulatively considerable impact to cultural resources (architectural history).

Findings:
Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the FEIR. With avoidance, minimization, and/or mitigation measures, the impact to cultural resources (architectural history) could not be reduced to a less than significant impact for the project area and would remain significant.

Statement of Facts:
It was determined that the existing Alameda Creek Bridge could not be widened in place because it would require staged removal, which would be necessary to keep SR-84 open during construction. However, the existing bridge is not structurally adequate to carry traffic loads when removed in stages. Complete closure of SR-84 at the project location would sever the main regional connection between I-880 and I-680. As a result, the project would demolish the existing Alameda Creek Bridge.

Through the implementation of the avoidance, minimization, and mitigation measures CULTURAL-3 and CULTURAL-4, the impacts to Alameda Creek Bridge would be reduced and mitigated. Please see Section 2.1.5.4 of the FEIR for more details.

STATEMENT OF OVERRIDING CONSIDERATIONS

CALIFORNIA DEPARTMENT OF TRANSPORTATION STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE ALAMEDA CREEK BRIDGE REPLACEMENT PROJECT

THIS PROJECT PROPOSES TO REPLACE THE ALAMEDA CREEK BRIDGE AND REALIGN THE BRIDGE APPROACHES ON SR-84 FROM POSTMILE 13.0 to 13.6.

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15903), and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21 California Code of Regulations, Chapter 11, Section 1501). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following impacts have been identified as significant and not fully mitigable:

Biological Resource:

- Implementation of the Build Alternative would have a significant impact on Niles Canyon Riparian Corridor.

Cultural Resource:

- Implementation of the Build Alternative would have a significant impact on the Alameda Creek Bridge, a structure eligible to be listed on the Alameda County Register.

Cumulative:

- When considering the effects of past, present, and future actions and projects in the Resource Study Area, the Build Alternative would result in a significant cumulatively considerable impact to cultural resources (architectural history).

Overriding considerations that support approval of this recommended project are as follows:

Project Overview

The proposed project is located in an undeveloped, scenic portion of State Route (SR-84) in southern Alameda County, referred to as the Niles Canyon corridor. The proposed project would replace the Alameda Creek Bridge and realign the bridge approaches on SR-84 from postmile 13.0 to 13.6. The purpose of the proposed Alameda Creek Bridge Replacement Project is to correct structural deficiencies of the Alameda Creek Bridge and its approaches while providing a facility that meets driver expectation of SR-84's operating speed, all of which improve safety. The project is needed to address deficiencies of the Alameda Creek Bridge, existing safety deficiencies, and driver expectations of SR-84 operating speeds.

In 2012, Caltrans conducted a Road Safety Analysis study on SR-84 between post miles 10.8 and 18.0 using Value Analysis/Explicit Road Safety processes and techniques. Using collision data supplied by Caltrans (from November 2007 to September 2010), the Road Safety Analysis identified five locations within the SR-84 corridor between Mission Boulevard (SR-238) and I-680 with safety needs. The Alameda Creek Bridge was identified as a location in Niles Canyon with unmet safety needs. In order to achieve the connectivity and safety goals of system planning, the deficiencies of the bridge should be addressed, which would also provide the safety benefits of a structure with improved geometry.

The Alameda Creek Bridge has exceeded its useful service life and, at 89 years old (as of 2017), has exceeded the original 50-year design life of the structure. The bridge exhibits signs of structural deterioration with spalling concrete exposing the underlying reinforcing steel to the elements and to rusting. Although the bridge is structurally adequate as of 2017, it is currently classified as "functionally obsolete", meaning it is no longer functionally adequate for its task due to the design deficiencies listed above. The existing railing does not perform as well as modern railing when hit, and, with the lack of shoulders, there is no space provided for motorists maneuvering to avoid collisions.

The bridge is not adaptable to staged removal and would not have the structural capacity to carry the additional weight of widening to provide standard shoulders. As a result, Caltrans' Division of Engineering Services determined it was more cost-effective to replace rather than upgrade the existing structure and recommended the construction of a new replacement bridge with a revised alignment. Reconstructing a new bridge at the existing location would involve long-term closures and would not address the geometric deficiencies that exist with the current Alameda Creek Bridge and its approaches.

Identification of Build Alternative

Alternative 3B was identified as the build alternative because it met the project's purpose and need while minimizing temporary and permanent impacts to visual/aesthetic resources and biological resources. Alternative 3B would have the least amount of impacts to visual/aesthetics due to the construction of a sidehill viaduct, less impacts to existing trees and vegetation, and a shorter rock cut. Alternative 3B also minimized temporary and permanent impacts to natural communities and Alameda Creek.

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: Alameda Creek Bridge Replacement Project

2010082001	Brian Gassner	(510) 266-6025
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route 84 in Alameda County.

Project Description: Replace an existing bridge on SR 84 in Alameda County.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on January 31-February 1, 2018, 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 District 4, 111 Grand Ave., Oakland, CA 94612

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

M e m o r a n d u m

Tab 62

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.2c.(7)
Action

Published Date: January 19, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Jose Oseguera
Assistant Deputy Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING –FINAL ENVIRONMENTAL IMPACT REPORT FOR THE CITY/COUNTY OF SAN FRANCISCO TRANSIT EFFECTIVENESS PROJECT (RESOLUTION E-18-12)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Final Environmental Impact Report (FEIR) and Statement of Overriding Considerations for the City/County of San Francisco Transit Effectiveness Project (Project), including Addendum 3, which covers the Geneva Avenue Pedestrian and Bicycle Safety Improvement Project in the City/County of San Francisco, and approve the Project for future consideration of funding?

RECOMMENDATION:

Staff recommends the Commission accept the FEIR, Statement of Overriding Considerations, and Addendum 3 and approve the Project for future consideration of funding.

BACKGROUND:

The San Francisco Planning Department is the California Environmental Quality Act lead agency for the Project. The Transit Effectiveness Project identifies a transit service policy framework including specific service improvements on multiple transit routes, service-related capital improvements, and travel time reduction proposals to improve service and access to transit. The service improvements include but are not limited to: creation of new routes, changes to route alignment, and elimination of certain routes. Service-related capital improvements involve changes to layover and transfer points, expansion of overhead wire systems for trolley buses, and installation of accessible platforms. Travel time reduction improvements include but are not limited to: transit stop changes, land modifications, parking and turn restrictions, and pedestrian improvements along 17 transit routes. One component of the overall Transit Effectiveness Project is the Geneva Avenue Pedestrian and Bicycle Safety Improvement Project which will construct pedestrian safety, bicycle access to transit, and transit improvements on San Bruno Avenue between Silver Avenue and Arleta Avenue. The Geneva Avenue Pedestrian and Bicycle Safety Improvement Project has been identified for funding through the 2017 Active Transportation Program Augmentation.

On March 27, 2014, the San Francisco Municipal Transportation Agency Board of Directors adopted the Transit Effectiveness Project Final Environmental Impact Report, including the Statement of Overriding Considerations. The FEIR determined that impacts related to transportation and circulation, noise and vibration, and air quality would be significant and unavoidable.

The San Francisco Planning Department found that there were several benefits that outweigh the unavoidable adverse environmental effects of the project. These benefits include overriding economic, legal, social, and technological considerations that outweigh the identified significant effects on the environment. The San Francisco Planning Department cited benefits related to the implementation of the "City's Transit First Policy" that include: enhanced safety improvements for pedestrians, bicyclists and transit riders; improved transit operations; expanded accessibility for seniors and people with disabilities; improved transit travel times and less crowding; expansion of transit service levels to improve system-wide neighborhood connectivity; and ability to redirect transit resources to better match travel demands.

On August 10, 2016 the San Francisco Municipal Transportation Agency Board of Directors adopted Addendum 3 to the Transit Effectiveness Project Final Environmental Impact Report to formally make a selection between two Travel Time Reduction Proposals that were intentionally not approved earlier to allow for sufficient time to conduct public outreach and obtain community engagement. As a result of public input through the addendum process, the San Francisco Municipal Transportation Agency Board of Directors selected a modified version of the Travel Time Reduction Proposal Eight (TTRP.8) along San Bruno Avenue including longer transit bulbs, additional pedestrian bulbs, and the relocation of or removal of on-street parking spaces. Improvements identified in TTRP.8 of the Transit Effectiveness Project will be constructed as part of the Geneva Avenue Pedestrian and Bicycle Safety Project funded through the 2017 Active Transportation Program Augmentation.

On January 9, 2018, the San Francisco Municipal Transportation Agency confirmed that the FEIR and Addendum 3 remain valid and that there are no new identified impacts requiring mitigation since their adoption in 2014 and 2016 respectively. The San Francisco Municipal Transportation Agency also confirmed that the preferred alternative identified in Addendum 3 and adopted on August 10, 2016, is consistent with the scope of work programmed by the Commission for the Geneva Avenue Pedestrian and Bicycle Safety Improvement Project.

The Geneva Avenue Pedestrian and Bicycle Safety Improvement Project is estimated to cost $4,076,000 and is fully funded through construction with Local Proposition B Funds ($988,000), Active Transportation Program Augmentation Funds ($2,350,000), and San Francisco Revenue Bond Funds ($738,000). Construction of the Geneva Avenue Pedestrian and Bicycle Safety Improvement Project is estimated to begin in Fiscal Year 2017-18.

Other improvements identified in the overall Transit Effectiveness Project FEIR may apply for funding from the Commission in the future.

Attachments:

- Resolution E-18-12
- Statement of Overriding Considerations
- Project Location Map

Attachment
January 31-February 1, 2018
Item 2.2c.(7)

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
4 – San Francisco County
Resolution E-18-12

1.1 **WHEREAS,** the San Francisco Planning Department has completed a Final Environmental Impact Report, Statement of Overriding Considerations, and Addendum 3 pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project (Project):

- City/County of San Francisco Transit Effectiveness Project

1.2 **WHEREAS,** the San Francisco Planning Department has certified that the Final Environmental Impact Report (FEIR), Statement of Overriding Considerations, and Addendum 3 for the City/County of San Francisco Transit Effectiveness Project, has been completed pursuant to CEQA and the CEQA Guidelines; and

1.3 **WHEREAS,** the Transit Effectiveness Project identifies various transit service and capital improvements within the City/County of San Francisco including but not limited to: creation of new routes, changes to route alignment, elimination of certain routes, changes to layover and transfer points, expansion of overhead wire systems for trolley buses, installation of accessible platforms, transit stop changes, land modifications, parking and turn restrictions, and pedestrian improvements. One component of the overall Transit Effectiveness Project is the Geneva Avenue Pedestrian and Bicycle Safety Improvement Project which will construct pedestrian safety, bicycle access to transit, and transit improvements on San Bruno Avenue between Silver Avenue and Arleta Avenue; and

1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the FEIR and Addendum 3; and

1.5 **WHEREAS,** on March 27, 2014, the San Francisco Municipal Transportation Agency Board of Directors adopted the Final Environmental Impact Report; and

1.6 **WHEREAS,** on August 10, 2016, the San Francisco Municipal Transportation Agency Board of Directors adopted Addendum 3; and

1.7 **WHEREAS,** on January 9, 2018, the San Francisco Municipal Transportation Agency confirmed that the 2014 FEIR remains valid with no new identified impacts ; and

1.8 **WHEREAS,** on January 9, 2018, the San Francisco Municipal Transportation Agency confirmed that the Addendum 3 remains valid with no new identified impacts; and

1.9 **WHEREAS**, the San Francisco Municipal Transportation Agency Board of Directors determined that impacts related to transportation and circulation, noise and vibration, and air quality would be significant and unavoidable; and

1.10 **WHEREAS**, the San Francisco Municipal Transportation Agency Board of Directors adopted a Statement of Overriding Considerations for the project finding that the project benefits outweigh the unavoidable adverse environmental impacts; and

1.11 **WHEREAS,** the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations; and

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report, Statement of Overriding Considerations, and Addendum 3, and approves the above-referenced Project to allow for future consideration of funding.

- Farside boarding at all signalized intersections (farside boarding at signalized intersections is included in the TEP for many routes, but not all).

These alternatives were removed from consideration during development of the TEP for a variety of reasons as set forth in Section 6.5 of the FEIR. The SFMTA Board concurs with the findings in the EIR, and rejects these alternatives as infeasible for the reasons set forth therein.

VII. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to CEQA § 21081 and CEQA Guidelines § 15093, the SFMTA Board of Directors hereby finds, after consideration of the FEIR and the evidence in the record, that each of the specific overriding economic, legal, social, technological and other benefits of the Project as set forth below independently and collectively outweighs the significant and unavoidable impacts and is an overriding consideration warranting approval of the Project. Any one of the reasons for approval cited below is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the SFMTA Board will stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this Section, and in the documents found in the Record of Proceedings, as defined in Section I.

On the basis of the above findings and the substantial evidence in the whole record of this proceeding, the SFMTA Board specially finds that there are significant benefits of the Project in spite of the unavoidable significant impacts, and therefore makes this Statement of Overriding Considerations. The SFMTA Board further finds that, as part of the process of obtaining Project approval, all significant effects on the environment from implementation of the Project have been eliminated or substantially lessened where feasible. All mitigation measures identified in the EIR for the Project are adopted as part of this approval action. The SFMTA Board has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to the following specific overriding economic, technical, legal, social and other considerations.

The Project will have the following benefits:

- The Service Policy Framework and the TEP will support and implement the City's Transit First Policy.
- Improved transit service with the TEP, including improved (reduced) transit travel times, increased efficiency and improved reliability, will make Muni a more attractive transportation mode, resulting in more use of transit and less automobile travel throughout the City.

- Implementing the TEP will improve safety for pedestrians, bicyclists, and transit riders.
- Improved network efficiency and reduced system redundancy with implementation of the TEP will improve the cost-effectiveness of transit operations.
- Implementation of the TEP capital projects will support increased access for seniors and people with disabilities by expanding accessible rail stops and making platform upgrades.
- Enhanced transit service on the busiest lines will drastically improve the customer experience by reducing crowding.
- Service level expansion will improve system-wide neighborhood connectivity and access to regional transit by providing more frequent service between neighborhoods.
- Finite public resources will be redirected to better match travel demand and trip patterns based on existing community needs.

Having considered these benefits, the SFMTA Board of Directors finds that the benefits of the TEP outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects are therefore acceptable.

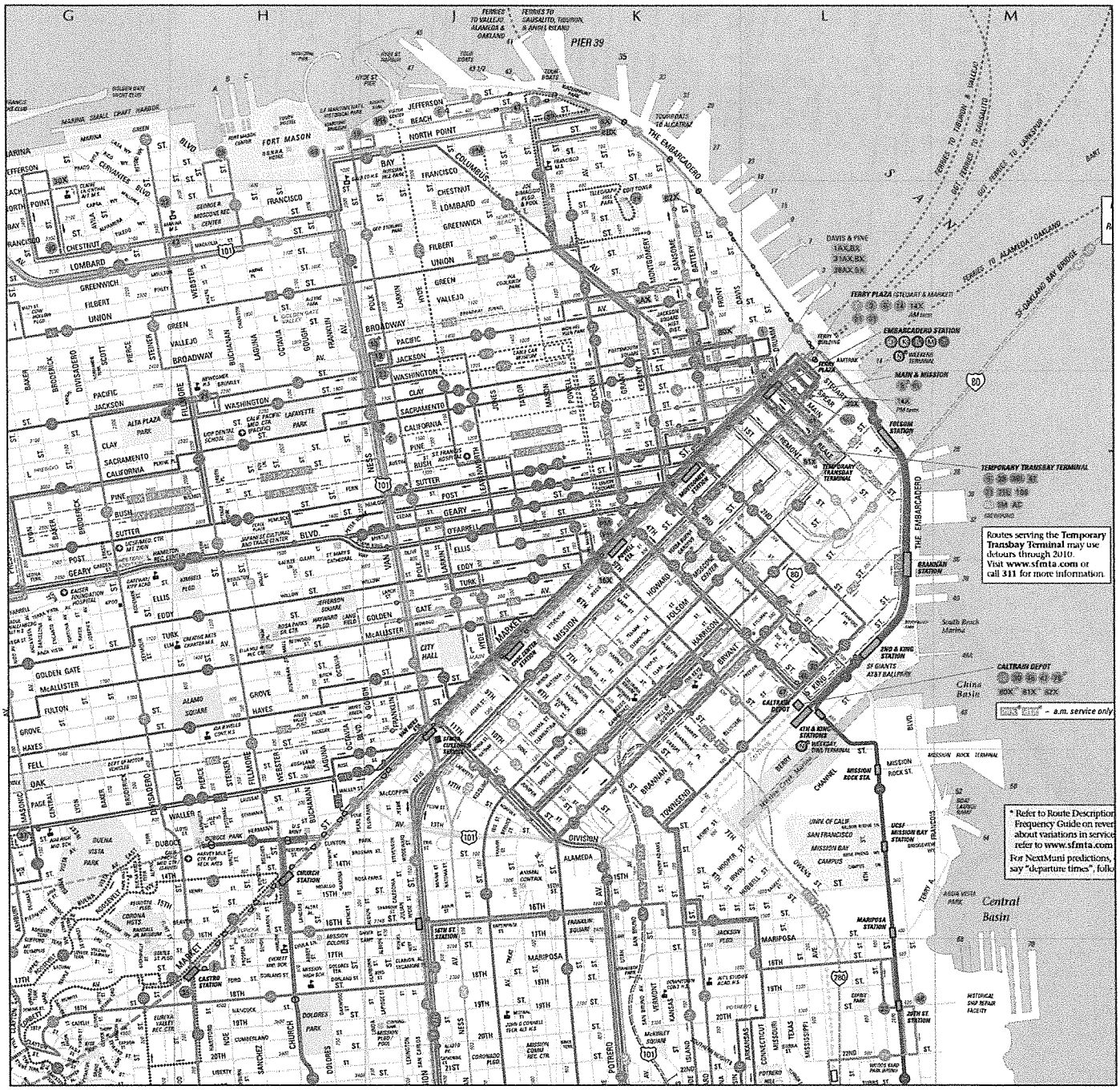
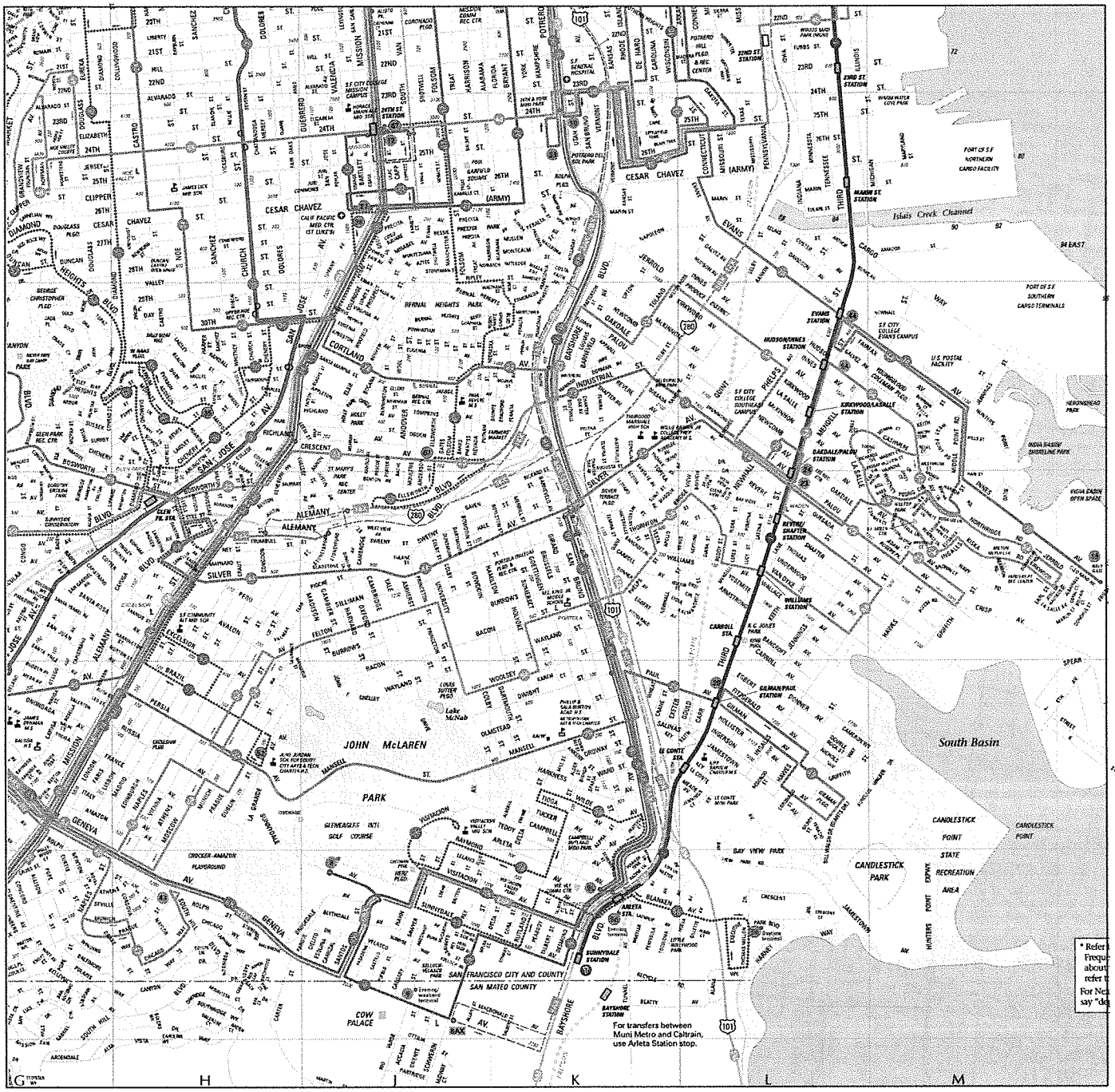


FIGURE 1a - PROJECT LOCATION (NORTHEAST QUADRANT)



To and From Downtown
Crosstown Service
Community Service
Limited-Stop Service
Cable Car
Historic Streetcar
Express Service To and From Downtown
Express Area (and stop)

Muni Metro (surface)
Muni Metro (subway)
Accessible Wayside Platforms
Station
BART/Caltrain
Line Number
Peak Hours Only
Line Terminal

Other Transit Systems
AC Transit
SamTrans
GG Transit
Ferry Service
Presidio Shuttle (with stop)
Pedestrian Overcrossing
Stairway or path
Library
School
School with supplemental service (refer to chart on reverse)
Hospital
Buildings and Landmarks

* Service may vary with time of day or day of week. Refer to Route

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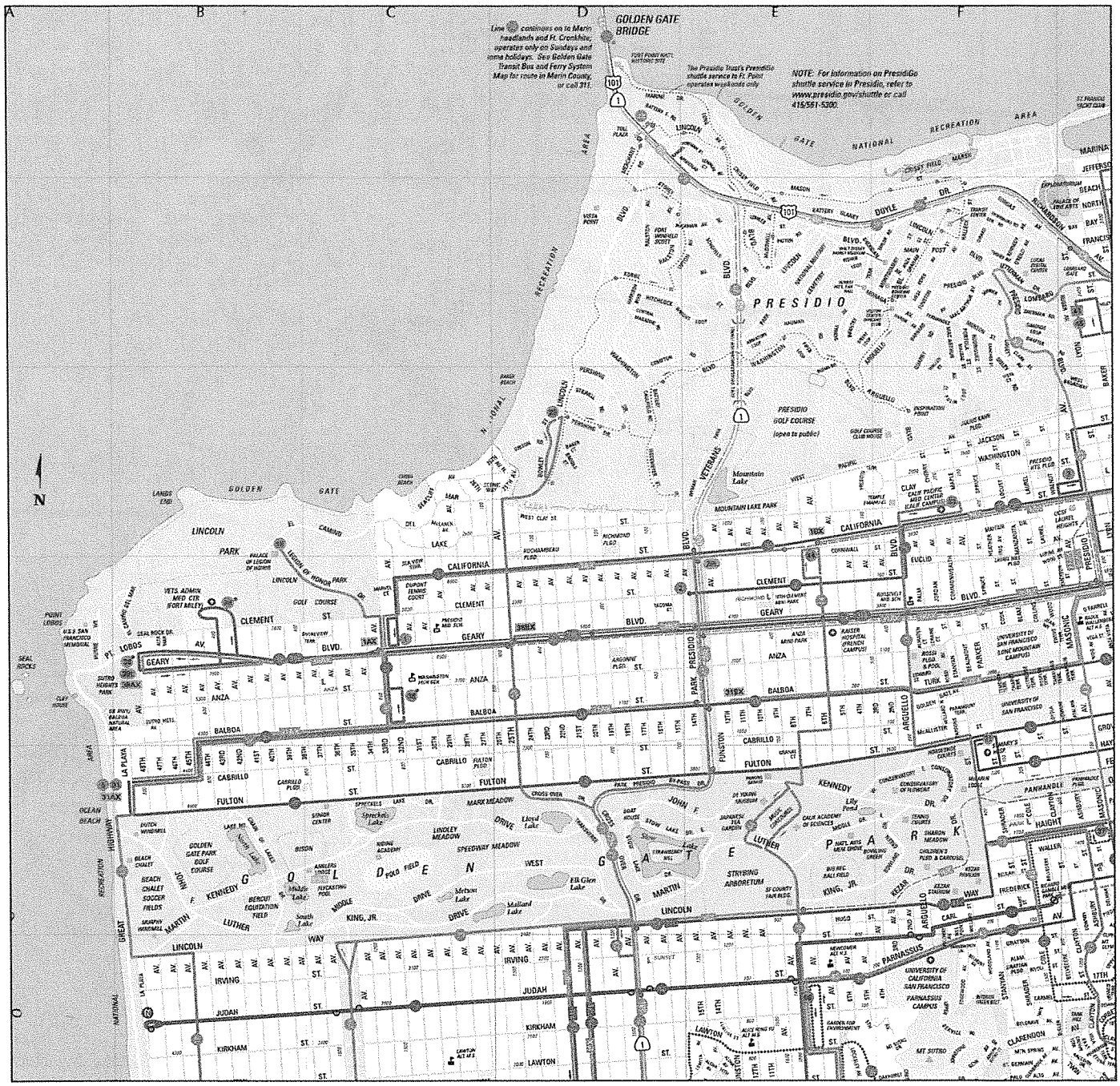
TRANSIT EFFECTIVENESS PROJECT

FIGURE 1b - PROJECT LOCATION (SOUTHEAST QUADRANT)



To and From Downtown
Crosstown Service
Community Service
Limited-Stop Service
Cable Car
Historic Streetcar
Express Service To and From Downtown
Express Area (and stop)

Muni Metro (surface)
Muni Metro (subway)
Accessible Wayside Platforms
Station
BART/Caltrain
Line Number
Peak Hours Only
Line Terminal

Other Transit Systems
AC Transit
SamTrans
GG Transit
Ferry Service
Presidio Shuttle (with stop)
Pedestrian Overcrossing
Stairway or path
Library
School
School with supplemental service (refer to chart on reverse)
Hospital
Buildings and Landmarks

* Service may vary with time of day or day of week. Refer to Route

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TRANSIT EFFECTIVENESS PROJECT

FIGURE 1c - PROJECT LOCATION (NORTHWEST QUADRANT)

FIGURE 1d - PROJECT LOCATION (SOUTHWEST QUADRANT)

Legend

- Communities of Concern
- Community Based Transportation Plans
- Vision Zero High Injury Network
- San Bruno Ave Location
- Bike Lanes (Existing and Proposed)
- Commercial Corridor

Geneva Avenue Pedestrian and Bicycle Safety Improvement Project

SFMTA Application Update July 31, 2017

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 63

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 – February 1, 2018

Reference No: 2.4c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **AIRSPACE LEASE – CHELSEA INVESTMENTS-FATHER JOE'S VILLAGES REQUEST TO DIRECTLY NEGOTIATE**

ISSUE:

Should the California Transportation Commission (Commission) approve a request by the California Department of Transportation (Department) to directly negotiate a long-term lease with Chelsea Investments-Father Joe's Villages (Chelsea Investments)?

RECOMMENDATION:

The Department recommends that the Commission approve a request to directly negotiate a long-term lease with Chelsea Investments. The proposed lease rate will be based on fair market value as determined by a Department staff appraiser. The lease will provide for consumer price index adjustments and re-evaluations. At this time, Chelsea Investments is requesting a 60 year lease term in order to obtain appropriate financing.

BACKGROUND:

Subject Property SDX005-0016 PM 20.10:

The subject parcel is approximately 78,610 square feet and irregular in shape (Exhibits A1, A2, and A3). The site is located in San Diego along Pacific Highway in the Old Town district. Immediately to the east are train tracks for both the San Diego Trolley and Amtrak. Overhead on-ramps for eastbound Interstate 8 cross the northern and southern edges of the property. The southern bridge is a connector ramp from northbound Interstate 5. The other bridge comes from Rosecrans, a major east to west arterial street, and is one of only three on-ramps to Interstate 8 from the Peninsula area of San Diego. The State owns the underlying fee to the property. EZ8 Motels, Inc. currently owns the motel buildings (constructed in 1983). The motel has 127 rooms split across four buildings, a pool and hot tub area, separate laundry facilities for guests and housekeeping, a lobby area, and two managers' offices. The current tenants, EZ8 Motels, Inc., were originally a sub lessee but became the primary tenant in 1996. The area is necessary for transportation purposes and is not currently eligible for disposal.

Proposal:

EZ8 Motels, Inc. currently owns the improvements. Chelsea Investments is purchasing the motel from EZ8 Motels. The existing lease will be terminated. Before the new lease is signed, Chelsea Investment intends to form a Limited Liability Corporation with Father Joe's Villages. Chelsea Investment's proposal is to renovate the motel into permanent supportive housing for homeless and low income individuals. The motel rooms will be remodeled into studio apartments. The renovations will mostly consist of adding kitchenettes to each unit. Other renovations will include removing the pool area, converting office space into living units, and creating meeting rooms and common areas. Security measures will include fence and lighting replacement, on-site security guards, and cameras.

BENEFIT TO THE STATE:

- A longer lease will provide the State with a continued fair market revenue stream, which will reduce risk and maximize the value of the State's property.
- Leasing the site to Chelsea Investments will provide the State with a tenant that is willing to renovate, improve and better maintain the property.
- Converting the motel to affordable housing gives the State an opportunity to help improve local economy and livability in the City of San Diego.

SUMMARY:

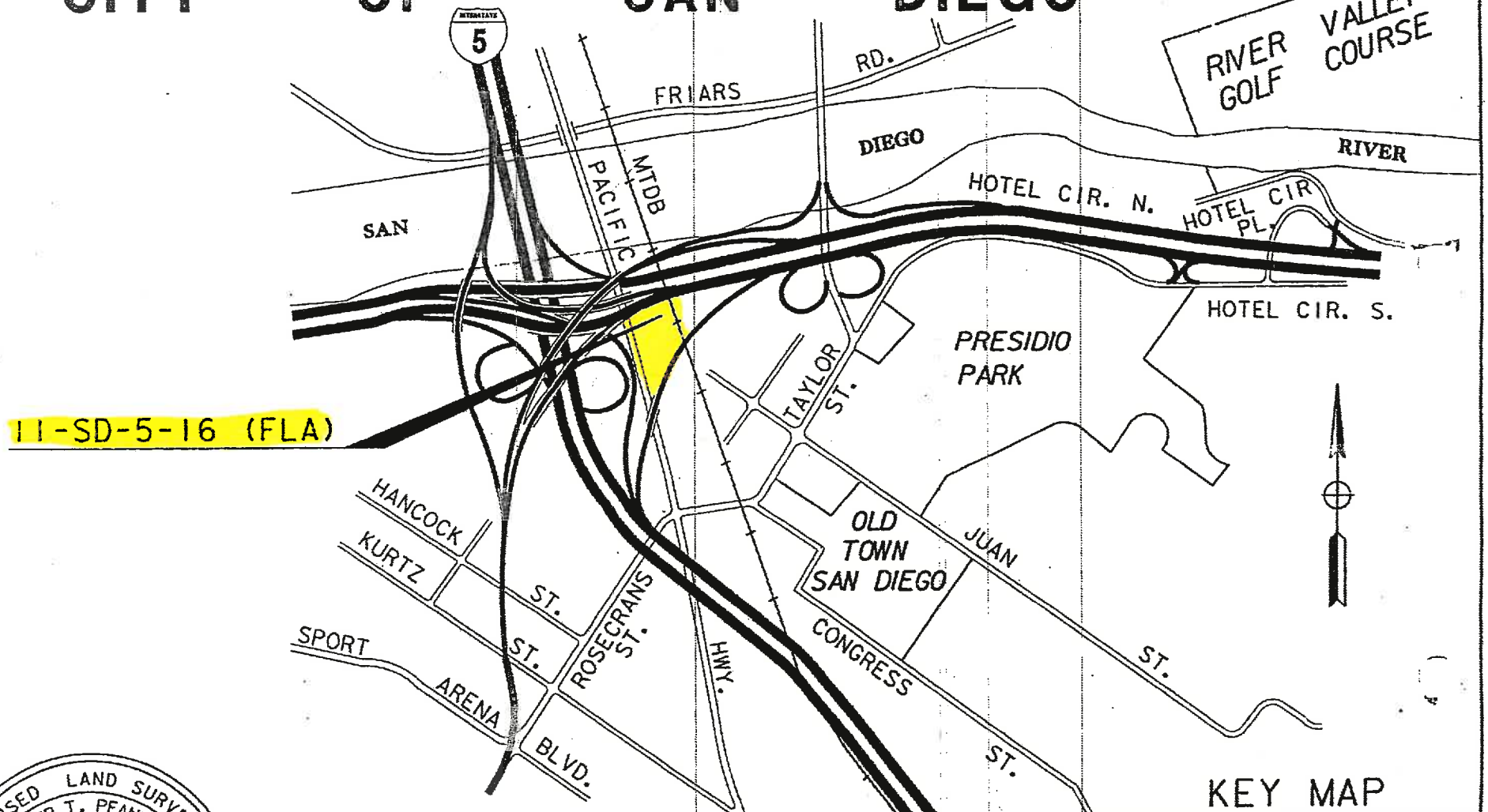
Chelsea Investments proposes to convert an existing motel into permanent supportive housing for homeless and low-income individuals. The current operators of the motel have been tenants of the State since 1983. The current lease has 21 years remaining with no options to extend it. The State cannot dispose of this property. The only allowable use under the current lease is as a motel. Due to changes in the economy and the surrounding area's demographics, using the site as a motel is no longer a viable use of the property. The proposed development would add 127 affordable housing units to the market and provide supportive services. A new long-term lease will give the State a new tenant that is willing to renovate and improve the property. The new lease will also provide the State with a constant fair market revenue stream from this property, and help the city of San Diego address its affordable housing and homelessness challenges.

Attachments
Exhibits A1-A3 – Aerial photo and parcel maps

Exhibit A1

Exhibit A2

CITY OF SAN DIEGO



KEY MAP

LICENSED LAND SURVEYOR
PETER T. PFANDER
No. LS 6640
Exp. 12/31/95
STATE OF CALIFORNIA

This map has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature Peter T. Pfander

Date 11/6/95

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

FREEWAY LEASE AREA
11-SD-5-16 (FLA)

RIGHT OF WAY MAP NO.		Por.	
COUNTY	ROUTE	POST MILES	SCALE
SD	5	20.3	NONE
			SHEET 1 OF 2

CITY OF SAN DIEGO

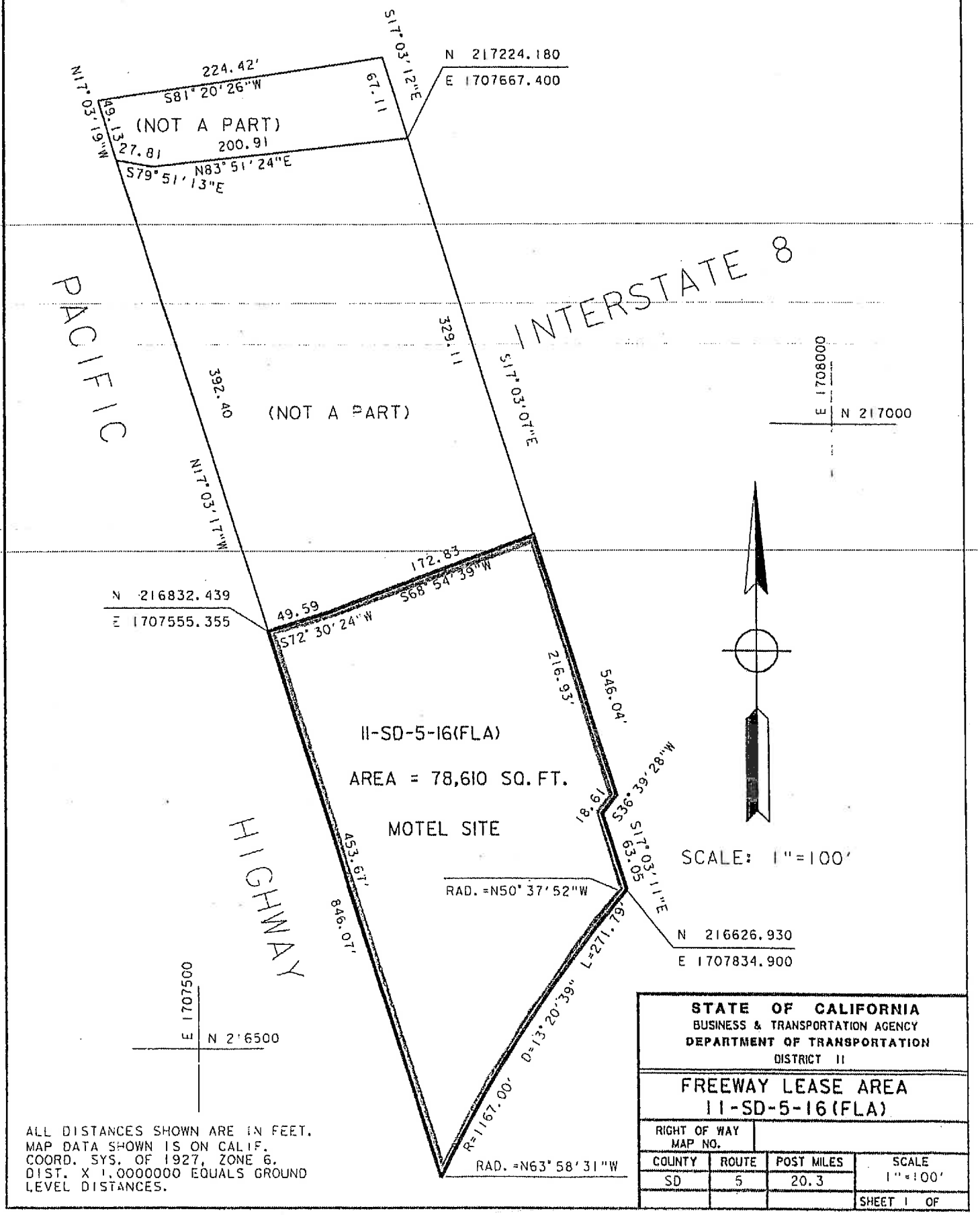


Exhibit A3

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 64

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 3.9
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Subject: **PROPOSITION 1B FISCAL YEAR 2017-18 FIRST QUARTER REPORTS**

SUMMARY:

The attached package includes the California Department of Transportation's quarterly reports for the Proposition 1B Bond Program. These reports have been discussed with the California Transportation Commission's (Commission) staff, and will be presented as an informational item at the January 31-February 1, 2018 Commission meeting.

The Proposition 1B Fiscal Year 2017-18 First Quarter Reports are in the following order:

- Corridor Mobility Improvement Account
- State Route 99 Corridor Program
- Local Bridge Seismic Retrofit Program
- State-Local Partnership Program
- Traffic Light Synchronization Program
- Highway Railroad Crossing Safety Account
- Intercity Rail Improvement Program
- Trade Corridors Improvement Fund

BACKGROUND:

As approved by the voters in the November 2006 general elections, Proposition 1B enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize $19.925 billion of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, school bus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, and local street and road improvement, congestion relief, and traffic safety. The attached reports are submitted in compliance of the bond accountability plan as outlined by the California Transportation Commission in the program guidelines.

Attachments

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2017-18
First Quarter Report
Corridor Mobility Improvement Account

Quarterly Report to the California Transportation Commission

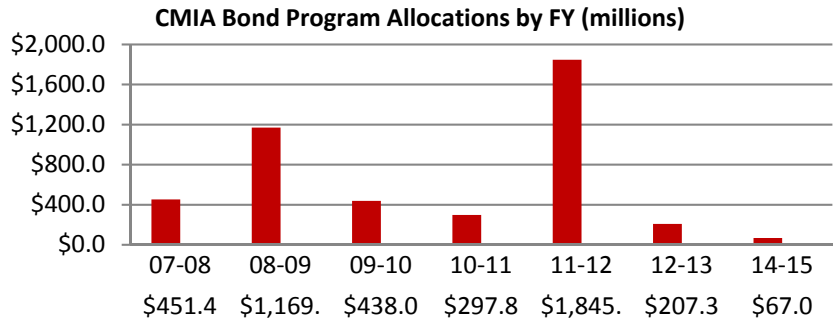
(1) CMIA Bond Program Summary

First Quarter FY 2017-18

(1a) CMIA Bond Program Funding

	#Contracts	Project Allocated Funds	% Allocated
CMIA bond funds initially allocated to projects:	129	$4,410 million	100%
CMIA bond funds revised allocation due to administration savings:	129	$4,477 million	100%

In the CMIA bond program, $4,410 million was allocated for projects that commenced construction prior to December 31, 2012, and $90 million was set aside for program administration costs. Subsequently, administration costs have been reduced. Administration savings totaling $67 million were allocated to ongoing projects. A revised total of $4,477 million of CMIA program funds have been allocated to projects, and $23 million is set aside for program administration costs, utilizing all but $215,000 of the available program funds.



(1b) CMIA Bond Program Funding and Contributor Funds

	Program Expenditures	Percent Expended
CMIA bond program funds expended to date:	$4,295 million	95%
CMIA bond program funds expended reported last quarter:	$4,272 million	95%

In the CMIA bond program's $4,500 million dollar budget, $4,477 million has been allocated to projects from the CMIA bond program funds. In addition, $7,901 million has been committed from other contributor funds to increase the total value of projects in the CMIA bond program to $12,378 million. The table below shows how CMIA bond program funds and contributor funds were distributed by project components as well as expenditures to date for CMIA bond program funds.

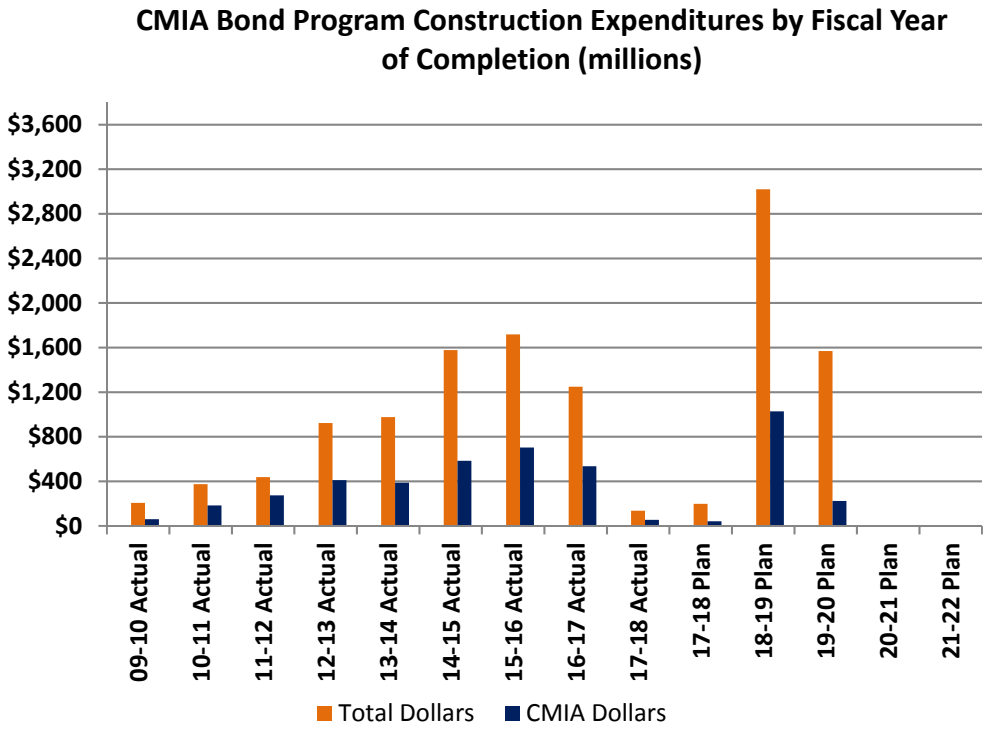
CMIA Bond Program Funding and Contributor Funds by Component (millions)

	Total Funds	Other Funds	CMIA Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	$ 1,140.5	$ 694.9	$ 445.6	$ 418.3	94%
Capital	$ 7,933.0	$ 3,908.4	$ 4,024.6	$ 3,854.4	96%
Right of Way					
Support	$ 142.4	$ 142.4			
Capital	$ 1,912.7	$ 1,912.5	$ 0.2	$ -	0%
Preliminary Engineering					
Support	$ 1,249.2	$ 1,242.8	$ 6.4	$ 6.3	98%
Committed Subtotal	$ 12,377.8	$ 7,901.0	$ 4,476.8	$ 4,279.0	96%
Uncommitted			$ 0.2		
Percent Uncommitted			0%		
Administration			$ 23.0	$ 16.1	70%
Program Total			$ 4,500.0	$ 4,295.2	95%

(1c) CMIA Bond Program Project Completions

	# Contracts Completed	Percent Completed
CMIA bond program construction contracts completed to date:	117	91%
CMIA bond program construction contracts completed reported last quarter:	114	88%

A total of 90 corridor projects received CMIA bond program funds. Some corridor projects were constructed in stages, resulting in a total of 129 construction contracts being administered.



CMIA Bond Program Completions - Projects and Dollars (millions)

	Contracts Accepted				Contracts Under Construction			All CMIA Bond Program Contracts		
	#	Total Funds	CMIA Funds	# FDR's	#	Total Funds	CMIA Funds	#	Total Funds	CMIA Funds
FY 09-10	4	$ 206	$ 60	4				4	$ 206	$ 60
FY 10-11	8	$ 374	$ 183	8				8	$ 374	$ 183
FY 11-12	8	$ 437	$ 274	8				8	$ 437	$ 274
FY 12-13	19	$ 923	$ 410	18				19	$ 923	$ 410
FY 13-14	19	$ 975	$ 387	18				19	$ 975	$ 387
FY 14-15	19	$ 1,577	$ 583	15				19	$ 1,577	$ 583
FY 15-16	27	$ 1,717	$ 702	8				27	$ 1,717	$ 702
FY 16-17	12	$ 1,248	$ 534	1				12	$ 1,248	$ 534
FY 17-18	1	$ 136	$ 54	0	2	$ 198	$ 41	3	$ 334	$ 94
FY 18-19					6	$ 3,020	$ 1,027	6	$ 3,020	$ 1,027
FY 19-20					4	$ 1,568	$ 223	4	$ 1,568	$ 223
Total Value	117	$ 7,592	$ 3,186	80	12	$ 4,786	$ 1,291	129	$ 12,378	$ 4,477

The status of Final Delivery Reports (FDR), to be completed within six months after construction contracts are accepted, is outlined in the table above.

(2) CMIA Bond Program Project Delivery and Expenditure Report

First Quarter FY 2017-18

LEGEND

- Estimated cost within budget
- Baseline budget exceeded, non-bond funds added. No CTC action required.
- All bond funds expended. Project teams are making expenditure adjustments (adding non-bond funds if necessary) and reviewing project charges.
- CCA 100% Complete ☑ - Complete ☒ - Past Due

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	CMIA PROJECT COST ($1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT APPROVED BUDGET ($1,000's)	CONSTRUCTION SUPPORT EXPENDED ($1,000's)		CONSTRUCTION CAPITAL APPROVED BUDGET ($1,000's)	CONSTRUCTION CAPITAL EXPENDED ($1,000's)	
I-580 Eastbound HOV Lane - Greenville to Hacienda - Corridor Project																								
1	04	Ala	580	$ 59,280	$ 29,037	Corridor Project #1 (EA 29084)	3/13/08	07/28/08	100	12/01/11	02/04/10	100	☑					Caltrans	$ 5,700	$ 5,555		$ 47,410	$ 42,413	
				$ 45,630	$ 4,904	Corridor Project #2 (EA 29083)	10/30/08	07/22/09	100	12/01/11	09/30/11	100	☑					Caltrans	$ 4,458	$ 4,928		$ 35,203	$ 43,242	
				$ 42,839	$ 20,400	Corridor Project #3 (EA 2908V)	5/23/12	08/23/12	100	11/01/14	05/20/16	100	☒						$ 4,132	$ 4,889		$ 35,162	$ 35,132	
				$ 147,749	$ 54,341	Corridor Summary				11/01/14	05/20/16			11/01/15	04/02/18				$ 14,290	$ 15,371		$ 117,775	$ 120,787	
I-580 Westbound HOV Lane - Greenville to Foothill - Corridor Project																								
2	04	Ala	580	$ 91,677	$ 41,860	Corridor Project #1 (EA 2908C)	5/23/12	11/20/12	100	11/01/14	06/30/16	100	☒					Caltrans	$ 9,795	$ 10,190		$ 73,769	$ 73,471	
				$ 68,700	$ 40,481	Corridor Project #2 (EA 2908E)	4/26/12	10/29/12	100	11/01/14	04/18/16	100	☒					Caltrans	$ 7,820	$ 10,423		$ 53,010	$ 50,759	
				$ 160,377	$ 82,341	Corridor Summary				11/01/14	06/30/16			11/01/15	06/01/18				$ 17,615	$ 20,613		$ 126,779	$ 124,229	
I-580 / Isabel Interchange - Corridor Project																								
3	04	Ala	580	$ 43,495	$ 18,375	Corridor Project #1 (EA 17131)	12/11/08	06/22/09	100	03/01/12	04/09/12	100	☑					Livermore	$ -	$ 535		$ 26,495	$ 17,666	
				$ 6,810	$ 1,770	Corridor Project #2 (EA 17132)	12/11/08	06/22/09	100	01/01/12	10/31/11	100	☑					Livermore	$ -	$ -		$ 3,210	$ 1,770	
				$ 73,181	$ 24,982	Corridor Project #3 (EA 17133)	10/30/08	07/23/09	100	01/01/12	11/23/11	100	☑					Caltrans	$ 8,000	$ 7,006		$ 37,682	$ 28,032	
				$ 123,486	$ 45,127	Corridor Summary				03/01/12	04/09/12			03/01/13	12/29/17				$ 8,000	$ 7,541		$ 67,387	$ 47,468	
I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd - Corridor Project																								
4	04	Ala	880	$ 67,934	$ 52,846	Corridor Project #1 (EA 3A921)	4/26/12	09/14/12	100	01/01/16	04/04/16	100	☒					Caltrans	$ 7,415	$ 8,068		$ 50,607	$ 49,803	
				$ 35,052	$ 29,765	Corridor Project #2 (EA 3A922)	5/23/12	11/08/12	100	02/01/16	11/19/15	100	☒					Caltrans	$ 4,000	$ 4,000		$ 25,765	$ 24,609	
				$ 102,986	$ 82,611	Corridor Summary				02/01/16	04/04/16			02/01/17	11/19/18				$ 11,415	$ 12,069		$ 76,372	$ 74,413	
State Route 24 Caldecott Tunnel - Fourth Bore - Corridor Project																								
5	04	Ala CC	24	$ 399,211	$ 84,482	Corridor Project #1 (EA 29491)	5/14/09	11/10/09	100	05/01/14	03/12/15	100	☑					Caltrans	$ 51,218	$ 55,998		$ 293,775	$ 289,270	
				$ 4,730	$ -	Corridor Project #2 (EA 29492)	Local	12/22/09	100	03/01/11	04/20/11	100	☑					Caltrans	$ 400	$ 492		$ 4,300	$ 2,809	
				$ 642	$ -	Corridor Project #3 (EA 29493)	Local	12/23/09	100	07/01/10	07/19/10	100	☑					Caltrans	$ 100	$ 130		$ 500	$ 408	
				$ 404,583	$ 84,482	Corridor Summary				05/01/14	03/12/15			03/01/15	11/30/17				$ 51,718	$ 56,620		$ 298,575	$ 292,487	
6	10	Cal	4	$ 60,688	$ 3,574	Angels Camp Bypass (EA 36250)	9/20/07	08/11/07	100	09/01/10	09/24/09	100	☑	03/01/12	03/16/20			Caltrans	$ 3,600	$ 4,347		$ 31,101	$ 25,939	

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	CMIA PROJECT COST ($1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT APPROVED BUDGET ($1,000's)	CONSTRUCTION SUPPORT EXPENDED ($1,000's)	CONSTRUCTION CAPITAL APPROVED BUDGET ($1,000's)	CONSTRUCTION CAPITAL EXPENDED ($1,000's)
State Route 4 East Widening from Somersville to Route 160																						
7	04	CC	4	$ 78,472	$ 12,428	Corridor Project #1 (EA 2285C)	5/20/10	01/05/11	100	02/01/13	12/16/13	100	☑					Caltrans	$ 10,608	$ 5,642	$ 45,183	$ 45,155
				$ 83,967	$ 16,671	Corridor Project #2 (EA 2285E)	8/10/11	10/20/11	100	02/01/15	02/02/16	100	☒					Caltrans	$ 14,395	$ 7,996	$ 48,717	$ 47,383
				$ 92,407	$ 39,200	Corridor Project #3 (EA 1G940)	1/25/12	05/25/12	100	12/01/14	06/29/17	100						Caltrans	$ 13,389	$ 10,949	$ 59,775	$ 56,879
				$ 79,307	$ -	Corridor Project #4 (EA 1G941)	8/22/12	11/14/12	100	08/01/15	12/29/17	99						CCTA	$ -	$ 7	$ 67,886	$ 63,761
				$ 44,949	$ 31,787	Corridor Project #5 (EA 24657)	1/25/12	04/19/12	100	09/30/13	10/30/15	100	☒					CCTA	$ -	$ -	$ 36,787	$ 36,536
				$ 379,102	$ 100,086	Corridor Summary				08/01/15	12/21/16			12/01/18	06/01/19				$ 38,392	$ 24,595	$ 258,348	$ 249,713
I-80 Integrated Corridor Mobility Project																						
8	04	Ala CC	80	$ 8,384	$ 7,584	Corridor Project #1 (EA 3A774)	10/27/11	03/15/12	100	04/01/15	05/22/17	100						ACCMA	$ -	$ 115	$ 7,584	$ 5,117
				$ 6,163	$ 5,363	Corridor Project #2 (EA 3A775)	3/29/12	07/26/12	100	04/01/14	08/31/16	100	☒					ACCMA	$ -	$ 48	$ 5,363	$ 5,023
				$ 1,857	$ 1,457	Corridor Project #3 (EA 3A771)	1/20/11	04/28/11	100	04/01/12	12/01/12	100	☑					ACCMA	$ -	$ -	$ 1,896	$ 1,457
				$ 11,259	$ 9,379	Corridor Project #4 (EA 3A776)	5/23/12	09/30/12	100	01/01/14	12/26/14	100	☑					Caltrans	$ 1,492	$ 1,331	$ 7,887	$ 7,069
				$ 28,136	$ 22,256	Corridor Project #5 (EA 3A777)	5/23/12	10/01/12	100	06/01/14	05/04/16	100	☒					Caltrans	$ 3,675	$ 3,496	$ 18,581	$ 17,345
				$ 55,799	$ 46,039	Corridor Summary				04/01/15	05/22/17			10/01/15	12/29/17				$ 5,167	$ 4,990	$ 41,311	$ 36,011
US 50 HOV Lanes - Corridor Project																						
9	03	ED	50	$ 44,434	$ 19,866	Corridor Project #1 (EA 3A711)	9/25/08	11/18/08	100	06/01/10	11/07/12	100	☑					ED Co DOT	$ 3,560	$ 7,039	$ 37,681	$ 33,381
				$ 10,454	$ 6,294	Corridor Project #2 (EA 3A712)	12/15/11	04/01/12	100	10/01/13	06/17/13	100	☑					ED Co DOT	$ -	$ 1,407	$ 8,794	$ 10,195
				$ 54,888	$ 26,160	Corridor Summary				10/01/13	06/17/13			10/01/14	03/01/18				$ 3,560	$ 8,446	$ 46,475	$ 43,576
10	06	Ker	46	$ 73,024	$ 30,375	Route 46 Expressway - Segment 3 (EA 44252)	5/20/10	01/26/11	100	07/01/14	01/16/13	100	☑	01/01/16	10/30/14	100	☑	Caltrans	$ 9,900	$ 4,178	$ 47,449	$ 45,510
11	06	Kin Tul	198	$ 94,274	$ 44,272	Route 198 Expressway (EA 3568U)	5/14/09	09/01/09	100	02/01/12	03/11/13	100	☑	08/01/13	03/17/16	100	☒	Caltrans	$ 9,514	$ 8,579	$ 51,758	$ 52,213
12	07	LA	405	$ 1,137,700	$ 730,000	I-405 Carpool Lane I-10 To US 101 (NB) (Design Build) (EA 12030)	9/25/08	04/23/09	100	12/31/13	08/17/18	97		12/01/15	06/10/21			Metro	$ -	$ -	$ 979,700	$ 902,791
Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project																						
13	07	LA	5	$ 137,366	$ -	Corridor Project #1 (EA 12184)	Local	12/06/10	100	12/31/13	08/30/18	84						Caltrans	$ 30,110	$ 29,313	$ 76,646	$ 51,665
				$ 110,516	$ -	Corridor Project #2 (EA 1218V)	Local	10/14/10	100	12/31/12	12/15/15	100	☒					Caltrans	$ 19,593	$ 19,312	$ 71,000	$ 62,748
				$ 401,498	$ 64,713	Corridor Project #3 (EA 1218W)	5/23/12	11/29/12	100	05/30/16	12/31/19	63						Caltrans	$ 43,211	$ 23,677	$ 231,619	$ 131,053
				$ 649,380	$ 64,713	Corridor Summary				05/30/16	12/31/19			05/30/17	02/28/22				$ 92,914	$ 72,302	$ 379,265	$ 245,465
I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project																						
14	07	LA	5	$ 114,072	$ 51,983	Corridor Project #1 (EA 21591)	8/10/11	11/28/11	100	04/29/15	05/27/16	100	☒					Caltrans	$ 17,110	$ 16,418	$ 45,247	$ 43,720
				$ 631,125	$ -	Corridor Project #2 (EA 21592)(U)	6/23/15	03/14/16		03/31/17	02/07/20	17						Caltrans	$ 34,534	$ 4,928	$ 170,000	$ 27,790
				$ 188,216	$ 104,708	Corridor Project #3 (EA 21593)	4/26/12	08/14/12	100	04/22/16	12/07/18	94						Caltrans	$ 28,481	$ 26,369	$ 96,447	$ 79,937
				$ 323,285	$ 158,320	Corridor Project #4 (EA 21594)	4/26/12	08/23/12	100	04/01/16	08/20/19	75						Caltrans	$ 33,777	$ 27,641	$ 144,627	$ 98,632
				$ 211,747	$ -	Corridor Project #5 (EA 21595)	8/6/13	04/24/14	100	12/01/16	03/13/20	53						Caltrans	$ 25,768	$ 15,867	$ 116,632	$ 45,451
				$ 1,468,445	$ 315,011	Corridor Summary				03/31/17	02/07/20			05/31/20	10/30/23				$ 139,670	$ 91,222	$ 572,953	$ 295,530

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	CMIA PROJECT COST ($1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT APPROVED BUDGET ($1,000's)	CONSTRUCTION SUPPORT EXPENDED ($1,000's)		CONSTRUCTION CAPITAL APPROVED BUDGET ($1,000's)	CONSTRUCTION CAPITAL EXPENDED ($1,000's)	
Highway 101 Marin-Sonoma Narrows - Corridor Project																								
15	04	Mrn Son	101	$ 85,029	$ 26,523	Corridor Project #1 (EA 26407)	5/23/12	09/14/12	100	06/01/15	05/24/16	100	☒					Caltrans	$ 4,873	$ 6,334		$ 26,950	$ 26,777	
				$ 136,148	$ 72,717	Corridor Project #2 (EA 2640U)	5/23/12	11/01/12	100	06/01/15	06/30/17	100						Caltrans	$ 17,716	$ 17,394		$ 79,500	$ 78,928	
				$ 48,672	$ 28,603	Corridor Project #3 (EA 26406)	1/20/11	06/02/11	100	12/02/13	12/17/12	100	☒					Caltrans	$ 7,000	$ 6,733		$ 28,473	$ 26,608	
				$ 3,904	$ 3,530	Corridor Project #4 (EA 2640G)	6/27/12	11/08/12	100	12/01/13	12/24/13	100	☒					Caltrans (FY 14-15 Q1)	$ 700	$ 742		$ 2,830	$ 2,829	
				$ 18,202	$ 17,244	Corridor Project #5 (EA 2640L)	6/27/12	11/01/12	100	06/30/14	12/23/14	100	☒					Caltrans	$ 2,500	$ 2,458		$ 14,744	$ 14,512	
				$ 31,679	$ 30,729	Corridor Project #6 (EA 2640K)	6/27/12	11/02/12	100	10/01/14	12/20/16	100	☒					Caltrans	$ 4,800	$ 4,757		$ 25,929	$ 25,585	
				$ 323,634	$ 179,346	Corridor Summary				06/01/15	05/30/17			12/30/16	03/15/19				$ 37,589	$ 38,418		$ 178,426	$ 175,239	
16	04	Mrn	580	$ 16,985	$ 16,985	Westbound I-580 to Northbound US 101 Connector Improvements (EA 4A140)	5/14/09	11/04/09	100	03/01/11	01/27/11	100	☑	03/01/12	12/01/12	100	☑	Caltrans	$ 2,100	$ 1,858		$ 11,052	$ 10,763	
17	05	Mon	1	$ 31,691	$ 18,568	Salinas Road Interchange (EA 31592)	5/14/09	10/07/09	100	07/01/11	03/20/14	100	☑	12/01/12	06/29/18			Caltrans	$ 4,598	$ 4,856		$ 15,638	$ 15,418	
SR 12 Jameson Canyon Widening - Phase 1 - Corridor Project																								
18	04	Nap Sol	12	$ 2,190	$ -	PAED Costs Phase 2 (EA 26412)													$ -	$ -		$ -	$ -	
				$ 45,886	$ 18,518	Corridor Project #1 (EA 26413)	8/10/11	01/26/12	100	08/01/12	05/05/15	100	☑					Caltrans	$ 4,850	$ 8,630		$ 30,528	$ 30,471	
				$ 72,004	$ 36,349	Corridor Project #2 (EA 26414)	8/10/11	01/11/12	100	08/01/13	05/10/16	100	☑					Caltrans	$ 9,250	$ 11,353		$ 43,293	$ 42,133	
				$ 120,080	$ 54,867	Corridor Summary				08/01/13	05/10/16			12/29/17	03/30/18				$ 14,100	$ 19,984		$ 73,821	$ 72,604	
19	03	Nev	49	$ 30,019	$ 8,225	Route 49 La Barr Meadows Widening (EA 2A690)	1/13/10	05/28/10	100	12/01/14	04/08/14	100	☑	12/01/16	12/01/18			Caltrans	$ 3,500	$ 3,410		$ 10,447	$ 10,031	
20	12	Ora	91	$ 60,759	$ -	Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91 (EA 0G040)	Local	08/29/09	100	09/01/11	05/13/11	100	☑	09/01/15	03/28/12	100	☑	Caltrans	$ 7,801	$ 5,900		$ 40,086	$ 39,044	
SR-22 / I-405 / I-605 HOV Connector with ITS Elements - Corridor Project																								
21	12	Ora	22	$ 169,446	$ 135,430	Corridor Project #1 (EA 07163)	4/8/10	10/12/10	100	05/01/14	03/23/15	100	☑					Caltrans	$ 25,475	$ 25,469		$ 128,871	$ 158,890	
				$ 119,657	$ -	Corridor Project #2 (EA 07162)	Local	06/11/10	100	02/01/14	03/18/15	100	☑					Caltrans	$ 18,374	$ 19,199		$ 78,637	$ 78,803	
				$ 289,103	$ 135,430	Corridor Summary				05/01/14	03/23/15			05/01/15	07/07/17	100			$ 43,849	$ 44,668		$ 207,508	$ 237,693	
22	12	Ora	91	$ 77,302	$ 54,045	Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road (EA 0G330)	1/20/11	05/03/11	100	12/01/14	11/01/13	100	☑	12/01/15	07/01/14	100	☑	Caltrans	$ 8,633	$ 9,921		$ 54,253	$ 54,045	
23	12	Ora	57	$ 34,428	$ 24,127	Widen NB fr 0.3M S of Katella Ave to 0.3M N of Lincoln Ave (EA 0F040)	8/10/11	10/26/11	100	03/01/15	04/21/15	100	☑	03/01/16	06/29/16	100	☑	Caltrans	$ 6,256	$ 5,285		$ 21,621	$ 21,501	
Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road - Corridor Project																								
24	12	Ora	57	$ 51,809	$ 40,925	Corridor Project #1 (EA 0F031)	4/8/10	10/12/10	100	07/01/14	11/06/14	100	☑					Caltrans	$ 9,180	$ 9,142		$ 31,745	$ 30,648	
				$ 51,609	$ 41,250	Corridor Project #2 (EA 0F032)	4/8/10	10/13/10	100	07/01/14	05/02/14	100	☑					Caltrans	$ 9,180	$ 9,114		$ 32,670	$ 32,473	
				$ 103,418	$ 82,175	Corridor Summary				07/01/14	11/06/14			07/01/15	12/31/15	100	☑		$ 18,360	$ 18,256		$ 64,415	$ 63,122	
Lincoln Bypass - Corridor Project																								
25	03	Pla	65	$ 292,203	$ 48,934	Corridor Project #1 (EA 3338U)	2/14/08	06/09/08	100	06/15/13	07/09/13	100	☑					Caltrans	$ 22,000	$ 24,484		$ 164,453	$ 161,281	
				$ 23,099	$ 20,000	Corridor Project #2 (EA 33382)	10/26/11	05/21/12	100	12/15/14	10/01/14	100	☑					Caltrans	$ 2,751	$ 2,639		$ 19,499	$ 18,121	
				$ 315,302	$ 68,934	Corridor Summary				12/15/14	10/01/14			12/15/16	04/09/19				$ 24,751	$ 27,123		$ 183,952	$ 179,401	
26	03	Pla	80	$ 47,577	$ 8,484	Pla-80 HOV Phase 2 (EA 36782)	1/10/08	05/01/08	100	10/01/10	10/18/12	100	☑	10/01/12	11/03/16	100	☒	Caltrans	$ 7,143	$ 6,240		$ 31,200	$ 29,327	

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	CMIA PROJECT COST ($1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT APPROVED BUDGET ($1,000's)	CONSTRUCTION SUPPORT EXPENDED ($1,000's)	CONSTRUCTION CAPITAL APPROVED BUDGET ($1,000's)	CONSTRUCTION CAPITAL EXPENDED ($1,000's)
27	03	Pla	80	$ 49,374	$ 22,985	Pla-80 HOV Phase 3 (EA 36783)	12/11/08	08/10/09	100	01/01/11	06/17/13	100	☑	01/01/13	10/12/16	100	☒	Caltrans	$ 5,300	$ 5,255	$ 39,974	$ 25,377
28	08	Riv	215	$ 29,228	$ 22,057	Widening, Add One Mixed Flow Lane in Each Direction (EA 0F161)	1/20/11	09/28/10	100	12/01/13	11/21/13	100	☑	12/01/14	02/29/16	100	☑	RCTC	$ -	$ -	$ 22,057	$ 16,032
29	08	Riv	91	$ 253,625	$ 120,191	HOV Lane Gap Closure (EA 44840)	8/10/11	02/10/12	100	08/01/15	12/19/16	100	☒	08/01/17	07/13/18			Caltrans	$ 30,728	$ 30,701	$ 129,924	$ 156,772
30	03	Sac	50	$ 96,581	$ 47,611	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements (EA 44161)	7/9/09	10/26/09	100	01/01/13	05/10/13	100	☑	01/01/15	08/15/16	100	☑	Caltrans (FY 16-17 Q1)	$ 11,500	$ 12,226	$ 70,698	$ 71,886
31	03	Sac	Loc	$ 16,322	$ 12,822	White Rock Road from Grant Line to Prairie City (EA 92880)	2/23/12	04/30/12	100	12/31/13	12/01/13	100	☑	06/01/14	06/01/14	100	☑	Sac Co	$ -	$ -	$ 11,875	$ 10,423
32	08	SBd	10	$ 30,760	$ 14,074	Westbound Mixed Flow Lane Addition (EA 0F150)	1/13/10	12/10/10	100	05/01/12	08/10/15	100	☑	06/01/13	07/01/15	100	☑	SANBAG	$ -	$ -	$ 25,449	$ 19,752
33	08	SBd	215	$ 347,777	$ 49,120	I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition (EA 0071V)	4/16/09	08/27/09	100	09/05/13	09/17/14	100	☑	09/15/15	12/31/18			SANBAG	$ -	$ -	$ 213,174	$ 208,387
Interstate 215 HOV Lanes and Connectors - Corridor Project																						
34	08	SBd	215	$ 77,658	$ 29,000	SR - 210/215 Connectors (EA 44407) combined to 4440U	4/16/09	09/17/09	100	02/01/13	03/01/13	100	☑					Caltrans	$ 12,883	see	$ 47,672	see
35				$ 44,740	$ 36,540	I-215 North Segment 5 (EA 00719) combined to 4440U	4/16/09	09/17/09	100	02/01/13	03/01/13	100	☑					Caltrans	$ 7,333	below	$ 29,207	below
				$ 122,398	$ 65,540	Corridor Summary				02/01/13	03/01/13			03/01/15	10/30/15	100	☑		$ 20,216	$ 12,942	$ 76,879	$ 71,430
36	08	SBd	10	$ 18,300	$ 10,910	Widen Exit Ramps&Add Aux Ln @Cherry, Citrus&Cedar Ave IC's (EA 49750)	1/13/10	10/12/10	100	12/01/10	12/20/12	100	☑	06/01/11	06/03/14	100	☑	Caltrans	$ 3,280	$ 3,422	$ 12,130	$ 9,337
I-15 Managed Lanes - Corridor Project																						
37	11	SD	15	$ 110,103	$ 93,765	Corridor Project #1 (EA 2T093)	9/20/07	02/08/08	100	01/17/11	12/28/11	100	☑					Caltrans	$ 14,739	$ 14,603	$ 79,026	$ 77,319
				$ 87,365	$ 71,236	Corridor Project #2 (EA 2T091)	2/14/08	05/12/08	100	02/21/12	05/31/11	100	☑					Caltrans	$ 14,025	$ 11,162	$ 57,211	$ 57,438
				$ 133,613	$ 110,595	Corridor Project #3 (EA 2T092)	4/10/08	07/25/08	100	04/15/12	06/14/12	100	☑					Caltrans	$ 21,236	$ 15,020	$ 94,432	$ 91,853
				$ 331,081	$ 275,596	Corridor Summary				04/15/12	06/14/12			10/03/13	01/28/15	100	☑		$ 50,000	$ 40,785	$ 230,669	$ 226,609
I-5 North Coast Corridor - Stage 1A - Corridor Project																						
38	11	SD	5	$ 52,664	$ 24,500	Corridor Project #1 (EA 2358U)	9/20/07	08/15/07	100	10/30/09	07/14/10	100	☑					Caltrans	$ 6,000	$ 7,743	$ 43,038	$ 37,046
				$ 80,446	$ -	Corridor Project #2 (EA 2T040)	Local	01/28/11	100	06/30/12	02/13/15	100	☒					Caltrans	$ 11,183	$ 15,355	$ 54,610	$ 57,722
				$ 133,110	$ 24,500	Corridor Summary				06/30/12	02/13/15			06/30/17	03/31/19				$ 17,183	$ 22,965	$ 97,648	$ 95,099
39	10	SJ	205	$ 22,009	$ 9,070	I-205 Auxiliary Lanes (EA 0Q270)	4/8/10	10/12/10	100	04/01/13	03/04/13	100	☑	11/01/14	02/13/15	100	☒	Caltrans	$ 2,900	$ 2,302	$ 11,860	$ 11,480
Route 46 Corridor Improvements (Whitley 1) - Corridor Project																						
40	05	SLO	46	$ 77,214	$ 49,778	Corridor Project #1 (EA 33072)	4/8/10	10/25/10	100	08/01/13	10/13/14	100	☑					Caltrans	$ 7,000	$ 7,872	$ 54,054	$ 52,312
				$ 1,840	$ -	STIP TEA Enhancements (EA 33072)																
				$ 79,054	$ 49,778	Corridor Summary				08/01/13	10/13/14			10/01/14	01/03/18							
Widen US 101 & add Aux Lns fr Marsh Rd to Embarcadero Rd. - Corridor Project																						
41	04	SM	101	$ 40,638	$ 23,445	Corridor Project #1 (EA 23563)	1/20/11	06/01/11	100	03/01/12	06/25/13	100	☑					Caltrans	$ 8,259	$ 3,020	$ 22,304	$ 16,123
				$ 22,514	$ 3,802	Corridor Project #2 (EA 23564)	10/26/11	05/24/12	100	11/01/13	11/15/13	100	☑					Caltrans	$ 3,802	$ 1,256	$ 12,648	$ 6,514
				$ 63,152	$ 27,247	Corridor Summary				11/01/13	11/15/13			11/01/14	08/25/16	100	☒		$ 12,061	$ 4,276	$ 34,952	$ 22,638
42	04	SCl	880	$ 67,889	$ 45,929	I-880 Widening (SR 237 to US 101) (EA29830)	8/10/11	12/14/11	100	07/01/13	04/04/14	100	☑	08/01/14	06/20/17	100		Caltrans	$ 9,810	$ 6,709	$ 38,279	$ 31,783
43	04	SCl	101	$ 73,199	$ 55,871	US 101 Aux Lanes - State Route 85 to Embarcadero Rd (EA 4A330)	8/10/11	11/17/11	100	08/01/13	11/16/15	100	☑	09/01/14	01/30/18			Caltrans	$ 11,080	$ 10,833	$ 44,791	$ 42,429

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	CMIA PROJECT COST ($1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT APPROVED BUDGET ($1,000's)	CONSTRUCTION SUPPORT EXPENDED ($1,000's)		CONSTRUCTION CAPITAL APPROVED BUDGET ($1,000's)	CONSTRUCTION CAPITAL EXPENDED ($1,000's)	
44	04	SCl	101	$ 49,611	$ 16,636	US 101 Improvements (I-280 to Yerba Buena Rd) (EA 1A980)	1/13/10	10/01/10	100	06/01/13	10/31/12	100	☑	06/01/14	10/03/14	100	☑	Caltrans	$ 6,690	$ 6,619		$ 31,201	$ 26,047	
45	05	SCr	1	$ 21,085	$ 13,783	Highway 1 Soquel to Morrissey Auxiliary Lanes (EA 0F650)	8/10/11	01/05/12	100	11/01/13	02/11/15	100	☑	12/01/14	12/01/17			SCCRTC	$ -	$ -		$ 16,933	$ 16,889	
46	02	Sha	5	$ 16,315	$ 13,496	Cottonwood Hills Truck Climbing Lane (EA 37100)	1/13/10	04/21/10	100	12/01/11	11/17/11	100	☑	12/01/12	10/23/14	100	☑	Caltrans	$ 2,100	$ 1,247		$ 11,396	$ 11,396	
I-80 HOV Lanes, Fairfield (Rt 80/680/12 to Putah Creek) - Corridor Project																								
47	04	Sol	80	$ 41,457	$ 18,880	Corridor Project #1 (EA 0A531)	2/14/08	06/04/08	100	12/01/09	12/01/09	100	☑					Caltrans	$ 6,351	$ 4,284		$ 29,197	$ 28,260	
				$ 7,884	$ 6,085	Corridor Project #2 (EA 0A532)	4/8/10	10/12/10	100	09/01/11	02/29/12	100	☑					Caltrans	$ 1,319	$ -		$ 4,766	$ 4,765	
				$ 30,296	$ -	Corridor Project #3 (EA 4C15U)	3/12/09	04/21/09	100	11/01/10	11/01/10	100	☑						$ 3,900	$ 1,597		$ 22,200	$ 15,837	
				$ 79,637	$ 24,965	Corridor Summary				09/01/11	02/29/12			10/01/12	03/01/14	100	☑		$ 11,570	$ 5,881		$ 56,163	$ 48,862	
48	04	Son	101	$ 92,761	$ 17,359	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway (EA 0A18U)	5/14/09	10/12/09	100	12/01/11	12/26/12	100	☑	02/01/13	12/31/17			Caltrans	$ 10,500	$ 10,752		$ 58,311	$ 55,195	
49	04	Son	101	$ 120,260	$ 69,860	US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road) (EA 0A10U)	5/29/08	10/29/08	100	01/01/11	12/30/10	100	☑	02/01/12	12/31/17			Caltrans	$ 12,000	$ 9,900		$ 91,200	$ 88,015	
50	04	Son	101	$ 79,367	$ 29,280	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave (EA 12965)	9/25/08	03/03/09	100	12/01/13	06/28/13	100	☑	01/01/15	12/31/15	100	☑	Caltrans	$ 6,600	$ 2,623		$ 51,065	$ 45,273	
51	10	Sta	219	$ 44,353	$ 8,617	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road) (EA 0A870)	1/10/08	06/19/08	100	08/01/09	06/30/10	100	☑	11/01/09	07/28/16	100	☑	Caltrans	$ 2,000	$ 1,947		$ 7,844	$ 6,617	
52	10	Sta	219	$ 42,662	$ 13,241	SR-219 Expressway, Phase 2 (Morrow Road to Route 108) (EA 0A872)	12/15/11	08/30/12	100	05/30/14	10/30/15	100	☑	01/13/18	09/30/18			Caltrans	$ 4,300	$ 4,170		$ 17,612	$ 16,442	
53	10	Tuo	108	$ 53,392	$ 14,530	E. Sonora Bypass Stage II (EA 34042)	1/20/11	12/16/11	100	03/01/14	01/10/14	100	☑	05/03/21	12/31/19			Caltrans	$ 5,500	$ 6,542		$ 26,974	$ 28,742	
54	07	Ven SB	101	$ 101,163	$ 81,293	HOV Lanes, Mussel Shoals to Casitas Pass Road (EA 26070)	8/10/11	01/04/12	100	08/01/16	06/27/17	100		07/31/19	04/25/19			Caltrans	$ 15,300	$ 13,777		$ 65,993	$ 60,339	
CMIA projects amended into program using project cost/award savings																								
55	04	Son	101	$ 17,321	$ 15,000	Central Project - Phase B (EA 0A184)	1/20/11	05/19/11	100	12/31/12	07/17/13	100	☑	01/01/14	12/30/16	100	☒	Caltrans	$ 3,000	$ 2,844		$ 12,000	$ 12,000	
56	03	Sac	80	$ 136,035	$ 53,537	I-80 HOV Ln Across the Top (EA 3797U)	1/20/11	07/29/11	100	11/01/14	07/13/17	100		11/01/16	11/01/18			Caltrans	$ 19,000	$ 19,431		$ 104,588	$ 104,422	
57	10	SJ	5	$ 124,978	$ 42,470	I-5 HOV Ln and CRCP (EA 0G470)	1/20/11	06/02/11	100	12/30/14	01/26/17	100	☒	01/30/16	01/18/19				$ 11,990	$ 17,420		$ 97,708	$ 94,492	
58	05	SLO	101	$ 47,857	$ 31,174	Santa Maria Bridge (EA 44590)	1/20/11	06/21/11	100	04/01/14	03/12/15	100	☑	07/15/15	04/18/17	100	☑	Caltrans	$ 6,600	$ 5,537		$ 34,832	$ 34,810	
59	11	SD	15	$ 68,159	$ 25,802	Mira Mesa Direct Access Ramp (EA 2T095)	12/15/11	04/04/12	100	01/14/15	01/04/16	100	☒	07/11/17	12/08/17			Caltrans (FY 15-16 Q3)	$ 8,500	$ 8,484		$ 36,102	$ 27,504	
60	02	Sha	5	$ 23,468	$ 21,713	South Redding 6;Lane (EA 4C401)	1/20/11	05/09/11	100	11/15/12	02/01/13	100	☑	11/15/13	09/12/18			Caltrans	$ 2,250	$ 1,950		$ 19,463	$ 18,643	
61	03	But	32	$ 9,925	$ 3,425	But 32 Highway Widening (EA 1E490)	8/10/11	06/30/12	100	11/30/13	12/11/15	100	☒	07/01/18	07/01/18			Chico	$ -	$ -		$ 6,425	$ 6,713	
Widen Ala 84 Expressway - Corridor Project																								
62	04	Ala	84	$ 41,065	$ 16,057	Corridor Project #1 (EA 29761)	8/10/11	03/21/12	100	07/31/13	09/24/15	100	☑					Caltrans	$ 3,780	$ 3,814		$ 25,085	$ 24,304	
				$ 97,402	$ -	Corridor Project #2 (EA 29762)	3/26/15	09/30/15	100	10/01/15	08/24/18	57						Caltrans	$ 8,005	$ 5,266		$ 48,000	$ 20,758	
				$ 138,467	$ 16,057	Corridor Summary				10/01/15	12/01/17			07/01/18	09/30/20				$ 11,785	$ 9,080		$ 73,085	$ 45,062	
63	06	Tul	198	$ 27,266	$ 21,187	Plaza Drive IC / Aux Lns (EA 42370)	8/10/11	11/30/11	100	06/30/13	08/19/14	100	☑	12/31/13	12/30/18			Visalia	$ 3,617	$ 3,785		$ 17,570	$ 18,952	
64	04	Var	Var	$ 74,984	$ 36,057	Freeway Performance Initiative (EA 0G890, 15113, 15300, 15320, 15350, 15420)	4/26/12	08/28/12	100	10/01/14	10/13/15	100	☑	04/01/16	06/30/18			Caltrans	$ 8,271	$ 8,734		$ 51,346	$ 47,626	

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	CMIA PROJECT COST ($1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT APPROVED BUDGET ($1,000's)	CONSTRUCTION SUPPORT EXPENDED ($1,000's)	CONSTRUCTION CAPITAL APPROVED BUDGET ($1,000's)	CONSTRUCTION CAPITAL EXPENDED ($1,000's)
Bi-County I-215 Gap Closure - Corridor Project																						
65	08	SBd Riv	215	$ 182,802	$ 15,350	I-215 Gap Closure (EA 0M940) combined to 0M94U	6/27/12	12/03/12	100	05/01/16	08/25/15	100	☒					Caltrans	$ 16,270	see	$ 137,171	see
				$ 17,066	$ -	SHOPP contribution to #1													$ 800		$ 15,392	
66				$ 5,193	$ 3,007	Newport Ave OC(EA 0M94U)	6/27/12	12/03/12	100	05/01/16	08/25/15	100	☒					Caltrans	$ 361	below	$ 3,007	below
				$ 205,061	$ 18,357	Corridor Summary				05/01/16	08/25/15			04/20/18	08/02/18				$ 17,431	$ 16,125	$ 155,570	$ 144,109
67	04	Son	101	$ 52,360	$ 22,242	North Project Phase B Airport IC (EA 3A23U)	4/26/12	12/03/12	100	12/31/13	08/03/15	100	☑	11/01/15	12/31/19			Caltrans	$ 4,500	$ 4,426	$ 33,813	$ 31,613
68	04	SCl	880	$ 62,097	$ 39,231	I-880/I-280 Stevens Creek IC Impvmts (EA 44560)	5/23/12	09/06/12	100	12/01/14	12/30/15	100	☒	12/01/15	10/30/17			SCVTA	$ -	$ -	$ 47,197	$ 44,461
69	04	SCl	101	$ 33,962	$ 22,367	Capitol Exp Yerba Buena IC (EA 1G360)	5/23/12	08/02/12	100	06/30/14	04/14/15	100	☒	02/28/17	07/28/17	100		SCVTA	$ -	$ -	$ 26,286	$ 25,319
70	08	SBd	15	$ 82,912	$ 16,206	La Mesa Nisqualli Rd IC (EA 0A450)	8/10/11	12/08/11	100	12/01/13	03/05/14	100	☑	12/01/15	05/06/16	100	☑	SANBAG	$ -	0	$ 53,082	$ 40,680
71	11	SD	805	$ 36,501	$ 18,785	HOV Lns - SR54 to SR94 (EA 2T180)	1/25/12	06/22/12	100	12/31/13	12/20/13	100	☑	07/11/13	05/31/18			Caltrans	$ 5,392	$ 5,322	$ 19,355	$ 18,443
72	11	SD	805	$ 55,432	$ 37,978	HOV Lns - Palomar to SR54 (EA 2T181)	1/25/12	09/09/12	100	07/30/14	04/03/14	100	☑	11/05/13	05/31/18			Caltrans	$ 7,400	$ 7,732	$ 34,278	$ 35,898
73	05	SLO	46	$ 55,559	$ 45,088	Whitley 2A (EA 33077)	2/23/12	05/18/12	100	09/08/15	08/15/16	100	☑	10/01/16	01/02/18			Caltrans	$ 7,000	$ 7,118	$ 38,088	$ 35,408
74	12	Ora	74	$ 77,211	$ 24,109	SR74 / I-5 IC (EA 0E310)	4/25/12	10/19/12	100	02/02/15	11/22/16	100	☒	12/31/18	12/31/18			Caltrans	$ 6,364	$ 8,302	$ 30,231	$ 25,940
75	11	SD	805	$ 119,000	$ 40,638	805 Managed Lns North (Design Build) (EA 2T200)	10/26/11	7/30/12 2/26/13*	100	03/15/15	04/01/18	99		06/30/17	06/04/20			Caltrans	$ 26,428	$ 19,597	$ 86,419	$ 81,486
76	02	Sha	5	$ 7,275	$ 6,000	I5/Deschutes Rd IC (EA 34760)	5/3/12	7/26/12	100	12/15/12	01/24/14	100	☑	05/01/13	02/26/16	100	☒	Anderson	$ -	$ -	$ 6,000	$ 5,979
77	03	Sac	50	$ 37,151	$ 12,109	SR50 - Watt IC (EA 37120)	4/26/12	9/15/12	100	11/30/14	01/16/16	100	☒	11/01/18	02/01/19			Sac Co	$ -	$ -	$ 30,449	$ 34,027
78	05	Mon	101	$ 91,150	$ 30,825	San Juan IC (EA 31580)	4/26/12	09/27/12	100	03/18/15	04/28/16	100	☑	07/02/18	07/09/19			Caltrans	$ 8,000	$ 8,262	$ 48,700	$ 42,656
79	05	SB	101	$ 17,618	$ 4,442	Union Valley Pkwy IC (EA 46380)	4/26/12	07/26/12	100	12/31/13	12/27/13	100	☑	02/03/15	02/24/15	100	☑	Caltrans	$ 1,900	$ 1,688	$ 9,584	$ 8,883
80	08	SBd	10	$ 18,620	$ 10,000	I-10 Tippecanoe Ave IC (EA 44811)	4/26/12	07/11/12	100	07/11/13	06/24/15	100	☑	08/01/15	06/16/16	100	☑	SANBAG	$ 2,000	$ 2,821	$ 13,787	$ 13,872
81	11	SD	76	$ 36,889	$ 29,387	I-5 / SR 76 IC (EA 25714)	4/26/12	08/01/12	100	01/01/15	10/20/14	100	☑		07/25/16	100	☑	Caltrans	$ 5,056	$ 4,977	$ 24,561	$ 23,739
82	03	ED	50	$ 19,200	$ 15,500	US Route 50 HOV Ln (EA 2E510)	5/23/12	07/17/12	100	12/31/13	03/31/16	100	☒	10/31/14	12/01/17			ED Co DOT	$ -	$ -	$ 17,240	$ 14,719
83	03	ED	50	$ 9,145	$ 6,000	Western Placerville IC Ph 1A (EA 37280)	5/23/12	11/05/12	100	06/01/15	11/30/14	100	☒	01/15/14	11/30/20			Caltrans	$ -	$ -	$ 6,000	$ 7,683
84	08	Riv	215	$ 123,502	$ 38,779	215 Widening Scortt to Nuevo (EA 0F162)	5/23/12	11/14/12	100	12/31/15	11/15/18	98		07/01/19	11/19/20			RCTC	$ -	$ -	$ 98,500	$ 90,649
85	08	SBd	15	$ 63,923	$ 28,264	I15 Ranchero Rd IC (EA 34160)	5/23/12	08/01/12	100	08/01/14	12/18/15	100	☒	09/01/16	12/01/17			SANBAG	$ 3,650	$ 6,187	$ 40,148	$ 35,433
86	04	Ala	680	$ 7,860	$ 5,740	FPI (EA 4G100)	6/27/12	09/29/12	100	11/01/14	06/27/13	100	☑	12/01/15	04/21/14	100	☑	Caltrans	$ 1,000	$ 998	$ 5,673	$ 4,740
87	08	SBd	15	$ 35,274	$ 12,000	Duncan Canyon Rd IC (EA 0H130)	6/27/12	08/14/12	100	06/01/14	03/03/17	100	☒	11/30/18	02/28/19			Fontana	$ 2,900	$ 4,550	$ 26,054	$ 24,315
88	12	Ora	405	$ 3,058	$ 2,238	Widen Ramp for Deceleration Lane (EA 0M130)	6/27/12	10/11/12	100	07/01/14	05/30/14	100	☑	12/01/14	12/01/14	100	☒	Caltrans	$ 500	$ 498	$ 1,910	$ 1,738
89	07	LA	710	$ 1,336,061	$ 153,657	Gerald Desmond Bridge (Design Build) (EA 22830)	10/24/12	10/1/12 6/11/13*	100	03/22/19	03/22/19	77		05/21/21	05/21/21			Port of Long Beach	$ 97,000	$ 90,773	$ 864,260	$ 505,712
90	08	SBd	15	$ 325,365	$ 53,743	I-15 Devore Widening, IC (EA 0K710)	12/6/12	11/13/12	100	03/25/16	06/30/17	100		10/25/19	06/11/19			SANBAG	$ 26,951	$ 24,731	$ 239,662	$ 232,040
		Totals		$ 12,377,890	$ 4,476,786																	

** Design Build contract: two award dates. 1st, notice to proceed for design, 2nd, construction start*

*** Section 4a of CMIA report details CMIA Bond Program funding loans.*

(3) CMIA Bond Program Performance Outcome - Benefits Report

First Quarter FY 2017-18

LEGEND

☑ - Complete ☒ - Past Due

- CCA 100% Complete

Note: REPORTED ACTUAL BENEFITS ARE BEING VERIFIED FOR ACCURACY

	PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT (FDR)	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	Daily Travel Time Savings (hours)		Lane Miles Added (HOV)		Lane Miles Added (Mixed)		Peak Period Time Savings (minutes)	
												Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
1	04	Ala	580	I-580 Eastbound HOV Lane - Greenville to Hacienda	05/20/16	100	☒	04/02/18				3,522						257,080	
2	04	Ala	580	I-580 Westbound HOV Lane - Greenville to Foothill	06/30/16	100	☒	06/01/18				3,341						243,880	
3	04	Ala	580	I-580 / Isabel Interchange	04/09/12	100	☑	12/29/17				814	814					194,000	194,000
4	04	Ala	880	I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd	04/04/16	100	☒	11/19/18				3,161						230,780	
5	04	Ala CC	24	State Route 24 Caldecott Tunnel - Fourth Bore	03/12/15	100	☑	06/01/17				10,368	10,368					825,665	825,665
6	10	Cal	4	Angels Camp Bypass (EA 36250)	09/24/09	100	☑	07/05/17				184	184			4.6	4.6	7,320	7,320
7	04	CC	4	State Route 4 East Widening from Somersville to Route 160	12/29/17	99		06/01/19				8,561		5.9		10.2		624,920	
8	04	Ala CC	80	I-80 Integrated Corridor Mobility Project	05/22/17	100		12/29/17				5,821						463,571	
9	03	ED	50	US 50 HOV Lanes	06/17/13	100	☑	07/01/17				2,295	691					167,560	41,460
10	06	Ker	46	Route 46 Expressway - Segment 3 (EA 44252)	01/16/13	100	☑	10/30/14	100	☑		475	436			26.0	26.0	5,678	5,204
11	06	Kin Tul	198	Route 198 Expressway (EA 3568U)	03/11/13	100	☑	03/17/16	100	☒		875	1,233				20.6	10,453	12,607
12	07	LA	405	I-405 Carpool Lane I-10 To US 101 (NB) (Design Build) (EA 12030)	08/17/18	97		06/10/21				22,929						1,673,840	
13	07	LA	5	Interstate 5 Carpool Lane from Route 134 to Route 170	12/31/19	63		02/28/22				16,407						1,223,200	
14	07	LA	5	I-5 Carpool Lane from Orange County Line to I-605	02/07/20	17		10/30/23				32,705						2,387,480	
15	04	Mrn Son	101	Highway 101 Marin-Sonoma Narrows	06/30/17	100		03/15/19				2,023				7.3		166,207	
16	04	Mrn	580	Westbound I-580 to Northbound US 101 Connector Improvements (EA 4A140)	01/27/11	100	☑	12/01/12	100	☑		158	158					12,545	12,545
17	05	Mon	1	Salinas Road Interchange (EA 31592)	03/20/14	100	☑	06/29/18				673	729					45,561	49,354
18	04	Nap Sol	12	SR 12 Jameson Canyon Widening - Phase 1	05/10/16	100	☑	03/30/18				3,898	3,109			6.0	6.0	310,407	175,822
19	03	Nev	49	Route 49 La Barr Meadows Widening (EA 2A690)	04/08/14	100	☑	12/01/18				38				2.8	2.8	2,559	2,760
20	12	Ora	91	Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91 (EA 0G040)	05/13/11	100	☑	03/28/12	100	☑		6,216	6,216					495,033	495,033
21	12	Ora	22	SR-22 / I-405 / I-605 HOV Connector with ITS Elements	03/23/15	100	☑	07/30/17				32,099	34,805			15.5	8.8	2,343,200	2,088,300
22	12	Ora	91	Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road (EA 0G330)	11/01/13	100	☑	07/01/14	100	☑		31,946	55,166					2,544,065	4,393,265
23	12	Ora	57	Widen NB fr 0.3M S of Katella Ave to 0.3M N of Lincoln Ave (EA 0F040)	04/21/15	100	☑	06/29/16	100	☑		2,311	753					184,036	15,744
24	12	Ora	57	Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road	11/06/14	100	☑	12/31/15	100	☑		16,718	22,195					1,331,385	1,767,564
25	03	Pla	65	Lincoln Bypass	10/01/14	100	☑	04/05/18				3,961	3,961					268,103	268,103

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT (FDR)	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	Daily Travel Time Savings (hours)		Lane Miles Added (HOV)		Lane Miles Added (Mixed)		Peak Period Time Savings (minutes)	
											Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
26	03	Pla	80	Pla-80 HOV Phase 2 (EA 36782)	10/18/12	100	☑	11/03/16	100	☒	2,243	2,243					151,850	151,850
27	03	Pla	80	Pla-80 HOV Phase 3 (EA 36783)	06/17/13	100	☑	10/12/16	100	☒	156	672					10,571	45,600
28	08	Riv	215	Widening, Add One Mixed Flow Lane in Each Direction (EA 0F161)	11/21/13	100	☑	02/29/16	100	☑	2,424	2,451					193,025	195,185
29	08	Riv	91	HOV Lane Gap Closure (EA 44840)	12/19/16	100	☒	07/13/18			6,771						494,280	
30	03	Sac	50	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements (EA 44161)	05/10/13	100	☑	08/15/16	100	☑	10,888	1,953	15.0	15.0			794,860	450,818
31	03	Sac	Loc	White Rock Road from Grant Line to Prairie City (EA 92880)	12/01/13	100	☑	06/01/14	100	☑	2,679	2,679					181,319	181,319
32	08	SBd	10	Westbound Mixed Flow Lane Addition (EA 0F150)	08/10/15	100	☑	07/01/15	100	☑	868	79,744			3.6	3.6	69,194	1,134,588
33	08	SBd	215	I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition (EA 0071V)	09/17/14	100	☑	12/31/17			15,636	6,624					1,141,440	162,947
Interstate 215 HOV Lanes and Connectors - Corridor Project																		
34	08	SBd	215	SR - 210/215 Connectors (EA 44407) combined to 4440U	03/01/13	100	☑											
35				I-215 North Segment 5 (EA 00719) combined to 4440U	03/01/13	100	☑											
				Corridor Summary	03/01/13			10/30/15	100	☑	2,886	2,363					315,720	172,480
36	08	SBd	10	Widen Exit Ramps&Add Aux Ln @Cherry, Citrus&Cedar Ave IC's (EA 49750)	12/20/12	100	☑	06/03/14	100	☑	3,577	3,577					284,880	284,880
37	11	SD	15	I-15 Managed Lanes	06/14/12	100	☑	01/28/15	100	☑	29,386	35,989					2,145,180	2,195,131
38	11	SD	5	I-5 North Coast Corridor - Stage 1A	02/13/15	100	☑	03/31/19			2,605	1,916	5.6	4.0			25,574	18,774
39	10	SJ	205	I-205 Auxiliary Lanes (EA 0Q270)	03/04/13	100	☑	02/13/15	100	☒	3,150	2,144					125,440	85,353
40	05	SLO	46	Route 46 Corridor Improvements (Whitley 1)	10/13/14	100	☑	09/01/17			2,425	2,329					164,164	157,673
41	04	SM	101	Widen US 101 & add Aux Lns fr Marsh Rd to Embarcadero Rd.	11/15/13	100	☑	08/25/16	100	☒	13,752	13,752					1,095,164	1,095,164
42	04	SCl	880	I-880 Widening (SR 237 to US 101) (EA29830)	04/04/14	100	☑	04/03/17			16,297	16,297	8.4	8.4			1,189,660	1,189,660
43	04	SCl	101	US 101 Aux Lanes - State Route 85 to Embarcadero Rd (EA 4A330)	11/16/15	100	☑	10/31/17			2,949	2,949	6.4	6.4			234,829	234,829
44	04	SCl	101	US 101 Improvements (I-280 to Yerba Buena Rd) (EA 1A980)	10/31/12	100	☑	10/03/14	100	☑	3,530	3,530					281,078	281,078
45	05	SCr	1	Highway 1 Soquel to Morrissey Auxiliary Lanes (EA 0F650)	02/11/15	100	☑	06/01/17			796	880			2.0	2.0	53,893	88,300
46	02	Sha	5	Cottonwood Hills Truck Climbing Lane (EA 37100)	11/17/11	100	☑	10/23/14	100	☑	802	293					4,788	6,240
47	04	Sol	80	I-80 HOV Lanes, Fairfield (Rt 80/680/12 to Putah Creek)	02/29/12	100	☑	03/01/14	100	☑	10,004		17.4				730,280	
48	04	Son	101	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway (EA 0A18U)	12/26/12	100	☑	12/31/17			3,090	2,367					225,600	172,769
49	04	Son	101	US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road) (EA 0A10U)	12/30/10	100	☑	12/31/17			3,146	6,062					229,640	442,524
50	04	Son	101	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave (EA 12965)	06/28/13	100	☑	12/31/15	100	☑	2,841	3,216					207,420	234,800

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT (FDR)	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	Daily Travel Time Savings (hours)		Lane Miles Added (HOV)		Lane Miles Added (Mixed)		Peak Period Time Savings (minutes)	
											Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
51	10	Sta	219	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road) (EA 0A870)	06/30/10	100	☑	07/28/16	100	☑	940						37,418	
52	10	Sta	219	SR-219 Expressway, Phase 2 (Morrow Road to Route 108) (EA 0A872)	10/30/15	100	☑	12/18/17			1,302	1,221					51,851	48,611
53	10	Tuo	108	E. Sonora Bypass Stage II (EA 34042)	01/10/14	100	☑	12/31/19			656	583			2.0	2.0	25,850	23,100
54	07	Ven SB	101	HOV Lanes, Mussel Shoals to Casitas Pass Road (EA 26070)	06/27/17	100		04/25/19			1,603						108,528	
CMIA projects amended into program using project cost/award savings																		
55	04	Son	101	Central Project - Phase B (EA 0A184)	07/17/13	100	☑	12/30/16	100	☒	965	965					70,432	70,432
56	03	Sac	80	I-80 HOV Ln Across the Top (EA 3797U)	07/30/17	100		11/01/18			8,425						734,982	
57	10	SJ	5	I-5 HOV Ln and CRCP (EA 0G470)	01/26/17	100	☒	01/18/19										
58	05	SLO	101	Santa Maria Bridge (EA 44590)	03/12/15	100	☑	04/18/17	100	☑	220	203					21,300	20,000
59	11	SD	15	Mira Mesa Direct Access Ramp (EA 2T095)	01/04/16	100	☒	07/11/17										
60	02	Sha	5	South Redding 6;Lane (EA 4C401)	02/01/13	100	☑	09/12/18										
61	03	But	32	But 32 Highway Widening (EA 1E490)	12/11/15	100	☒	07/01/18										
62	04	Ala	84	Widen Ala 84 Expressway	12/01/17	57		12/29/17			5,682				3.2		452,465	
63	06	Tul	198	Plaza Drive IC / Aux Lns (EA 42370)	08/19/14	100	☑	12/30/18			608	710					7,259	8,476
64	04	Var	Var	Freeway Performance Initiative (EA 0G890, 15113, 15300, 15320, 15350, 15420)	10/13/15	100	☑	06/30/18			4,000						59,000	
Bi-County I-215 Gap Closure - Corridor Project																		
65	08	SBd Riv	215	I-215 Gap Closure (EA 0M940) combined to 0M94U	08/25/15	100	☒											
66				Newport Ave OC(EA 0M94U)	08/25/15	100	☒											
				Corridor Summary	08/25/15			08/02/18			14,571						268,060	
67	04	Son	101	North Project Phase B, Airport IC (EA 3A23U)	08/03/15	100	☑	09/01/17			1,711	1,711					102,654	102,654
68	04	SCl	880	I-880/I-280 Stevens Creek IC Impvmts (EA 44560)	12/30/15	100	☒	10/30/17			9,992						885,686	
69	04	SCl	101	Capitol Exp Yerba Buena IC (EA 1G360)	04/14/15	100	☒	04/03/17			3,630						281,078	
70	08	SBd	15	La Mesa Nisqualli Rd IC (EA 0A450)	03/05/14	100	☑	05/06/16	100	☑	4,447	2,226					333,525	54,748
71	11	SD	805	HOV Lns - SR54 to SR94 (EA 2T180)	12/20/13	100	☑	05/31/18					4.5	4.4				
72	11	SD	805	HOV Lns - Palomar to SR54 (EA 2T181)	04/03/14	100	☑	05/31/18					3.9	3.9				
73	05	SLO	46	Whitley 2A (EA 33077)	08/15/16	100	☑	01/02/18			2,425	2,812			11.2	11.2	164,164	205,297
74	12	Ora	74	SR74 / I-5 IC (EA 0E310)	11/22/16	100	☒	11/01/17										
75	11	SD	805	805 Managed Lns North (Design Build) (EA 2T200)	04/01/18	99		06/04/20					7.6					
76	02	Sha	5	I5/Deschutes Rd IC (EA 34760)	01/24/14	100	☑	02/26/16	100	☒	630	630						
77	03	Sac	50	SR50 - Watt IC (EA 37120)	01/16/16	100	☒	02/01/19										
78	05	Mon	101	San Juan IC (EA 31580)	04/28/16	100	☑	07/09/19			884	662					6,424	5,479

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT (FDR)	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	Daily Travel Time Savings (hours)		Lane Miles Added (HOV)		Lane Miles Added (Mixed)		Peak Period Time Savings (minutes)	
											Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
79	05	SB	101	Union Valley Pkwy IC (EA 46380)	12/27/13	100	☑	02/24/15	100	☑	935	781					5,610	4,518
80	08	SBd	10	I-10 Tippecanoe Ave IC (EA 44811)	06/24/15	100	☑	06/16/16	100	☑	14,571	40					268,060	600
81	11	SD	76	I-5 / SR 76 IC (EA 25714)	10/20/14	100	☑	07/25/16	100	☑	1,132	1,132					5,773	5,773
82	03	ED	50	US Route 50 HOV Ln (EA 2E510)	03/31/16	100	☒	12/01/17			947						22,728	
83	03	ED	50	Western Placerville IC Ph 1A (EA 37280)	11/30/14	100	☒	02/01/17			115						2,650	
84	08	Riv	215	215 Widening Scortt to Nuevo (EA 0F162)	11/15/18	98		11/19/20			10,232						675,330	
85	08	SBd	15	I15 Ranchero Rd IC (EA 34160)	12/18/15	100	☒	12/01/17			1,400						21,191	
86	04	Ala	680	FPI (EA 4G100)	06/27/13	100	☑	04/21/14	100	☑	1,112						11,481	
87	08	SBd	15	Duncan Canyon Rd IC (EA 0H130)	03/03/17	100	☒	02/28/19			1,322						24,610	
88	12	Ora	405	Widen Ramp for Deceleration Lane (EA 0M130)	05/30/14	100	☑	12/01/14	100	☒	1,036	980						
89	07	LA	710	Gerald Desmond Bridge (Design Build) (EA 22830)	03/22/19	77		05/21/21										
90	08	SBd	15	I-15 Devore Widening, IC (EA 0K710)	06/30/17	100		06/11/19			4,196						24,167	

(4) CMIA Bond Program Action Plans

First Quarter FY 2017-18

(4a) Major Project Issues

No project has major issues that may impact the project schedule or budget.

(4b) Project Budgets Supplemented with Local Funds

No project budgets were supplemented with Local funds since the last quarterly report.

(4c) Project Action Plans

(Projects with gray shading are completed and will be removed in the next quarterly report)

Project #1 – Eastbound I-580 HOV- Hacienda to Greenville #3 – Project overrun (Con Support $227) will be addressed with non-bond funds. Expenditure adjustment will be completed by end of September 2017.Expenditure adjustment is now completed.

Project #2 – Westbound I-580 Westbound HOV Ln (Seg 1) – Project overrun (Con Cap $1,626) will be addressed with non-bond funds. Expenditure adjustments will be completed by the end of December 2017.

Project #15.2 – Marin-Sonoma Narrows, Contract A – Project overrun (Con Support $24,880) will be addressed with non-bond funds. Local (TAM) cooperative agreement to fund shortfall is pending. The new target date for cooperative agreement execution is December 2017. Expenditures will be adjusted when funding is in place. Target completion date is May 2018.

Project #15.4 – Marin-Sonoma Narrows, Contract A2 – Project overrun (Con Support $42,006) will be addressed with non-bond funds. Local (TAM) cooperative agreement to fund shortfall is pending. The new target date for cooperative agreement execution is December 2017. Expenditures will be adjusted when funding is in place. Target completion date is May 2018.

Project #59 – I-15 Mira Mesa / Scripps Ranch Direct Access Ramp – The Con Cap $32,519.86 shown as over expended is an accrual issue. These are not true expenditures, hence there is no expenditure adjustment to be made until final voucher. The Final Vouchering Unit has until Final Project Closeout which is expected 7/5/2019 to make the expenditure adjustment.

Project #62 – SR-84 Expressway Widening – Seg. 1 – Timesheet corrections underway to address $1,825 con support overrun. Expected to be completed by 12/15/2017.

Project #73 – SR-46 Corridor Improvements (Whitley 2A) – Project overrun (Con Support $107,719) will be addressed with corridor options. Construction claims process continues. Expenditures will be adjusted as necessary. Construction arbitration has begun. Target completion is December 2019. Project overruns will be addressed with non-bond funds.

(5) CMIA Bond Program Funding Adjustments

First Quarter FY 2017-18

(5a) CMIA Bond Program Funding Loans

American Recovery and Reinvestment Act (ARRA) of 2009 funding loans were made in 2009 to replace CMIA funding on CMIA program projects. The CMIA program project budgets, as reported in this report include $214,459,000 of ARRA funding in accordance with Government Code, Section 8879.77. In 2009, limitations on bond sales and the enactment of the ARRA program led to legislation allowing loans in order to allocate projects ready for construction. The table below outlines the loans made and repayment of loans for the CMIA program.

Project	ARRA Funding (Loan) ($1,000;s)	Repayment (CMIA Funding) ($1,000;s)
Caldecott Tunnel Fourth Bore (segment 1)	$ 73,439	
I-215 North Segments 1 & 2 HOV Lanes	$ 49,120	
La Barr Meadows	$ 2,000	
Route 405 Northbound HOV Lanes	$ 89,900	
State Highway Account Reimbursement		$ 214,459
Totals	$ 214,459	$ 214,459

(5b) CMIA Bond Program Funding Transfers

In January 2014, the Commission established a Proposition 1B savings policy with the intention that savings accrued in the CMIA program will be used for CMIA-eligible STIP projects that commenced construction prior to December 31, 2012. To date, Caltrans has identified a total of $86.4 million in savings ($19.4 in project closeouts and $67 in projected administration savings) in the CMIA program.

Funding Transfers	Project Allocated CMIA Funds	Administration Budget
Program Budget, Allocations through Dec. 31, 2012	$ 4,410.0 million	$ 90 million
Project Closeout Savings – de-allocated	-$ 19.4 million	
Project Closeout Savings – re-allocated to projects	$ 19.4 million	
Administration Savings – re-allocated to projects	$ 67.0 million	-$ 67 million
Revised Allocated Budget Totals	$ 4,477 million	$ 23 million

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2017-18
First Quarter Report
State Route 99 Program

Quarterly Report to the California Transportation Commission

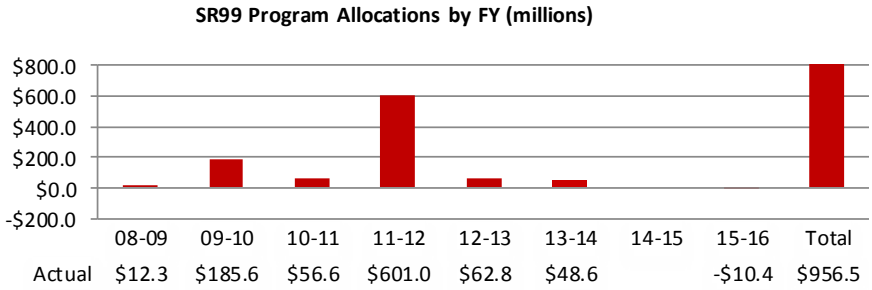
(1) SR99 Bond Program Summary

First Quarter FY 2017-18

(1a) SR99 Bond Program Funding

	#Contracts	Project Allocated Funds	% Allocated
SR99 bond program funds allocated to projects:	27	$957 million	100%

In the SR99 bond program budget, $763 million was allocated for construction. In addition, $194 million has been allocated for right of way and engineering support costs. There was also $20 million set aside for bond administrative costs which was reduced to $6 million this quarter as a result of efficiencies as identified in the Funds Estimate, this increased the uncommitted balance of $23 million to $37 million. Additional projects will be programmed using program guidelines.



(1b) SR99 Bond Program Funding Loans

American Recovery and Reinvestment Act (ARRA) of 2009 funding loans were made in 2009 to replace SR99 funding on a SR99 program project. The SR99 program project budget, as reported in this report includes $19,061,000 of ARRA funding in accordance with Government Code, Section 8879.77. In 2009, limitations on bond sales and the enactment of the ARRA program led to legislation to allow for loans in order to allocate projects ready for construction.

(1c) SR99 Bond Program Funding and Contributor Funds

	Project Expenditures	Percent Expended
SR99 bond program project funds expended to date:	$876 million	88%
SR99 bond program project funds expended reported last quarter:	$872 million	87%

In the SR99 bond program's $1 billion dollar budget, $957 million has been allocated to projects from SR99 bond program funds. In addition, $390 million has been committed from other contributor funds to increase the total value of projects in the SR99 bond program to $1,347 million. The table below shows how SR99 bond program funds and contributor funds were distributed, as well as expenditures to date for SR99 bond program funds.

SR99 Bond Program Funding and Contributor Funds by Component (millions)

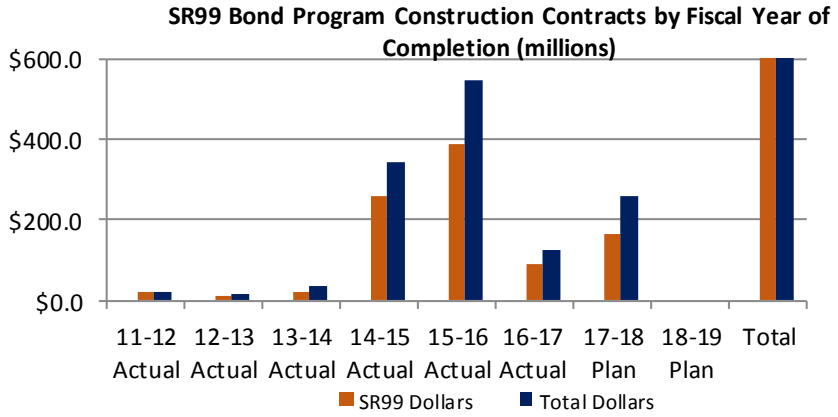
	Total Funds	Other Funds	SR99 Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	$ 127.1	$ 12.2	$ 114.9	$ 113.4	99 %
Capital	$ 878.5	$ 115.4	$ 763.1	$ 698.7	92 %
Right of Way					
Support	$ 19.2	$ 8.2	$ 11.0	$ 8.9	81 %
Capital	$ 187.1	$ 133.2	$ 53.9	$ 37.2	69 %
Preliminary Engineering					
Support	$ 134.7	$ 121.0	$ 13.7	$ 13.7	100%
Committed Subtotal	$ 1,346.6	$ 390.0	$ 956.6	$ 871.9	91%
Uncommitted			$ 37.4		
Percent uncommitted			3.7%		
Bond Administration *			* $ 6.0	$ 4.5	75 %
Program Total			$ 1,000.0	$ 876.4	88 %

* Bond Administration has been reduced from $20 million to $6 million due to efficiencies. The $14 million difference has increased the Uncommitted funds from 23.4 million to 37.4 million.

(1d) SR99 Bond Program Project Completions

	# Contract Completed	Percent Contracts Completed
SR99 bond program construction contracts completed to date:	27	100
SR99 bond program construction contracts completed reported last quarter:	25	93

To date, a total of 23 projects have received SR99 bond program funds. Some projects were constructed in stages, resulting in a total of 27 construction contracts being administered.



SR99 Bond Program Completions – Projects and Dollars (millions)

	Contracts Accepted				In Plant Establishment			Contracts Under Construction			All SR99 Bond Program Contracts		
	#	Total Funds	SR99 Funds	# FDR's	#	Total Funds	SR99 Funds	#	Total Funds	SR99 Funds	#	Total Funds	SR99 Funds
FY 11-12	1	$ 22	$ 22	1							1	$ 22	$ 22
FY 12-13	2	$ 15	$ 11	2							2	$ 15	$ 11
FY 13-14	1	$ 32	$ 19	1							1	$ 32	$ 19
FY 14-15	8	$340	$259	6							8	$ 340	$ 259
FY 15-16	10	$547	$388	3							10	$ 547	$ 388
FY 16-17	3	$130	$ 93	5							3	$ 130	$ 93
FY 17-18	2	$257	$166	1							2	$ 257	$ 166
FY 18-19											0	$ 0	$ 0
Total Value	27	$1,343	$957	19	0	$ 0	$ 0				27	$1,343	$ 957

The status of final delivery reports (FDR) to be completed within six months after construction contracts are accepted, is outlined in the table above.
Some rounding may occur.

(2) State Route 99 Bond Program Current Status and Project Expenditure Report

First Quarter FY 2017-18

LEGEND

- Estimated cost within budget
- Baseline budget exceeded, non-bond funds added. No CTC action required.
- All bond funds exceeded. Project teams are making expenditure adjustments (adding non-bond funds if necessary) and reviewing project charges.
- The quarter in which the bond funds were fully expended has been added to the table below so that the timeliness of corrective actions can be monitored.
- CCA 100% Complete
- Milestone Behind Schedule

☑ - Complete ☒ - Past Due **PE** - Plant Establishment

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	SR99 PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % COMPLETE	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS EXPENDED)	CONSTRUCTION Support Approved	CONSTRUCTION Support Expended		CONSTRUCTION Capital Approved	CONSTRUCTION Capital Expended	
1	03	But	99	$ 38,349	$ 20,969	Butte SR 99 Chico Auxilliary Lanes - Phase II	1/20/11	7/8/11	100	2/18/15	2/18/15	100	☑	10/15/15	4/30/21			Caltrans	$ 4,394	$ 5,505		$ 27,290	$ 23,302	
Island Park 6-Lane - Corridor Project																								
2	06	Fre Mad	99	$ 22,313	$ 22,313	Corridor Project #1 (EA 44261)	1/13/10	8/10/10	100	9/1/12	2/3/12	100	☑					Caltrans	$ 3,313	$ 3,313		$ 16,915	$ 16,914	
				$ 65,481	$ 65,481	Corridor Project #2(EA 44262)	4/26/12	10/10/12	100	7/1/16	5/20/16	100	☒					Caltrans (FY 16-17 Q1)	$ 8,500	$ 8,601		$ 44,000	$ 43,594	
				$ 87,794	$ 87,794	Corridor Summary				7/1/16	5/20/16	100		7/1/18	7/1/19				$ 11,813	$ 11,914		$ 60,915	$ 60,508	
3	06	Mad	99	$ 93,802	$ 59,402	Reconstruct Interchange at Avenue 12	6/27/12	12/7/12	100	6/13/16	6/13/16	100	☒	7/1/18	7/1/18			Caltrans	$ 8,000	$ 7,954		$ 48,802	$ 43,746	
4	10	Mer	99	$ 115,758	$ 79,425	Arboleda Road Freeway	12/15/11	4/6/12	100	5/1/15	5/18/15	100	☑	5/1/16	3/1/22			Caltrans	$ 9,906	$ 9,130		$ 68,560	$ 68,000	
5	10	Mer	99	$ 76,611	$ 65,869	Freeway Upgrade & Plainsburg Road I/C	2/23/12	7/12/12	100	5/10/16	5/10/16	100	☒	7/10/18	7/10/18			Caltrans	$ 10,000	$ 9,094		$ 51,398	$ 44,869	
6	03	Sac	99	$ 7,446	$ 5,806	Add Aux Lane Calvine to North of Mack Rd on 99	2/25/10	6/23/10	100	2/1/13	2/1/13	100	☑	2/1/17	9/29/16		☒	Caltrans	$ 750	$ 747		$ 5,506	$ 5,299	
7	03	Sac	99	$ 32,470	$ 18,529	SR 99/Elverta Rd. Interchange	2/23/12	5/28/12	100	4/1/14	3/7/14	100	☑	7/1/14	10/1/18			Sac Co	$ -	$ -		$ 25,270	$ 24,754	
8	10	SJ	99	$ 214,458	$ 132,256	SR 99 (South Stockton) Widening	6/27/12	10/16/12	100	12/30/16	9/20/17	100		12/5/18	7/1/20			Caltrans (FY 16-17 Q3)	$ 20,000	$ 20,429		$ 113,958	$ 101,463	
SR 99 Widening in Manteca and San Joaquin - Corridor Project																								
9	10	SJ	99		$ -	Corridor PAED (EA 0E610)																		
				$ 42,178	$ 35,894	Corridor Project #1 (EA 0E611)	12/15/11	3/27/12	100	1/7/15	1/7/15	100	☑					Caltrans	$ 5,250	$ 5,127		$ 30,644	$ 29,416	
				$ 44,996	$ 38,183	Corridor Project #2 (EA 0E612)	1/25/12	6/27/12	100	10/12/15	10/12/15	100	☑					Caltrans	$ 6,750	$ 6,589		$ 29,543	$ 27,348	
				$ 65,350	$ 12,143	Corridor Project #3 (EA 0E613)	6/27/12	10/11/12	100	12/15/15	12/15/15	100	☑					Caltrans	$ 7,500	$ 6,867		$ 29,481	$ 27,137	
				$ 152,524	$ 86,220	Corridor Summary				10/1/15	12/15/15	100		12/4/17	1/31/18				$ 19,500	$ 18,583		$ 89,668	$ 83,901	
10	03	Sut	99	$ 31,082	$ 19,264	SR 99 / Riego Road Interchange	3/29/12	10/1/12	100	1/1/15	6/30/15	100	☑	1/1/17	7/1/18			Caltrans	$ 3,500	$ 3,500		$ 20,062	$ 19,771	

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	SR99 PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % COMPLETE	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS EXPENDED)	CONSTRUCTION Support Approved	CONSTRUCTION Support Expended		CONSTRUCTION Capital Approved	CONSTRUCTION Capital Expended	
11	03	Sut	99	$ 56,725	$ 53,211	Sutter 99 Segment 2	1/13/10	7/14/10	100	12/1/15	5/15/15	100	☑	12/1/17	2/1/24			Caltrans	$ 8,500	$ 8,493		$ 43,731	$ 41,284	
Los Molinos - Staged Construction Project																								
12	02	Teh	99	$ 6,986	$ 4,705	Stage #1	1/13/10	5/5/10	100	12/31/12	4/20/11	100	☑											
						Stage #2	1/25/12	5/31/12	100	5/15/13	5/15/13	100	☑					Caltrans	$ 838	$ 811		$ 4,723	$ 4,577	
				$ 588	$ -	Enhancements																		
				$ 7,574	$ 4,705	Corridor Summary				12/31/12	5/15/13	100	☑	1/25/16	2/28/14		☑							
Goshen to Kingsburg 6-Lane - Corridor Project																								
13	06	Tul	99	$ 101,445	$ 86,675	Goshen to Kingsburg 6-Lane	5/20/10	1/4/11	100	11/2/15	11/2/15	100	☒					Caltrans	$ 13,450	$ 14,534		$ 75,863	$ 74,067	
				$ 4,944	$ 4,944	Landscape Mitigation	6/27/12	10/1/12	100	8/1/18	2/24/17	PE						Caltrans (FY16-17 Q1)	$ 700	$ 813		$ 3,752	$ 3,088	
				$ 106,389	$ 91,619	Corridor Summary				8/1/18	8/1/18	100		10/1/20	10/1/20				$ 14,150	$ 15,347		$ 79,615	$ 77,155	
SR 99 projects amended into program using project cost/award savings																								
14	03	Sut	99	$ 18,233	$ 16,333	SR 99/113 Interchange	6/27/12	10/16/12	100	12/1/14	8/13/14	100	☑	12/1/16	2/1/16		☒	Caltrans	$ 2,500	$ 2,453		$ 13,833	$ 12,844	
15	06	Tul	99	$ 52,707	$ 46,927	Tulare to Goshen 6 Ln	6/27/12	12/7/12	100	6/24/16	6/24/16	100	☒	10/6/18	10/6/18			Caltrans (FY 16-17 Q1)	$ 8,200	$ 8,427		$ 38,727	$ 37,446	
16	06	Ker	99	$ 27,350	$ 24,600	South Bakersfield Widening	6/27/12	10/24/12	100	11/15/14	9/18/14	100	☑	11/15/16	3/1/17			Caltrans	$ 3,600	$ 3,557		$ 21,000	$ 20,823	
17	10	Sta	99	$ 42,849	$ 33,401	Kiernan IC	6/27/12	11/27/12	100	7/22/16	10/17/17	100		1/22/18	7/2/18			Sta Cty	$ -	$ -		$ 33,401	$ 32,799	
18	06	Ker	99	$ 10,203	$ 9,003	North Bakersfield Widening	10/24/12	2/21/12	100	12/1/13	7/10/14	100	☑	12/1/15	7/1/17			Caltrans	$ 1,500	$ 1,498		$ 7,500	$ 7,356	
19	10	Mer	99	$ 65,880	$ 46,521	Merced Atwater Expwy Ph 1A	3/5/13	6/12/13	100	12/30/16	10/12/16	100	☒	2/28/19	5/28/19			MCAG	$ -	$ -		$ 46,521	$ 40,534	
20	03	Sac	99	$ 8,981	$ 5,000	Elk Grove Blvd SR99 IC	3/5/13	5/1/13	100	8/1/14	10/16/15	100	☑	12/1/14	9/30/17			Elk Grove	$ -	$ 850		$ 6,896	$ 6,307	
21	03	Sac	99	$ 1,930	$ 1,108	Elkhorn Blvd IC	5/7/13	7/1/13	100	7/30/15	7/30/15	100	☑	5/1/17	10/1/17			Sacramento	$ -	$ 360		$ 1,330	$ 1,298	
22	10	Sta	99	$ 59,551	$ 41,630	Pelandale Ave IC	10/8/13	2/25/14	100	12/15/16	6/30/17	100		12/1/18	8/1/19			Modesto	$ 50	$ -		$ 42,130	$ 38,319	
23	06	Tul	99	$ 36,050	$ 7,000	Cartmill Interchange	1/29/14	6/3/14	100	6/7/16	6/7/16	100	☑	7/1/18	7/30/21			Tulare Cty	$ -	$ 3,781		$ 28,181	$ 24,709	
			Total Cost	$ 1,344,716	$ 956,592																			

**Section 1B of SR99 report details SR99 Bond Program funding loans*

State Route 99 Bond Program Benifits Report

LEGEND

☑ - Complete ☒ - Past Due **PE** - Plant Establishment

*Reported Actual Benefits are being verified for accuracy

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT COMPLETE	SUPPLEMENTAL FDR	Daily Travel Time Savings (hours)		Lane Miles Added		Peak Period Time Savings (minutes)	
												Baseline	Actual *	Baseline	Actual *	Baseline	Actual *
1	03	But	99	Butte SR 99 Chico Auxilliary Lanes - Phase II	2/18/15	100	☑	10/15/15	4/30/21			260	87.7		1.8	20,684	2,600
2	6	Fre Mad	99	Island Park 6-Lane	5/20/16	100	☒	7/1/18	7/1/19			1,795	1,795	5.2	5.2	42,881	42,881
3	06	Mad	99	Reconstruct Interchange at Avenue 12	6/13/16	100	☒	7/1/18	7/1/18			32				2,533	
4	10	Mer	99	Arboleda Road Freeway	5/18/15	100	☑	5/1/16	3/1/22			87	85	16.2	16.2	6,951	6,752
5	10	Mer	99	Freeway Upgrade & Plainsburg Road I/C	5/10/16	100	☒	7/10/18	7/10/18			66				5,285	
6	03	Sac	99	Add Aux Lane Calvine to North of Mack Rd on 99	2/1/13	100	☑	2/1/17	9/29/16		☒	2,914	2,914			232,092	232,092
7	03	Sac	99	SR 99/Elverta Rd. Interchange	3/7/14	100	☑	7/1/14	10/1/18			81	0			6,420	6,420
8	10	SJ	99	SR 99 (South Stockton) Widening	9/20/17	100		12/5/18	7/1/20			4,722				376,053	
9	10	SJ	99	SR 99 Widening in Manteca and San Joaquin	12/15/15	100		12/4/17	1/31/18			12,592	11,321	16.8	16.8	1,002,757	901,544
10	03	Sut	99	SR 99 / Riego Road Interchange	6/30/15	100	☑	1/1/17	7/1/18			65	1,082			5,160	
11	03	Sut	99	Sutter 99 Segment 2	5/15/15	100	☑	12/1/17	2/1/24			1			6.4	85	1,010
12	02	Teh	99	Los Molinos	5/15/13	100	☑	1/25/16	11/14/16		☑	Not Applicable-Pedestrian/Bicycle facilities					
13	06	Tul	99	Goshen to Kingsburg 6-Lane	8/1/18	100	☒	10/1/20	10/1/20			1,564		2		124,574	
14	03	Sut	99	SR 99/113 Interchange	8/13/14	100	☑	12/1/16	2/1/16		☒	277	110			19,109	not reported
15	06	Tul	99	Tulare to Goshen 6 Ln	6/24/16	100	☒	10/6/18	10/6/18			768,573		8	8		

*Reported Actual Benefits are being verified for accuracy

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	PROJECT DESCRIPTION	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT COMPLETE	SUPPLEMENTAL FDR	Daily Travel Time Savings (hours)		Lane Miles Added		Peak Period Time Savings (minutes)	
												Baseline	Actual *	Baseline	Actual *	Baseline	Actual *
16	06	Ker	99	South Bakersfield Widening	9/18/14	100	☑	11/15/16	3/1/17				3,265				77,999
17	10	Sta	99	Kiernan IC	10/17/17	100		1/22/18	7/2/18								
18	06	Ker	99	North Bakersfield Widening	7/10/14	100	☑	12/1/15	7/1/17			32	1,062			2,533	25,371
19	10	Mer	99	Merced Atwater Expwy Ph 1A	10/12/16	100	☒	2/28/19	5/28/19			209	110			14,765	not reported
20	03	Sac	99	Elk Grove Blvd SR99 IC	10/16/15	100	☑	12/1/14	9/30/17			630	650			25,750	19,390
21	03	Sac	99	Elkhorn Blvd IC	7/30/15	100	☑	5/1/17	10/1/17			145	140.3			1,600	1,548.5
22	10	Sta	99	Pelandale Ave IC	6/30/17	100		12/1/18	8/1/19			6,595				79,140	
23	06	Tul	99	Cartmill Interchange	6/7/16	100	☑	7/1/18	7/1/18			Not Applicable-Modify Interchange					

(3) SR99 Action Plans

First Quarter FY 2017-18

(3a) Major Project Issues

The following projects have major issues that may result in action plans at a later date to adjust the project schedule or budget.

Project #2 Island Park 6-lane

Funds are needed for Construction Support over-expenditures resulting from Contractor disputes and claims resolution. Final estimate was run in October and claims resolution is anticipated within the second quarter of this Fiscal Year (17/18). A fund allocation plan will be proposed after the final construction costs have been determined.

Project # 8 SR 99 (South Stockton) Widening

Supplemental funds are most likely needed to address claims from the contractor and to close-out the construction contract. There were significant delays to the schedule as a result of utilities that were not relocated before construction started due to delays obtaining the railroad agreement. Funds are needed to address claims from the contractor to resolve these two issues and other potential claims. Construction has requested the additional funds based on the anticipated work that is remaining. Additional Right of Way support may be needed to dispose of excess parcels and property management. It is anticipated that approximately $10 million in Right of Way Capital and $2 million in Construction Capital savings will be realized. A fund allocation plan will be proposed after the final construction costs and Right of Way support costs have been determined.

Project #13 Goshen to Kingsburg 6 Ln Landscape Mitigation

Construction Support over-expenditures are suspected to be a result of mischarges to a parent project. It is anticipated that these charges will be corrected and will result in eliminating the over-expenditures.

Project #15 Tulare to Goshen 6 Ln

Funds are needed for Construction Support over-expenditures resulting from Contractor disputes and claims resolution. Negotiations with the Contractor are continuing in an effort to avoid Dispute Resolution. A fund allocation plan will be proposed after the final construction costs have been determined.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2017-18
First Quarter Report
Local Bridge Seismic Retrofit Program

Federal Fiscal Year 2018

Quarterly Report to the California Transportation Commission

Local Bridge Seismic Retrofit Program Status

First Quarter Fiscal Year 2017-18

The purpose of this report is to provide information on program delivery status of the Local Bridge Seismic Retrofit Program (LBSRP) for the 479 bridges adopted by the California Transportation Commission (Commission) on May 28, 2007.

In previous quarterly reports, we have reported changes that had reduced the number of bond funded bridges to 376. This quarter City of Santee Bridge was removed from the program because it did not need to be retrofitted; therefore this report reflects the program delivery of 375 bond funded bridges from here on.

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Prop 1B) provides $125 million of state matching funds to complete LBSRP. These funds are to be allocated to provide the 11.47 percent required local match for right of way and construction phases of the remaining seismic retrofit work on local bridges, ramps, and overpasses, and includes $2.5 million set aside for bond administrative costs. An additional $32.9 million of state funds has been identified to cover the non-federal match. These funds are available through an exchange of a portion of local funds received from the federal Highway Bridge Program (HBP). These funds are available to accommodate the current $9.7 million shortfall in required local match. Consistent with the Local Bridge Seismic Retrofit Account (LBSRA) Guidelines adopted by the Commission, the Department sub-allocates

bond funds on a first come, first serve basis for new phases of right of way and construction.

The Commission has allocated $13.3 million, $4.4 million, $12.2 million, 5.2 million, $4.1 million, $11.2 million, 7 million, 10.2, and 9.8 million bond funds for Fiscal Years (FYs) 2007-08, 2008-09, 2009-10, 2011-12, 2012-13, 2013-14, 2014-15, 2015-16, and 2016-17 respectively. The Department did not request a bond allocation from the Commission for FY 2010-11. The bond funds allocated by the Commission are available for sub-allocation in one fiscal year. Therefore, bond funds that were not sub-allocated from any of the previous FYs will be available for future years. Consistent with the LBSRA Guidelines, the Department has exchanged $24.3 million of the local share of funds received through the federal HBP for state funds to accommodate local non-federal match needs for Bay Area Rapid Transit (BART) and other bridges. To date, $21.64 million of State match funds and $64.1 million of seismic bond funds have been sub-allocated to local agency bridges for a total of $85.74 million. The match needs for FY 2010/11 used state funds remaining from the exchange mentioned above.

This report satisfies the Commission's quarterly reporting requirement for Proposition 1B Quarterly Report on the LBSRP.

Local Bridge Seismic Retrofit Program Progress Report

Overall Bond Program Status

To date, pre-strategy work has been completed on all 375 bridges in the program, the design phase has been completed on 324 bridges, construction is underway on 13 bridges, and retrofit is complete on 311 bridges.

Progress of LBSRP is tracked based on the Federal Fiscal Year (FFY).

Project Benefits

The result of seismically retrofitted bridges are bridges that are safe from collapse during a credible earthquake.

FFY 2017 Bond Program Accomplishments

Progress continues to be made to deliver and implement the LBSRP.

Local agencies have identified 8 bridges to be delivered in FFY 2017.

The following bridges completed major project delivery milestone in the last quarter:

Local Agency	Br. No.	Project	Milestone
Santee	57C0398	Carlton Oak Drive	Removed
Santa Barbara County	51C0039	Rincon Hill Road	Complete

Ten Longest Delivery Schedules Reported by Local Agencies

District	Local Agency	Bridge Number	Project Description	Estimated Bond Value	Estimated Construction Begin Date	Design phase (% Complete) as of 6/30/17	Design Phase (% Complete) as of 9/30/17
04	Orinda	28C0331	Bear Creek	$11,929	6/15/20	50	50
08	Riverside County	56C0071	Mission Boulevard	$3,670,400	9/15/20	0	0
08	Barstow	54C0089	North 1st Avenue	$82,010	9/20/20	0	0
01	Humboldt County	04C0055	Mattole Road	$688,200	10/2/20	50	50
08	Lake Elsinore	56C0309	Auto Center Drive	$379,794	2/1/21	0	0
07	Los Angeles	53C1403	The Old Road	$402,429	3/3/21	82	83
08	Barstow	54C0583	Yucca Street	$19,384	7/5/21	0	0
11	Oceanside	57C0010	Douglas Boulevard	$1,139,050	7/21/21	60	60
11	Imperial County	58C0014	Forrester Road	$725,569	8/21/21	0	0
04	Sonoma County	20C0018	Bohemian Highway	$2,992,454	5/2/22	5	9

Program Management

The following table shows the list of LBSRP bridges that are programmed for delivery in FFY 2017. Each project in the LBSRP is monitored at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. The following projects are locked in for delivery in FFY 2017 and local agencies will not be allowed to change their schedules. Projects programmed in the current FFY, for which federal funds are not obligated by end of the FFY, may be removed from fundable element of the Federal Transportation Improvement Program at the discretion of the Department.

Bridges Programmed in FFY 2017

District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Funds Sub-Allocated as of 9/30/17	State Fund
04	San Francisco County Transportation Authority	YBI	On east side of Yerba Buena Island, Reconstruct ramps on and off of I-80	Construction (AC Conversion)	$713,062	$713,062	
04	Sonoma County	20C0155	Wohler Road, over Russian River	Construction (AC Conversion)	$481,740		
05	Santa Cruz	36C0108	Murray Avenue, over Woods Lagoon	Right of Way	$354,308		
07	Los Angeles County	53C0045	Beverly-First Street, over Beverly/Glendale Separation	Construction	$848,780	$848,780	
07	Los Angeles County	53C0084	Slauson Avenue, over San Gabriel River	Construction	$176,638		
07	Los Angeles	53C1880	Sixth Street, over Los Angeles River, East Of Santa Ana Freeway	Construction (AC Conversion)	$6,478,030	$7,032,833	
08	Indio	56C0084	Jackson Street, over Whitewater River	Construction	$277,777		
10	Stanislaus County	38C0003	Santa Fe Avenue, over Tuolumne River	Construction	$463,000	$463,000	
			Total		**$9,793,335**	**$9,057,675**	

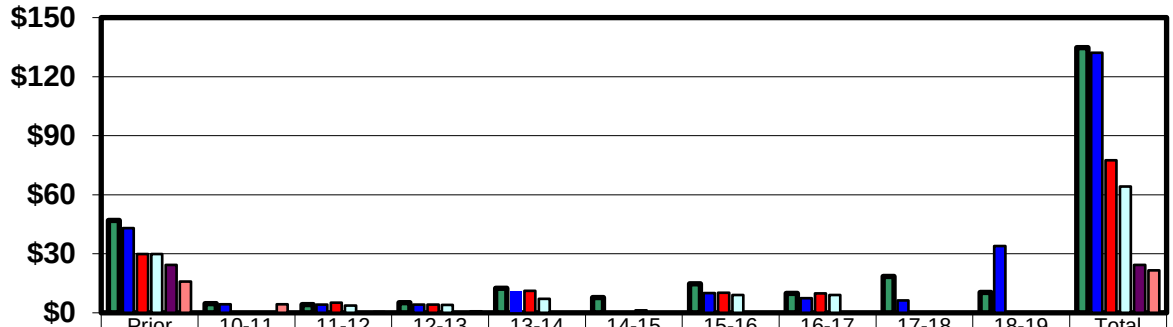
Projects on the CTC allocation request that were programmed in the FTIP for fiscal year 2017 that failed to deliver.

Allocation Summary

	Funds allocated for FY 2016-17	Sub-allocation as of 9/30/2017				Remaining Allocation for FFY 2017
		Projects programmed in FFY 2017		Projects advanced to FFY 2017		
		Number of Projects	Amount	Number of projects	Amount	
Bond	$9,793,335	4	$9,057,675	0	$0	$735,660
State	$2,645,341*	0	$0	0	$0	$2,645,341
Total	**$12,438,676**	**0**	**$9,057,675**	**0**	**$0**	**$3,381,001**

*Remaining state allocation carried over from FY 2008-09

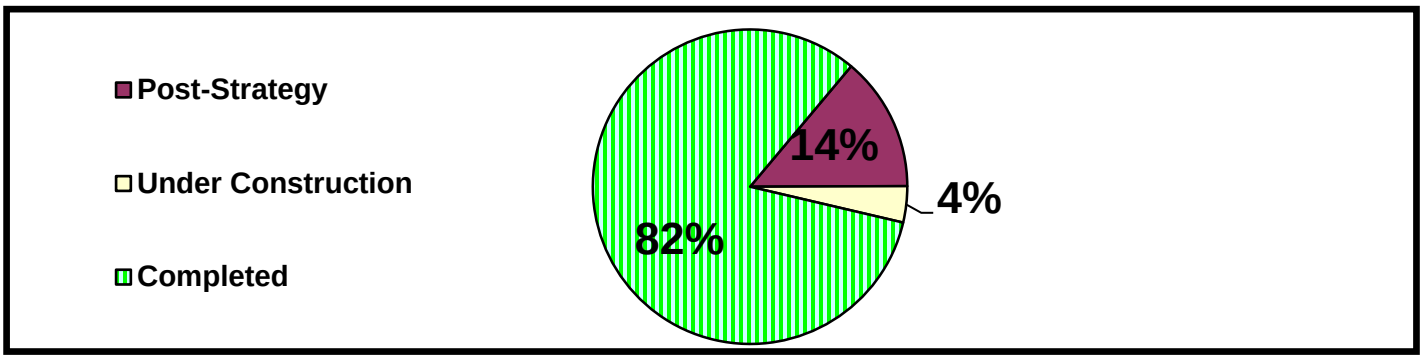
LBSRP Bond and State Capital Allocations (millions)



	Prior	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	Total
Baseline (State, Bond)	$47.00	$4.60	$4.20	$5.10	$12.50	$7.80	$14.80	$9.80	$18.50	$10.40	$134.70
Projection (State, Bond)*	$43.00	$4.40	$4.10	$4.20	$11.00	$7.90	$10.03	$7.45	$6.25	$33.85	$132.18
Allocated (Bond)	$29.90	$0.00	$5.20	$4.10	$11.20	$7.02	$10.24	$9.79			$77.45
Sub-Allocated (Bond)	$29.90	$0.00	$3.70	$4.00	$7.10	$1.31	$9.02	$9.08			$64.11
Allocated (State)	$24.30	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00			$24.30
Sub-Allocated (State)	$15.80	$4.37	$0.41	$0.75	$0.17	$0.14	$0.00	$0.00			$21.64

Funds are tracked based on a Federal Fiscal Year. Sub-Allocation is based on the approved program supplement.
The projected bond fund is lowered due to use of toll credit instead of bond match for R/W phase of 6th street in City of Los Angeles.
* Projection is based on LA-ODIS information for first quarter of FFY 2017-18. These Projections are not financially constraint and should not be used for budgeting purposes. High cost projects programmed after FY 2011-12 will be cash managed since there is not sufficient federal fund to fully fund these projects. Therefore the need for bond funds matching federal funds for these cash managed projects will be well beyond 2019 federal fiscal year.

Number of Bond Funded Bridges by Phase



Bond Funds Committed and Expended (millions)

Component	Available	CTC Allocated	Expended
LBSRP Bond RW & Const.	$122.5	$77.45	$64.1
State RW & Const.	$32.9	$24.3	$21.64
Total	$155.4	$101.75	$85.74
Bond Administrative Cost	$2.5	$2.5	$2.5

Status of Local Bridges Identified to Receive Bond Match by Phase of Work

Agency Group	Number of Agencies	Bridges in Pre-Strategy	Bridges in Post-Strategy	Bridges in Construction	Completed	Total No.
Los Angeles Region (CITY and County)	2	0	6	4	59	69
Department of Water Resources	1	0	0	0	23	23
BART	1	0	0	0	152	152
San Francisco (YBI)		0	7	1	0	8
All Other Agencies	59	0	38	8	77	123
Total	**63**	**0**	**51**	**13**	**311**	**375**
Status per June 30 , 2017 Report	**63**	**0**	**52**	**14**	**310**	**376**
Status per Year-End Report for September 30, 2016	**63**	**0**	**55**	**22**	**301**	**378**

Some agencies have requested to Re-Strategy two bridges that completed Pre-Strategy phase. They have not send in their formal request.
Status of phases provided in this table is confirmed by the Department and may be different from the attached report, which contains unconfirmed data submitted by local agencies.

Adjustment to the Number of Local Bridges Identified to Receive Bond Match

Total Bridges in the Program	Number of Bridges Removed	Number of Bridges Added	Responsible Agency	Justification	Remaining Bridges in the Bond Program
479	45		Bay Area Rapid Transit (BART)	Funded by other sources	434
434		8	YBI	Project Split	442
442	2		San Jose	Bridges Demolished	440
440	1		Monterey County	Private Ownership	439
439	3		Santa Barbara	Private Ownership	436
436	1		Department of Water Resources	Private Ownership	435
435	2		Los Angeles County	Previously Completed	433
433	1		Los Angeles County	Private Ownership	432
432	1		Merced County	Being replaced under a different program	431
431	1		Peninsula Joint Powers Board	Funded by other sources	430
430	2		Lassen County	Funded by other sources	428
428	1		Santa Barbra County	Funded by other sources	427

Total Bridges in the Program	Number of Bridges Removed	Number of Bridges Added	Responsible Agency	Justification	Remaining Bridges in the Bond Program
427	1		Santa Clara County	Funded by other sources	426
426	2		City of Oakland	Funded by other sources	424
424	2		BART	BART 4 contracts was not award on time	422
422	1		City of Larkspur	Funded by other sources	421
421	2		Nevada County	Funded by other sources	419
419	5		Sonoma County	Funded by other sources	414
414	1		Tehama County	Funded by other sources	413
413	27		BART	Funded by others sources	386
386	1		City of Los Angeles	Did not meet award deadline	385
385	1		Monterey County	Will not proceed	384
384	1		City of Oceanside	Funded by other sources	383
383	1		City of Indio	Did not meet award deadline	382
382	1		City of Newport Beach	Funded by other sources	381
381	1		City of San Diego	Funded by other sources	380
380	1		City of San Benito	Funded by other sources	379
379	1		San Francisco County Transportation Authority (YBI)	Combining two bridges into one	378
378	1		Peninsula Joint Power Board	Funded by local funds	377
377	1		City of Fairfax	Funded by other Sources	376
376	1		City of Santee	No Retrofit needed	375

375 Bridges Remaining in the Program – 311 Bridges Completed = 64 Bridges in Progress

Local Bridge Seismic Retrofit Program Delivery Report

(Active Projects)

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
01	Humboldt County	04C0055	Mattole Road (Honeydew)	$3,441	$688,200		3/25/19	9/27/20	10/2/22	50% Design	☑	☑	⊗	
01	Humboldt County	04C0104	Waddington Road	$1,147	$150,000				12/1/17	99% Construction	☑	⊗	⊗	
01	Mendocino County	10C0034	Eureka Hill Road	$10,218	$464,535		3/15/18	8/15/18	3/31/20	68% Design 25% ROW	☑	⊗	⊗	
02	Tehama County	08C0043	Jellys Ferry Road	$11,000	$4,574,950		7/2/18	5/8/18	10/18/21	75% Design 10% ROW	☑	⊗	⊗	
04	Concord	28C0442	Marsh Drive	$0	$506,928		1/7/19	8/31/19	4/5/22	Design Phase Started	☑	☑	⊗	
04	Fremont	33C0128	Niles Boulevard	$0	$589,299				11/30/17	85% Construction	☑	☑	⊗	
04	Oakland	33C0030	Embarcadero Street	$0	$1,742,450				12/31/18	35% Construction	☑	☑	⊗	
04	Oakland	33C0148	23rd Avenue	$108,965	$1,003,625			12/31/17	6/30/19	85% ROW	☑	⊗	⊗	
04	Oakland	33C0215	Leimert Boulevard	$28,675	$557,968		3/26/19	11/26/18	10/19/20	10% Design	☑	⊗	⊗	
04	Orinda	28C0330	Miner Road	$3,854	$141,091		7/27/18	5/25/18	10/31/19	80% Design 10% Design	☑	☑	⊗	
04	Orinda	28C0331	Bear Creek Road	$0	$11,929		12/28/18	9/28/18	10/30/20	50% Design	☑	☑	⊗	
04	Pittsburg	28C0165	North Parkside Drive	$0	$52,006		11/24/17	No R/W	4/20/18	99% Design	☑	☑	⊗	
04	San Francisco County Transportation Authority	01CA0001	West Bound SFOBB on ramp West of Yerba Buena Island	$0	$47,890		12/31/17	12/31/17	7/31/21	75% Design 75% ROW	☑	⊗	⊗	
04	San Francisco County Transporation Authority	01CA0002	West Bound I-80 on ramp West of Yerba Buena Island	$63,085	$2,471,629		9/30/19	9/30/19	7/31/21	75% Design 75% ROW	☑	⊗	⊗	
04	San Francisco County Transporation Authority	01CA0003	East Bound I-80 off ramp connecting to Treasure Island Road (2 Bridges)	$34,410	$1,096,115		12/31/17	12/31/17	12/30/19	75% Design 75% ROW	☑	⊗	⊗	
04	San Francisco County Transporation Authority	01CA0004	Treasure Island Road West of SFOBB	$0	$223,487		9/30/19	9/30/19	7/31/21	75% Design 75% ROW	☑	☑	⊗	
04	San Francisco County Transporation Authority	01CA0006	Hillcrest Road West of Yerba Buena Island	$0	$264,672		12/31/17	12/31/17	12/30/19	75% Design 75% ROW	☑	⊗	⊗	
04	San Francisco County Transporation Authority	01CA0008	Treasure Island road West of SFOBB	$0	$65,450		9/30/19	9/30/19	7/31/21	75% Design 75% ROW	☑	☑	⊗	
04	San Francisco County Transporation Authority	01CA007A	Treasure Island Road West of SFOBB	$0	$35,119		9/30/19	9/30/19	7/31/21	75% Design 75% ROW	☑	☑	⊗	
04	San Francisco County Transporation Authority	01CA007B	Treasure Isand Road west of SFOBB	$0	$46,294		9/30/19	9/30/19	7/31/21	75% Design 75% ROW	☑	☑	⊗	
04	San Francisco County Transporation Authority	34U0003	Ramps on East side of Yerba Buena Island Tunnel at SFOBB on/off of I-80	$530,040	$8,892,959				4/30/18	99% Construction	☑	⊗	⊗	

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◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

Phase Complete ▲ Completed ahead of schedule Behind schedule

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04	Sonoma County	20C0017	Watmaugh Road	$28,675	$573,500		8/13/18	12/29/18	12/27/19	85% Design	☑	☑	⊗	
04	Sonoma County	20C0018	Bohemian Highway	$45,880	$1,912,508		2/1/20	12/1/21	10/15/23	9% Design	☑	⊗	⊗	
04	Sonoma County	20C0155	Wohler Road	$11,470	$1,591,563		10/30/17		12/28/19	97% Design 85% ROW	☑	⊗	⊗	
04	Sonoma County	20C0262	Boyes Boulevard	$74,555	$676,730		2/1/18	12/5/17	10/15/20	95% Design 90% ROW	☑	⊗	⊗	
04	Vallejo	23C0152	Sacramento Street	$0	$219,000			3/1/18	12/31/18	75% Design 25% ROW	☑	⊗	⊗	
05	Monterey County	44C0009	Nacimiento Lake Drive	$34,337	$0		12/31/17	12/31/17	12/31/17	96% Design 90% ROW	☑	☑	⊗	
05	Santa Barbara County	51C0001	Cathedral Oaks Road	$0	$229,400				6/19/19	99% Construction	☑	☑	⊗	
05	Santa Barbara County	51C0006	Floradale Avenue	$29,822	$1,243,578		10/17/18	12/31/18	10/31/20	98% Design	☑	☑	⊗	
05	Santa Barbara County	51C0017	Jalama Road	$9,176	$244,175				8/31/18	95% Construction	☑	⊗	⊗	
05	Santa Cruz	36C0108	Murray Avenue	$38,540	$1,065,678		3/31/18	3/31/18	4/1/20	97% Design 93% ROW	☑	⊗	⊗	
06	Bakersfield	50C0021L	Manor Street North Bound	$0	$298,220			No R/W	10/31/19	Waiting Award	☑	☑	⊗	
06	Bakersfield	50C0021R	Manor Street South Bound	$0	$298,220			No R/W	10/31/19	Waiting Award	☑	☑	⊗	
07	Los Angeles	53C0045	Beverly-First Street	$0	$848,780				2/28/19		☑	☑	⊗	
07	Los Angeles	53C0859	North Spring Street	$0	$229,400				3/31/18	80% Construction	☑	☑	⊗	
07	Los Angeles	53C1880	Sixth Street	$0	$31,851,593		3/20/19	3/31/20	12/31/22	98% Design 94% ROW 22% Construction	☑	⊗	⊗	
07	Los Angeles	53C1881	Hyperion Avenue	$0	$1,220,371		9/30/18	9/30/18	3/31/22	85% Design	☑	⊗	⊗	
07	Los Angeles	53C1882	Hyperion Avenue	$0	$290,191		9/30/18	No R/W	3/31/22	85% Design	☑	☑	⊗	
07	Los Angeles	53C1883	Glendale Boulevard	$0	$114,700		9/30/18	9/30/18	3/31/22	85% Design	☑	☑	⊗	
07	Los Angeles	53C1884	Glendale Boulevard	$0	$114,700		9/30/18	9/30/18	3/31/22	85% Design	☑	☑	⊗	
07	Los Angeles County	53C0084	Slauson Avenue	$0	$128,805				4/30/20	Waiting Award	☑	☑	⊗	
07	Los Angeles County	53C1403	The Old Road	$0	$402,429		9/29/20	11/30/20	3/31/23	83% Design	☑	☑	⊗	

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08	Barstow	54C0088	North 1st Avenue	$0	$350,000		5/6/19	5/1/19	5/3/21	5% Design	☑	⊗	⊗	
08	Barstow	54C0089	North 1st Avenue	$0	$82,010	1/2/18	7/5/20	7/5/20	3/5/22	5% Strategy	☑	☑	⊗	
08	Barstow	54C0583	Yucca Street	$0	$50,000	1/4/21	7/2/21	7/5/21	7/4/22	1% Strategy	☑	⊗	⊗	
08	Colton	54C0077	La Cadena Drive	$0	$134,199		12/31/17	No R/W	12/30/19	95% Design	☑	☑	⊗	
08	Colton	54C0100	Mount Vernon Avenue	$0	$71,285		12/30/17	No R/W	12/31/18	90% Design	☑	☑	⊗	
08	Colton	54C0101	Mount Vernon Avenue	$0	$19,384			No R/W	12/31/19	95% Design	☑	☑	⊗	
08	Grand Terrace	54C0379	Barton Road	$0	$52,188				12/31/19	Waiting Award	☑	☑	⊗	
08	Indio	56C0084	Jackson Street	$0	$277,777				6/29/19	95% ROW	☑	⊗	⊗	
08	Indio	56C0292	North Bound Indio Boulevard	$5,735	$241,868				8/30/19	90% ROW	☑	⊗	⊗	
08	Lake Elsinore	56C0309	Auto Center Drive	$0	$379,794	12/29/17	8/30/18	No R/W	4/29/22	95% Strategy	☑	⊗	⊗	
08	Riverside County	56C0071	Mission Boulevard//Buena Vista	$57,350	$5,455,600	11/15/18	7/15/20	7/15/20	7/15/23	47% Strategy	☑	⊗	⊗	
08	San Bernardino	54C0066	Mount Vernon Avenue	$0	$3,452,670		10/4/19	10/4/19	2/24/23	30% Design	☑	☑	⊗	
10	San Joaquin County	38C0032	Mchenry Avenue	$0	$238,576				4/24/20	25% Construction	☑	☑	⊗	
10	Stanislaus County	38C0003	Santa Fe Avenue	$0	$536,796				12/31/19	2% Construction	☑	☑	⊗	
10	Stanislaus County	38C0004	Hickman Road	$0	$820,105		3/1/19	3/1/19	9/30/20	65% Design	☑	☑	⊗	
10	Stanislaus County	38C0010	Crows Landing	$0	$745,550		12/31/18	No R/W	12/30/20	70% Design	☑	☑	⊗	
10	Stanislaus County	39C0001	River Road	$0	$670,995		6/15/19	4/15/19	2/25/21	27% Design	☑	☑	⊗	
10	Tracy	29C0126	Eleventh Street	$0	$2,278,743				12/30/17	18% Construction	☑	☑	⊗	
11	Imperial County	58C0014	Forrester Road	$28,675	$725,569	12/21/18	7/21/20	1/21/21	2/21/22		☑	☑	⊗	
11	Imperial County	58C0094	Winterhaven Drive	$0	$152,780		12/21/17	No R/W	5/21/18	80% Design	☑	☑	⊗	
11	Oceanside	57C0010	Douglas Drive	$0	$1,319,050	2/3/18	7/20/21	No R/W	1/21/23	5% Strategy	☑	⊗	⊗	

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(Completed Projects)

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01	Humboldt County	04C0007	Bald Hills Road	$0	$649,334					Project Complete	☑	☑	☑	
01	Humboldt County	04C0207	Williams Creek Road	$0	$140,080					Project Complete	☑	☑	☑	YES
01	Mendocino County	10C0048	Moore Street	$5,337	$169,229					Project Complete	☑	☑	☑	
01	Mendocino County	10C0084	School Way	$0	$476,025					Project Complete	☑	☑	☑	
02	Redding	06C0108L	Cypress Avenue West Bound	$0	$114,700					Project Complete	☑	☑	☑	YES
02	Redding	06C0108R	Cypress Avenue East Bound	$0	$114,700					Project Complete	☑	☑	☑	YES
02	Tehama County	08C0009	Bowman Road	$9,000	$1,123,900					Project Complete	☑	☑	☑	
03	Butte County	12C0120	Ord Ferry Road	$3,000	$1,525,510					Project Complete	☑	☑	☑	YES
03	Placer County	19C0060	Auburn-Foresthill Road	$0	$5,558,133					Project Complete	☑	☑	☑	YES
03	Yolo County	22C0074	County Road 57	$2,556	$225,697					Project Complete	☑	☑	☑	YES
04	Alameda	33C0230	Ballena Boulevard	$0	$62,309					Project Complete	☑	☑	☑	YES
04	Alameda County	33C0026	High Street	$0	$121,194					Project Complete	☑	☑	☑	YES
04	Alameda County	33C0027	Park Street	$0	$91,211					Project Complete	☑	☑	☑	YES
04	Alameda County	33C0147	Fruitvale Avenue	$0	$50,715					Project Complete	☑	☑	☑	
04	Alameda County	33C0237	Elgin Street	$0	$8,819					Project Complete	☑	☑	☑	YES
04	Antioch	28C0054	Wilbur Avenue	$0	$917,600					Project Complete	☑	☑	☑	
04	Healdsburg	20C0065	Healdsburg Avenue	$0	$244,311					Project Complete	☑	☑	☑	
04	Oakland	33C0178	Park Boulevard	$0	$77,756					Project Complete	☑	☑	☑	YES
04	Oakland	33C0179	Park Boulevard	$0	$77,756					Project Complete	☑	☑	☑	YES
04	Oakland	33C0180	Park Boulevard	$0	$77,756					Project Complete	☑	☑	☑	YES
04	Oakland	33C0202	Hegenberger Road	$0	$659,686					Project Complete	☑	☑	☑	

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04	Oakland	33C0238	Campus Drive	$0	$113,072					Project Complete	☑	☑	☑	YES
04	Oakland	33C0253	Coliseum Way	$0	$497,029					Project Complete	☑	☑	☑	YES
04	Peninsula Joint Powers Board	35C0087	Tilton Avenue	$0	$69,837					Project Complete	☑	☑	☑	YES
04	Peninsula Joint Powers Board	35C0090	Santa Inez Avenue	$0	$104,756					Project Complete	☑	☑	☑	YES
04	Peninsula Joint Powers Board	35C0091	East Poplar Avenue	$0	$120,275					Project Complete	☑	☑	☑	YES
04	Peninsula Joint Powers Board	35C0161	Southern Pacific Transportation Company	$0	$93,116					Project Complete	☑	☑	☑	YES
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 1: Projects authorized in FFY 2008/09 and prior (83 Bridges)	$636,279	$6,968,709					Project Complete	☑	☑	☑	YES
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 2: R-Line North Aerials over Public Road (28 Bridges)	$0	$501,754					Project Complete	☑	☑	☑	YES
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 3: A-Line South Aerials over Public Roads (21 Bridges)	$0	$344,329					Project Complete	☑	☑	☑	YES
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 5: A-Line North Aerials over public Roads (19 Bridges)	$0	$367,876					Project Complete	☑	☑	☑	YES
04	San Francisco Bay Area Rapid Transit District	33C0321	West Oakland Pier 110 to Transbay Tube Portal	$0	$124,083					Project Complete	☑	☑	☑	YES
04	San Francisco International Airport	35C0133	Departing Flight Traffic	$0	$1,467,021					Project Complete	☑	☑	☑	YES
04	San Jose	37C0052L	Southwest Expressway	$0	$35,678					Project Complete	☑	☑	☑	YES
04	San Jose	37C0701	East Julian Street	$0	$83,164					Project Complete	☑	☑	☑	YES
04	San Jose	37C0732	East William Street	$0	$15,762					Project Complete	☑	☑	☑	YES
04	Santa Clara County	37C0121	Shoreline Boulevard	$0	$54,107					Project Complete	☑	☑	☑	YES
04	Santa Clara County	37C0173	Aldercroft Heights Road	$0	$93,460					Project Complete	☑	☑	☑	YES
04	Santa Clara County	37C0183	Central & Lawrence Expressway	$0	$82,549					Project Complete	☑	☑	☑	YES
04	Sonoma County	20C0141	Annapolis Road	$0	$154,327					Project Complete	☑	☑	☑	YES

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04	Union City	33C0111	Decoto Road	$0	$522,223					Project Complete	☑	☑	☑	
04	Union City	33C0223	Whipple Road	$0	$94,607					Project Complete	☑	☑	☑	YES
05	King City	44C0059	First Street	$0	$39,342					Project Complete	☑	☑	☑	YES
05	Monterey County	44C0115	Schulte Road	$0	$441,900					Project Complete	☑	☑	☑	
05	Monterey County	44C0151	Peach Tree Road	$12,959	$206,404					Project Complete	☑	☑	☑	
05	Monterey County	44C0158	Lonoak Road	$0	$233,250					Project Complete	☑	☑	☑	
05	San Benito County	43C0043	Lone Tree Road	$0	$194,891					Project Complete	☑	☑	☑	YES
05	San Luis Obispo County	49C0338	Moonstone Beach	$0	$68,034					Project Complete	☑	☑	☑	YES
05	Santa Barbara County	51C0002	San Marcos Road	$0	$109,874					Project Complete	☑	☑	☑	YES
05	Solvang	51C0008	Alisal Road	$181	$107,151					Project Complete	☑	☑	☑	YES
05	Santa Barbara County	51C0014	Jalama Road	$0	$73,497					Project Complete	☑	☑	☑	YES
05	Santa Barbara County	51C0016	Jalama Road	$0	$55,842					Project Complete	☑	☑	☑	YES
05	Santa Barbara County	51C0018	Union Pacific Railroad & Amtrak	$3,885	$170,308					Project Complete	☑	☑	☑	YES
05	Santa Barbara County	51C0039	Rincon Hill Road	$5,735	$71,841					Project Complete	☑	☑	☑	
05	Santa Barbara County	51C0173	Santa Rosa Road	$4,553	$166,734					Project Complete	☑	☑	☑	YES
05	Santa Cruz	36C0103	Soquel Drive	$0	$24,380					Project Complete	☑	☑	☑	YES
06	Department of Water Resources	42C0140	West Shields Avenue	$0	$34,241					Project Complete	☑	☑	☑	
06	Department of Water Resources	42C0141	North Russell Avenue	$0	$58,936					Project Complete	☑	☑	☑	
06	Department of Water Resources	42C0143	West Nees Avenue	$0	$56,543					Project Complete	☑	☑	☑	
06	Department of Water Resources	42C0156	West Jayne Avenue	$0	$27,137					Project Complete	☑	☑	☑	
06	Department of Water Resources	42C0159	West Mount Whitney Avenue	$0	$23,983					Project Complete	☑	☑	☑	

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06	Department of Water Resources	42C0173	West Manning Avenue	$0	$21,228					Project Complete	☑	☑	☑	
06	Department of Water Resources	42C0245	West Panoche Road	$0	$19,160					Project Complete	☑	☑	☑	
06	Department of Water Resources	42C0370	West Clarkson Avenue	$0	$27,773					Project Complete	☑	☑	☑	
06	Department of Water Resources	42C0371	South El Dorado Avenue	$0	$26,933					Project Complete	☑	☑	☑	
06	Department of Water Resources	42C0425	West Gale Avenue	$0	$28,692					Project Complete	☑	☑	☑	
06	Department of Water Resources	45C0071	Avenal Cutoff	$0	$26,397					Project Complete	☑	☑	☑	
06	Department of Water Resources	45C0123	Plymouth Avenue	$0	$30,448					Project Complete	☑	☑	☑	
06	Department of Water Resources	45C0124	30th Avenue	$0	$33,128					Project Complete	☑	☑	☑	
06	Department of Water Resources	45C0125	Quail Avenue	$0	$32,441					Project Complete	☑	☑	☑	
06	Department of Water Resources	50C0123	Old River Road	$0	$36,762					Project Complete	☑	☑	☑	
06	Fresno County	42C0098	South Calaveras Avenue	$0	$30,923					Project Complete	☑	☑	☑	YES
06	Fresno County	42C0281	West Sierra Avenue	$0	$40,681					Project Complete	☑	☑	☑	YES
06	Tulare County	46C0027	Avenue 416	$0	$498,711					Project Complete	☑	☑	☑	YES
07	Los Angeles	53C0096	Fletcher Drive	$0	$848,780					Project Complete	☑	☑	☑	YES
07	Los Angeles	53C1010	North Main Street	$0	$965,295					Project Complete	☑	☑	☑	
07	Los Angeles	53C1184	4th Street	$0	$148,178					Project Complete	☑	☑	☑	YES
07	Los Angeles	53C1335	Tampa Avenue	$0	$59,644					Project Complete	☑	☑	☑	YES
07	Los Angeles	53C1388	Winnetka Ave	$0	$45,306					Project Complete	☑	☑	☑	YES
07	Los Angeles	53C1875	Avenue 26	$0	$409,953					Project Complete	☑	☑	☑	

☑ No known scope, budget, or schedule impacts ⊗ Known scope, budget, or schedule impact
◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

Phase Complete ▲ Completed ahead of schedule Behind schedule

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
07	Los Angeles County	53C0031	Alondra Boulevard	$0	$36,476					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0036	Beverly Boulevard	$0	$156,935					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0070	East Fork Road	$0	$329,229					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0082	Washington Boulevard	$0	$12,815					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0085	Florence Avenue	$0	$33,325					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0106	Imperial Highway	$0	$117,037					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0138	Union Pacific Railroad	$0	$3,766					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0139	College Park Drive	$0	$12,606					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0178	Valley Boulevard	$0	$236,783					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0261	Avalon Boulevard	$0	$30,718					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0266	Willow Street	$0	$34,103					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0289	Azusa Avenue	$0	$405,399					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0329	Garey Avenue	$0	$30,869					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0375	Foothill Boulevard	$0	$287,750					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0377	Foothill Boulevard	$0	$60,835					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0445	Slauson Avenue	$0	$209,093					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0458	Union Pacific Railroad	$0	$32,388					Project Complete	☑	☑	☑	
07	Los Angeles County	53C0459	Wilmington Avenue 223	$0	$173,933					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0471	Washington Boulavard	$0	$62,400					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0495	Irwindale Avenue	$0	$12,150					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0531	Atchinson, Topeka, & Sante Fe Railroad	$0	$89,294					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0575	Artesia Boulevard	$0	$60,486					Project Complete	☑	☑	☑	YES

☑ No known scope, budget, or schedule impacts ⊗ Known scope, budget, or schedule impact
◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
07	Los Angeles County	53C0590	Union Pacific Railroad	$0	$8,592					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0592	Cherry Avenue	$0	$7,833					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0594	Long Beach Boulevard	$0	$18,015					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0596	Atchinson, Topeka, & Santa Fe Railroad	$0	$16,151					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0599	Alameda Street	$0	$131,923					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0671	Azusa Canyon Road	$0	$12,540					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0807	Avenue T	$0	$126,437					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0810	Southern Pacific Transportation Company Railroad	$0	$15,088					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0864	Martin Luther King Junior Avenue	$0	$51,404					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0867	Soto Street	$0	$357,666					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0885	Long Beach Freeway	$0	$29,393					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0890L	Queens Way-South Bound	$0	$268,943					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0890R	Queens Way-South Bound	$0	$268,943					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0892L	Queens Way South Bound	$0	$273,821					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0892R	Queens Way North Bound	$0	$273,821					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0897	S.P.T.C. R R	$0	$15,990					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0916	First Street	$0	$19,658					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0918	First Street	$0	$19,658					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0930	9th Street	$0	$259,726					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0931	10th Street Off Ramp	$0	$722,148					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0933	7th Street On Ramp	$0	$79,055					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C0934	6th Street Off Ramp	$0	$380,774					Project Complete	☑	☑	☑	YES

☑ No known scope, budget, or schedule impacts ⊗ Known scope, budget, or schedule impact
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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
07	Los Angeles County	53C0951	Garey Avenue	$0	$27,418					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C1577	Oleander Avenue	$0	$17,584					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C1829	Oak Grove Drive	$0	$242,594					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C1851	Oak Grove Drive	$0	$243,263					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C1909	AT & SF Railroad	$0	$29,067					Project Complete	☑	☑	☑	YES
07	Los Angeles County	53C1915	4th Street	$0	$37,502					Project Complete	☑	☑	☑	YES
08	Colton	54C0078	La Cadena Drive	$0	$13,092					Project Complete	☑	☑	☑	
08	Colton	54C0079	La Cadena Drive	$0	$23,820					Project Complete	☑	☑	☑	
08	Colton	54C0375	West C Street	$0	$7,527					Project Complete	☑	☑	☑	
08	Colton	54C0384	C Street	$0	$13,639					Project Complete	☑	☑	☑	
08	Colton	54C0599	Rancho Avenue	$0	$35,367					Project Complete	☑	☑	☑	
08	Department of Water Resources	54C0449	Ranchero Street	$0	$175,000					Project Complete	☑	☑	☑	
08	Department of Water Resources	54C0451	Mesquite Street	$0	$44,000					Project Complete	☑	☑	☑	
08	Department of Water Resources	54C0452	Maple Avenue	$0	$132,000					Project Complete	☑	☑	☑	
08	Department of Water Resources	54C0495	Goodwin Drive	$0	$29,000					Project Complete	☑	☑	☑	
08	Department of Water Resources	54C0496	Duncan Road	$0	$31,000					Project Complete	☑	☑	☑	
08	Indio	56C0291	Jackson Street	$0	$237,795					Project Complete	☑	☑	☑	YES
08	Loma Linda	54C0130	Anderson Street	$0	$25,052					Project Complete	☑	☑	☑	YES
08	Riverside County	56C0001L	South Bound Van Buren Boulevard	$0	$1,316,701					Project Complete	☑	☑	☑	YES
08	Riverside County	56C0001R	North Bound Van Buren Boulevard	$0	$1,316,701					Project Complete	☑	☑	☑	YES
08	Riverside County	56C0017	River Road	$0	$21,678					Project Complete	☑	☑	☑	YES

☑ No known scope, budget, or schedule impacts ⊗ Known scope, budget, or schedule impact
◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

Phase Complete ▲ Completed ahead of schedule Behind schedule

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
10	Department of Water Resources	39C0250	Mccabe Road	$0	$18,810					Project Complete	☑	☑	☑	
10	Department of Water Resources	39C0252	Butts Road	$0	$26,402					Project Complete	☑	☑	☑	
10	Department of Water Resources	39C0314	Mervel Avenue	$0	$43,031					Project Complete	☑	☑	☑	
10	Modesto	38C0050	Carpenter Road	$0	$1,126,801					Project Complete	☑	☑	☑	
10	San Joaquin County	29C0187	Airport Way	$0	$420,730					Project Complete	☑	☑	☑	YES
10	Stanislaus County	38C0048	Geer Road	$0	$141,655					Project Complete	☑	☑	☑	
10	Stanislaus County	38C0202	Pete Miller Road	$0	$44,733					Project Complete	☑	☑	☑	YES
11	Del Mar	57C0207	North Torrey Pines Road	$0	$2,679,446					Project Complete	☑	☑	☑	
11	San Diego	57C0416	First Avenue	$0	$698,119					Project Complete	☑	☑	☑	
12	Newport Beach	55C0149L	South Bound Jamboree Road	$0	$57,003					Project Complete	☑	☑	☑	YES
12	Newport Beach	55C0149R	North Bound Jamboree Road	$0	$48,907					Project Complete	☑	☑	☑	YES
12	Newport Beach	55C0151	Bayside Drive	$0	$18,044					Project Complete	☑	☑	☑	YES
12	Orange County	55C0038	Santiago Canyon Road	$0	$63,477					Project Complete	☑	☑	☑	YES
12	Orange County	55C0655	John Wayne Airport - Macarthur	$0	$457,185					Project Complete	☑	☑	☑	YES
12	Orange County	55C0656	Route 55 Departures	$0	$106,800					Project Complete	☑	☑	☑	YES
12	Orange County	55C0657	Macarthur	$0	$39,254					Project Complete	☑	☑	☑	YES
12	Orange County	55C0658	Departures Traffic	$0	$182,292					Project Complete	☑	☑	☑	YES
			Total	**$1,842,535**	**$131,102,410**									

☑ No known scope, budget, or schedule impacts ⊗ Known scope, budget, or schedule impact
◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

Phase Complete ▲ Completed ahead of schedule Behind schedule

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Local Bridge Seismic Retrofit Program Delivery Report
(Removed Projects)

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
02	Lassen County	07C0070	Road306/Cappezolli							Bridge Removed				
02	Lassen County	07C0088	County Road 417							Bridge Removed				
02	Tehama County	08C0008	Evergreen Road							Bridge Removed				
03	Nevada County	17C0045	Hirschdale Road							Bridge Removed				
03	Nevada County	17C0046	Hirschdale Road							Bridge Removed				
04	Fairfax	27C0144	Creek Road							Bridge Removed				
04	Larkspur	27C0150	Alexander Avenue							Bridge Removed				
04	Oakland	33C0181	East 14th Street							Bridge Removed				
04	Oakland	33C0182	East 12th Street							Bridge Removed				
04	Peninsula Joint Powers Board	34C0051	Quint Street							Bridge Removed				
04	Peninsula Joint Powers Board	34C0052	Jerrold Avenue							Bridge Removed				
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 4: A-Line Stations over Public Roads (2 Bridges)							Bridge Removed				
04	San Jose	37C0299	Belt (Auzerias Street)							Bridge Removed				
04	San Jose	37C0300	Belt/Pipe(Auzerias & Del Monte)							Bridge Removed				
04	Santa Clara County	37C0159	Alamitos Road							Bridge Removed				
04	Sonoma County	20C0005	Geysers Road							Bridge Removed				
04	Sonoma County	20C0139	Wohler Road							Bridge Removed				
04	Sonoma County	20C0242	Chalk Hill Road							Bridge Removed				
04	Sonoma County	20C0248	Lambert Bridge Road							Bridge Removed				
04	Sonoma County	20C0407	West Dry Creek Road							Bridge Removed				
05	Monterey County	44C0099	Boronda Road							Bridge Removed				

☑ No known scope, budget, or schedule impacts ⊗ Known scope, budget, or schedule impact
◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE	FINAL DELIVERY REPORT APPROVED
05	Montery County	44C0042	Union Pacific Railroad & Amtrak							Bridge Removed				
05	San Benito County	43C0027	Panoche Road							Bridge Removed				
05	Santa Barbara	51C0144	Southern Pacific Transportation Company							Bridge Removed				
05	Santa Barbara	51C0146	Union Pacific Railroad & Amtrak							Bridge Removed				
05	Santa Barbara	51C0150	Union Pacific Railroad & Amtrak							Bridge Removed				
05	Santa Barbara	51C0250	Chapala Street							Bridge Removed				
06	Fresno County	42C0280	West Althea Avenue							Bridge Removed				
06	Department of Water Resources	50C0113	Elk Hills Road							Bridge Removed				
07	Los Angeles	53C0784	AT&SF RR							Bridge Removed				
07	Los Angeles	53C0884	Ocean Boulevard							Bridge Removed				
07	Los Angeles	53C1362	Vanowen Street							Bridge Removed				
07	Los Angeles County	53C1710	Fruitland Avenue							Bridge Removed				
08	Indio	56C0283	S/B Indio Blvd.							Bridge Removed				
10	Merced County	39C0339	Canal School Road							Bridge Removed				
11	Imperial County	58C0092	Araz Road							Bridge Removed				
11	San Diego	57C0015	North Harbor Drive							Bridge Removed				
11	Oceanside	57C0322	Hill Street							Bridge Removed				
11	San Diego	57C0418	Georgia Street							Bridge Removed				
11	Santee	57C0398	Carlton Oaks Drive							Bridge Removed				
12	Newport Beach	55C0015	Park Avenue							Bridge Removed				

☑ No known scope, budget, or schedule impacts ⊗ Known scope, budget, or schedule impact
◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

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CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2017-18
First Quarter Report
State-Local Partnership Program

Quarterly Report to the California Transportation Commission

State-Local Partnership Program
Progress Report

SUMMARY:

This report covers the first quarter of the State Fiscal Year (FY) 2017-18 for the State-Local Partnership Program (SLPP). There were 279 allocations with a total value of $981 million (M) in SLPP funds that were approved by the California Transportation Commission (Commission) for this program. All $981M has been allocated. Three of the allocated projects have been removed by the respective agencies; the remaining 276 allocations total $980M in programmed SLPP funds. There are 257 projects shown on the tables in this report due to some of these projects receiving funding in multiple cycles of the program. Based on the programmed amounts for the open projects and the actual amounts for the closed projects, these 257 projects have a total project cost of $11.6 billion (B), total construction cost of $9.4B and a total SLPP amount of $972M. Currently there are 18 projects still in construction and 195 projects are completed with approved final delivery reports.

The SLPP was set at $200M each year for five years, for a total of $1 billion. It is split into two sub-programs. The first is a “formula” based program and the second is a “competitive” based program. The formula program matches local sales tax, property tax and/or bridge tolls and is 95 percent of the total SLPP. The competitive program matches local uniform developer fees and represents five percent of the SLPP. Any SLPP funds that were not programmed in either the “formula” or “competitive” programs in a given fiscal year remained available for future programming in the remaining cycles of the SLPP. Based on guidelines and legislation, the remaining funds after final expenditures are no longer available for programming.

FORMULA PROGRAM:

Each year the Commission reviewed projects that were nominated for the formula program. The Commission adopted those projects that met the requirements of Proposition 1B, the Highway Safety, Traffic Reduction and Port Security Bond Act of 2006, and had a commitment of the required match and any required supplementary funding. The following is the status of the formula program projects. See the attached lists for specific project information.

- Cycle 1: In FY 2008-09, eight projects were allocated for formula share funding totaling $72.6M in SLPP bond funds. Two of these projects had an approved Letter of No Prejudice (LONP) prior to allocation and seven of these projects have completed construction.

- Cycle 2: In FY 2009-10, 16 projects were allocated for formula share funding totaling $126.4M in SLPP funds. Five projects had an approved LONP prior to allocation and 14 of these projects are complete with construction.

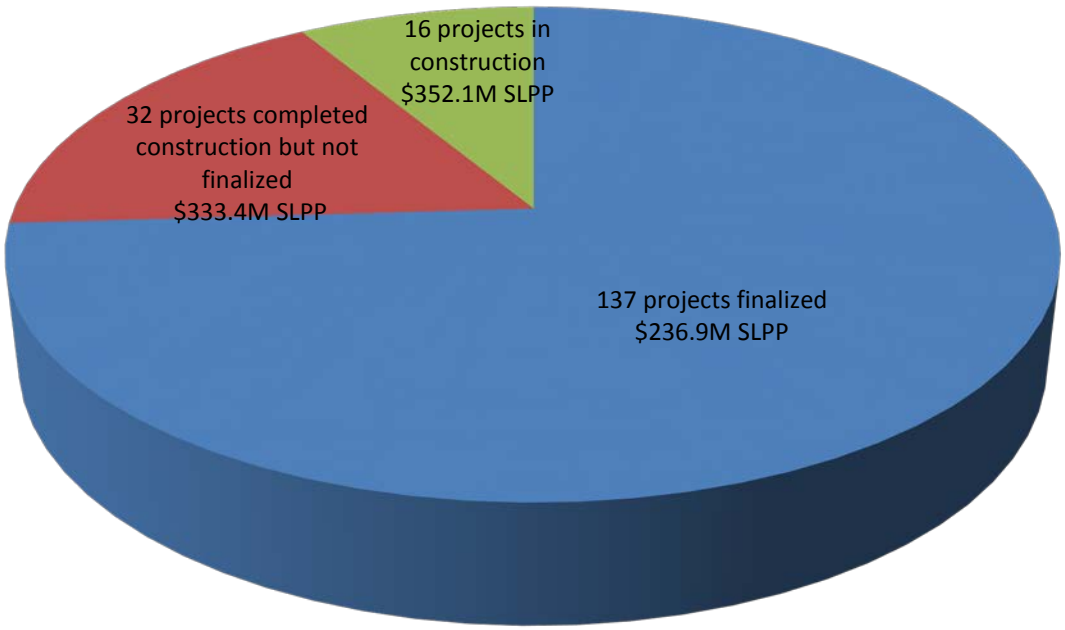
- Cycle 3: In FY 2010-11, 11 projects were allocated for formula share funding totaling $100.3M in SLPP funds. Three of these projects had an approved LONP prior to allocation and nine of these projects are complete with construction.

- Cycle 4: In FY 2011-12, 20 projects were allocated for formula share funding, one of these projects was later removed from the program. The 19 remaining projects total $119.2M in SLPP funds. Five of these projects had an approved LONP prior to allocation and 14 of these projects are complete with construction.

- Cycle 5: In FY 2012-13, there were 149 projects allocated for formula share funding, one of these projects was later removed from the program. The remaining 148 projects total $511.2M in SLPP funding and 136 of these projects are complete with construction.

FORMULA PROGRAM PROJECT SUMMARY:

185 Formula Projects*



*Note: Some projects were funded in multiple cycles. They are each only counted as one project in this summary.

COMPETITIVE PROGRAM:

Each year the Commission reviewed eligible projects that were nominated for the competitive grant program. Projects had to meet the requirements of Proposition 1B and must have had a commitment of the required match and any supplementary funding needed. No single grant could exceed $1M.

The Commission selected projects that met the following specified criteria:

- Geographic balance
- Cost-effectiveness
- Multimodal
- Safety
- Reliability
- Construction schedule
- Leverage of funding
- Air quality improvements

The following is the status of the competitive program projects. See the attached lists for specific project information.

- Cycle 1: In FY 2008-09, 11 projects were programmed for competitive share funding totaling $8.6M in programmed SLPP bond funds. That amount was reduced to $7.6M after bid savings were accounted for on the completed projects. One project had an approved LONP prior to allocation and all 11 of these projects are complete with construction.

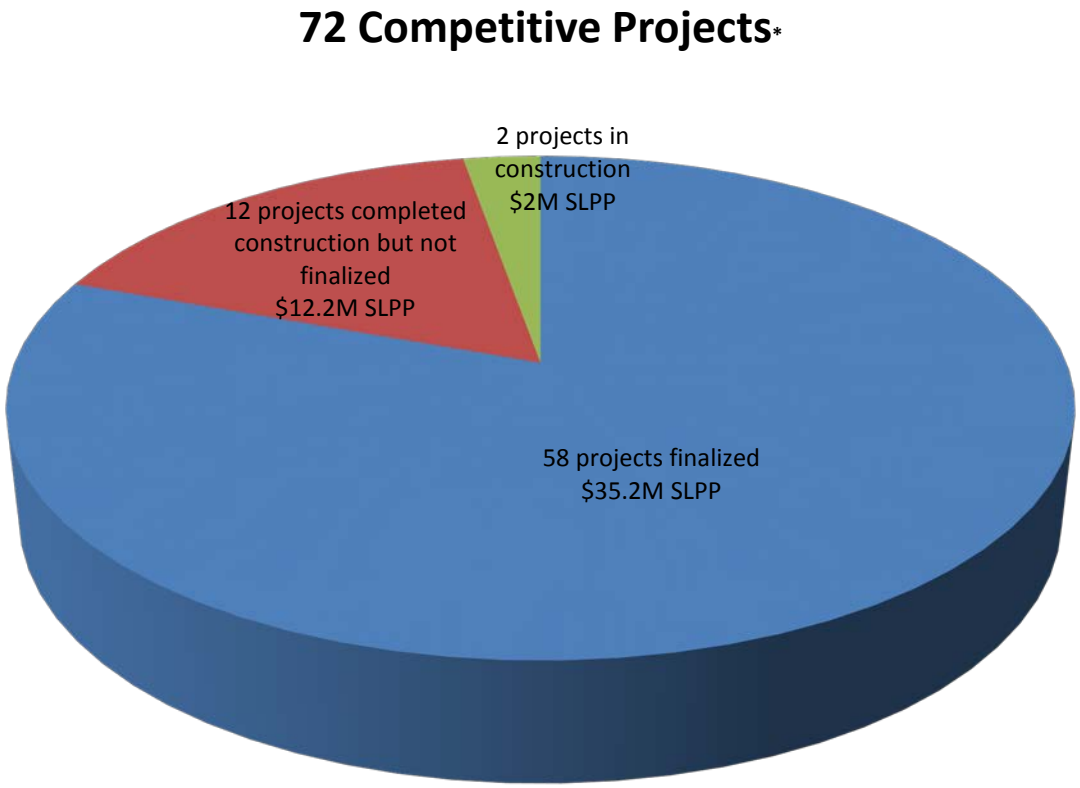
- Cycle 2: In FY 2009-10, 13 projects were allocated for competitive share funding totaling $9M in SLPP bond funds. That amount was reduced to $7.8M after bid savings were accounted for on the completed projects. Five of these projects had an approved LONP prior to allocation and all 13 of these projects are complete with construction.

- Cycle 3: In FY 2010-11, 13 projects were allocated for competitive share funding totaling $8.4M in SLPP bond funds. That amount was reduced to $8.3M after bid savings were accounted for on completed projects. Three of these projects had an approved LONP prior to allocation and all 13 of these projects are complete with construction.

- Cycle 4: In FY 2011-12, ten projects were allocated for competitive share funding, totaling $8.2M in SLPP bond funds. Nine of these projects are complete with construction.

- Cycle 5: In FY 2012-13, 28 projects were allocated for competitive share funding; one of these projects was later removed from the program. The remaining 27 projects total $18M in SLPP bond funds. 26 of these projects are complete with construction.

COMPETITIVE PROGRAM PROJECT SUMMARY:



*Note: Some projects were funded in multiple cycles. They are each only counted as one project in this summary.

LONP:

The LONP Guidelines were approved in December 2009. There were 22 projects that were approved for a LONP; all 22 of these projects have since been allocated.

BACKGROUND:

On November 7, 2006, the voters approved Proposition 1B, which authorized $1 billion for the State-Local Partnership Program to be available, upon appropriation by the Legislature, for allocation by the Commission over a five-year period to eligible transportation projects nominated by eligible transportation agencies. Proposition 1B requires a dollar for dollar match of local funds for an applicant agency to receive state funds under the program.

CURRENT STATUS:

This report includes several attachments that provide detailed information on project status. Please note that the "Project Numbers" in these lists are for clarification in this report and are only for reference to indicate the number of projects in this report. These "Project Numbers" are subject to change in subsequent reports as projects are added and deleted. Currently there are 257 projects shown in the tables in these reports.

COMPLETED PROJECTS and PROJECT BENEFITS:

This report shows projects that are completed and have an approved Final Delivery Report in separate tables at the end of the project status and detail tables. Benefit tables have been added that show the project benefits from programming on the Project Programming Request (PPR) and the project benefits at completion on the Final Delivery Report (FDR).

REMOVED PROJECTS:

Three projects were removed from the program after allocation. They are no longer shown in the project totals.

Three Projects Removed from the SLPP Program After Allocation

Formula (F) Or Competitive (C)	DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION
F	1	MEN	City of Point Arena	7687	Port & Windy Hollow Rd Rehab (5)	$11	4/2014	6/2013
C	6	FRE	City of Fresno	7669	Friant Rd Widening at Shepherd Ave (5)	$145	10/2013	6/2013
F	12	ORA	City of Mission Viejo	7508	La Paz Bridge & Road Widening (4)	$1,275	11/2013	5/2012
Total SLPP Funds X $1,000						**$1,431**		

Formula Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
1	3	SAC	Sacramento County	7536	Hwy 50 / Watt Ave (5)	$38,750	$30,448	$8,586	9/2012	4/2012	100%	7/2016	X		●	●	●
2	3	SAC	City of Sacramento	7558	Cosumnes River Blvd / I-5 Interchange (5)	$82,917	$70,056	$7,691	1/2013	12/2012	100%	7/2016	X		●	●	●
3	4	Vari.	Bay Area Rapid Transit	7489	BART - Warm Springs Extension (1,2,3,4,5)	$890,000	$746,904	$99,180	6/2011	1/2010 1/2010 1/2011 10/2011 9/2012	99%		X		●	●	●
4	4	Bay Area Toll Auth	Bay Area Rapid Transit	7499	Oakland Airport Connector (2,4,5)	$484,111	$454,081	$20,000	11/2010	1/2011 10/2011 12/2012	100%	9/2015	X		●	●	▶
5	4	CC	Caltrans		SR 4 East Somersville to 160 Segment 2 (1,3)	$83,967	$48,717	$9,984	10/2011	10/2011 10/2011	100%	2/2016	X		●	●	●
6	4	CC	Caltrans		SR 4 East Somersville to 160 Segment 3 (2,4)	$92,407	$59,775	$8,534	4/2012	1/2012 1/2012	100%	6/2017	X		●	●	●
7	4	CC	Contra Costa Transp Auth		SR 4 East Widening Segment 3B (5)	$88,161	$76,740	$5,868	10/2012	8/2012	99%		X		●	●	●
8	4	MRN	Sonoma Marin Rail Trans Dist	7530	Sonoma-Marin Area Rail Transit (4,5)	$397,060	$294,970	$8,322	12/2011	12/2011 8/2012	100%	6/2017	X		●	●	●
9	4	SF	Caltrans	7698	Doyle Drive (5) P3 project	$849,169	$605,799	$19,366	1/2011	6/2013	93%		X		●	◆	●
10	4	SM	Peninsula Cnty Jnt Pwrs Brd	7514	Positive Train Control (4,5)	$227,691	$203,700	$6,300	10/2011	10/2011 5/2013	100%	12/2016	X		●	●	●
11	4	Vari	Peninsula Cnty Jnt Pwrs Brd	7671	Signal System Rehab (5)	$2,600	$2,600	$233	3/2013	3/2013	95%		X		●	●	●
12	4	SM	Sam Trans	7655	Replacement Gillig Buses (5)	$35,630	$34,279	$5,505	1/2013	12/2012	100%	9/2016	X		●	●	●
13	4	SM	Sam Trans	7694	Communications System Upgrade (5)	$13,400	$13,400	$101	82013	5/2013	100%	8/2016	X		●	●	●
14	4	SM	City of San Bruno	7637	Road Rehab (5)	$1,287	$1,247	$431	5/2013	5/2013	100%	7/2014	X		●	●	▶
15	4	SCL	Santa Clara Vly Trans Auth	7534	BART – Vehicle Procurement (4,5)	$213,112	$213,112	$34,865	6/2012	5/2013 5/2013	7%		X		●	●	●
16	4	SON	Caltrans		101 – Petaluma River Bridge (4)	$127,347	$77,000	$1,865	10/2012	5/2012	100%	6/2017	X		●	●	●
17	4	SON	Caltrans	7697	101 – Old Redwood Hwy OC & IC (5)	$41,388	$26,798	$4,610	2/2013	9/2012	100%	11/2016	X		●	●	●
18	5	SCR	Santa Cruz Metro Transit District	7557	Metro Base Consolidated Facility (5)	$74,824	$63,376	$5,812	12/2012	8/2012	100%	12/2016	X		●	●	●
19	6	FRE	Caltrans	7696	Kings Canyon Expressway Seg 2 (5)	$43,600	$23,000	$11,500	6/2013	1/2013	100%	10/2014	X		●	●	▶

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20	6	TUL	Dinuba	7511	Avenue 416 Widening -Rd 56 to Rd 80 (5)	$22,730	$22,730	$7,551	11/2013	6/2013	100%	8/2017	X		●	●	●
21	7	LA	LA County Metropolitan Transp Auth	7496	LA - San Fernando Valley Transit Ext (2,3)	$160,600	$151,500	$32,300	3/2010	1/2011 1/2011	100%	6/2015	X		●	●	▶
22	7	LA	LA County Metropolitan Transp Auth	7555	Transit Bus Acquisition (5)	$297,070	$297,070	$36,250	1/2013	8/2012	100%	6/2017	X		●	●	●
23	7	LA	LA County Metropolitan Transp Auth	7664	Exposition Light Rail (5)	$110,315	$101,930	$28,259	6/2013	3/2013	100%	5/2016	X		●	●	●
24	7	LA	LA County Metropolitan Transp Auth	7695	Crenshaw LAX Transit Corridor (5)	$1,762,725	$1,571,975	$49,529	7/2013	5/2013	29%		X		●	●	●
25	7	LA	Southern CA Regional Rail Authority	7495	Positive Train Control (3,4)	$231,112	$209,282	$20,000	1/2011	1/2011 8/2011	98%		X		●	●	●
26	7	LA	Caltrans		I-5 N. Carpool Lanes SR 118-170 (1)	$236,001	$136,075	$25,075	5/2010	5/2009	100%	7/2016	X		●	●	●
27	7	LA	Caltrans	7484	I-5 Carmenita Interchange (2)	$395,167	$171,930	$14,925	7/2011	6/2010	98%		X		●	●	●
28	7	LA	Caltrans		I-5 HOV Empire Ave I/C (4)	$341,859	$195,787	$13,061	10/2012	5/2012	63%		X		●	●	●
29	8	RIV	City of Corona	7546	Foothill Parkway Westerly Extension (5)	$23,500	$23,500	$7,000	12/2013	3/2013	100%	4/2017	X		●	●	●
30	8	RIV	Riverside Cnty	7653	Rte 91 Corridor Improvement (5)	$1,344,829	$942,109	$37,173	5/2013	3/2013	99%		X		●	●	●
31	8	SBD	SANBAG	7538	I-15 / Ranchero Rd Interchange (4)	$57,622	$44,221	$4,550	11/2012	5/2012	100%	12/2015	X		●	●	▶
32	8	SBD	SANBAG	7681	Downtown Passenger Rail Project (5)	$92,757	$66,347	$10,921	12/2013	6/2013	100%	8/2017	X		●	●	●
33	8	SBD	City of Ontario	7688	South Milliken Avenue RR Grade Sep (5)	$82,016	$71,300	$7,210	12/2013	6/2013	99%		X		●	●	●
34	8	SBD	City of Ontario	7691	Vineyard Avenue RR Grade Sep (5)	$55,195	$50,800	$19,490	12/2013	6/2013	100%	9/2016	X		●	●	●
35	10	SJ	Caltrans		Rte 99 South Stockton 6 Lane (5)	$214,458	$113,958	$16,065	10/2012	6/2012 1/2013	97%		X		●	●	●
36	11	SD	San Diego Assoc of Gov	7531	Blue Line Station Rehab (5)	$136,818	$135,761	$30,993	5/2013	8/2012 5/2013	100%	3/2017	X		●	●	●
37	11	SD	San Diego Assoc of Gov	7559	Blue Line Traction and Power Substation (5)	$19,019	$16,587	$4,658	9/2012	8/2012	99%		X		●	●	●
38	11	SD	Caltrans		I-805 HOV Managed Lanes – North (4)	$163,000	$127,305	$1,358	4/2012	10/2011	99%		X		●	●	●
39	11	SD	Caltrans	7699	I-5 Genessee Avenue Interchange (5)	$83,944	$64,857	$8,000	12/2014	5/2013	82%		X		●	●	●
40	12	ORA	Orange County	7504	Cow Camp Rd (5)	$39,900	$37,900	$4,160	6/2013	5/2013	100%	9/2016	X		●	●	●
41	12	ORA	Orange County	7543	La Pata Avenue (5)	$57,220	$45,220	$5,110	12/2013	6/2013	100%	1/2017	X		●	●	●

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42	12	ORA	City of Anaheim	7505	Brookhurst St Widening (5)	$8,961	$8,961	$3,393	6/2013	5/2013	100%	6/2015	X		●	●	▶
43	12	ORA	City of Costa Mesa	7507	Harbor Blvd & Adams Ave (5)	$4,779	$3,914	$1,482	11/2013	5/2013	100%	10/2015	X		●	●	▶
44	12	ORA	City of Cypress	7568	Cerritos Avenue Widening (5)	$439	$378	$168	5/2013	3/2013	100%	11/2016	X		●	●	●
45	12	ORA	City of Santa Ana	7506	Bristol St Widening (4)	$9,600	$9,600	$3,120	1/2013	8/2012	100%	12/2014	X		●	●	▶
46	12	ORA	City of Villa Park	7594	Street Rehab (5)	$651	$651	$125	10/2013	6/2013	100%	9/2014	X		●	●	▶
47	12	ORA	Caltrans	7700	I-5 HOV Pac Coast Hwy-San Juan Clark (5)	$63,093	$49,272	$20,789	12/2013	6/2013	93%		X		●	●	●
48	12	ORA	Caltrans	7701	SR 91 Aux Lane / Tustin Ave - SR 55 IC (5)	$41,930	$28,000	$14,000	10/2013	6/2013	100%	10/2016	X		●	●	●
Totals						$9.8B	$7.7B	$685.5M									

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable or needs further action. See Corrective Actions.
▶ Project Closeout is delayed by 6 months or longer. See Corrective Actions.

Formula Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)/ Project ID	APPROVED TOTAL PROJECT COST X $1,000	ACTUAL TOTAL PROJECT COST X $1,000	APPROVED TOTAL CONST COST X $1,000	ACTUAL TOTAL CONST COST X $1,000	APPROVED SLPP FUNDS X $1,000	ACTUAL SLPP FUNDS X $1,000	DE-ALLOCATED SLPP SAVINGS X$1,000	NON DE-ALLOCATED SLPP SAVINGS X$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
49	1	MEN	City of Fort Bragg	Street Resurfacing Project (5) 7615	$1,445	$1,197.6	$1,445	$1,197.6	$163	$163			5/2013	5/13/13	1/13/14
50	1	MEN	City of Willits	Street Rehab (5) 7614	$712	$486.1	$712	$486.1	$116	$116			5/2013	6/03/13	9/12/13
51	3	NEV	Truckee	Annual Slurry Seal Project (2) 7430	$673	$505.6	$673	$505.6	$163	$163			5/2010	7/29/10	10/08/10
52	3	NEV	Truckee	2012 Slurry Seal Project (4) 7509	$825	$606.4	$825	$606.4	$144	$144			10/2011	6/07/12	9/14/12
53	3	NEV	Truckee	2013 Slurry Seal Project (5) 7548	$660	$734.6	$660	$734.6	$71	$71			3/2013	6/18/13	9/24/13
54	3	NEV	Nevada City	Nevada City Paving- Various Locations (2) 7424	$62	$74.6	$62	$74.6	$31	$31			1/2011	6/08/11	6/14/11
55	3	NEV	Nevada City	New Mohawk Road Paving (5) 7692	$101	$83.6	$101	$83.6	$41	$41			6/2013	7/10/13	8/13/13
56	3	SAC	CalTrans	Hwy 50 HOV Lanes (1)	$160,925	$96,306.4	$147,125	$81,542.3	$7,214	$7,208		$6	6/2009	10/26/09	5/10/13
57	3	SAC	City of Rancho Cordova	Folsom Boulevard Enhancements (3) 7474	$6,837	$6,295	$6,037	$5,665	$2,724	$2,724			10/2011	9/01/11	5/09/13
58	3	SAC	Sac RT	South Sac Light Rail Phase 2 Ext (3) 7501	$31,500	$30,793.4	$31,500	$30,793.4	$7,200	$7,200			10/2011	11/01/11	10/31/14
59	4	ALA	Alameda County Transit	AC Transit Bus Procurement Program (2,5) 7502	$118,753	$118,773.1	$118,753	$118,773.1	$21,007	$21,007			10/2011 9/2012	4/01/12	7/31/16
60	4	CC	City of El Cerrito	2013 Street Improvement Program (5) 7693	$832	$817.4	$751	$738.4	$354	$354			6/2013	10/09/13	9/30/14
61	4	SM	City of Brisbane	Retrofit Safety Systems at School Xings (5) 7647	$74	$97.9	$74	$97.9	$37	$37			5/2013	7/25/13	3/17/14
62	4	SM	City of Brisbane	Bayshore Blvd Rehab (5) 7648	$120	$132.4	$120	$132.4	$60	$60			5/2013	8/05/13	9/18/13
63	4	SM	City of Brisbane	Sidewalk Improvement Various Locations (5) 7649	$100	$124.1	$100	$124.1	$50	$50			5/2013	8/26/13	2/24/14
64	4	SM	City of Burlingame	2013 Street Resurfacing Program (5) 7646	$1,000	$889.4	$950	$844.4	$411	$411			5/2013	7/25/13	1/31/14
65	4	SM	Town of Colma	Hillside Blvd Pavement Rehab (5) 7644	$144	$140.5	$144	$140.5	$49	$49			3/2013	6/12/13	07/11/13
66	4	SM	City of E Palo Alto	Street Resurfacing Program FY 12/13 (5) 7638	$1,090	$941.7	$990	$911.7	$495	$456		$39	5/2013	2/20/14	5/17/16
67	4	SM	City of Foster City	Street Resurfacing Project (5) 7639	$1,016	$1,085.2	$1,016	$1,085.2	$508	$508			1/2013	3/18/13	12/16/13
68	4	SM	City of Half Moon Bay	Road Rehab Program (5) 7651	$484	$685.1	$484	$685.1	$242	$242			5/2013	8/20/13	1/21/14
69	4	SM	Town of Hillsborough	2013 Street Resurfacing (5) 7645	$914	$1,853.5	$914	$1,853.5	$457	$457			3/2013	5/06/13	8/31/13
70	4	SM	San Mateo Cnty	Resurface and Restripe Alpine Rd (5) 7643	$215	$564.6	$215	$564.6	$88	$88			5/2013	8/01/13	10/25/13
71	4	SM	San Mateo Cnty	Resurface Various Streets (5) 7654	$1,850	$1,354.9	$1,850	$1,354.9	$605	$605			5/2013	7/09/13	5/19/13
72	4	SM	City of San Mateo	Citywide Street Rehab (5) 7641	$1,281	$1,410.6	$1,280	$1,410.6	$613	$613			3/2013	7/15/13	4/22/14
73	4	SM	City of South San Francisco	2013 Street Rehab (5) 7642	$1,014	$1,403.7	$1,004	$1,393.2	$502	$502			5/2013	8/26/13	12/13/13
74	4	SM	Town of Woodside	2013 Road Rehab (5) 7657	$534	$580.7	$534	$580.7	$267	$267			5/2013	7/30/13	3/25/14
75	4	SM	SMCTD	Purchase Buses for Paratransit (2) 7491	$241	$171.8	$241	$171.8	$49	$23	$22	$4	1/2011	9/14/11	2/28/12
76	4	SM	SMCTD	Replacement Mini Vans (3) 7492	$604	$468.7	$604	$468.7	$100	$47		$53	1/2011	9/14/11	2/15/12

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77	4	SM	SMCTD	Replacement Bus Washer (3) 7493	$676	$302.1	$676	$302.1	$150	$31		$119	1/2011	2/08/12	3/31/14
78	4	SON	City of Santa Rosa	Hybrid Bus Acquisition (1) 7488	$2,400	$2,400	$2,400	$2,400	$1,200	$1,200			1/2010	3/30/10	10/19/11
79	4	SON	Caltrans	101 Airport OC and IC (4,5)	$49,208	$49,849	$38,313	$35,927	$3,693	$3,693			4/2012 9/2012	12/27/12	8/03/15
80	5	SB	City of Goleta	Patterson Ave Sidewalk Infill (5) 7678	$335	$153.1	$314	$149.3	$54	$54			5/2013	11/19/13	7/15/14
81	5	SB	City of Lompoc	2013 Laurel Ave Rehab (5) 7673	$300	$283.4	$300	$283.4	$77	$77			5/2013	11/05/13	6/02/14
82	5	SB	County of Santa Barbara	Overlay Various County Roads (5) 7684	$1,109	$2,633.0	$1,109	$2,633.0	$242	$242			5/2013	11/12/13	5/20/14
83	5	SB	City of Santa Barbara	Carillo Street Pavement Overlay (5) 7686	$320	$321.2	$320	$321.2	$160	$160			5/2013	5/15/13	9/15/13
84	5	SB	City of Santa Maria	Central Santa Maria Roadway Repairs (5) 7683	$600	$577.1	$600	$577.1	$180	$180			5/2013	8/06/13	3/11/14
85	5	SB	City of Santa Maria	Union Valley Parkway Arterial Ph III (5) 7510	$5,039	$4,078.3	$5,039	$4,078.3	$2,163	$2,040		$123	12/2012	2/15/13	1/02/14
86	5	SCR	Santa Cruz Metro Transit Dist	CNG Bus Purchase (4) 7515	$5,820	$5,721.5	$5,820	$5,721.5	$427	$427			10/2011	11/23/11	5/04/12
87	6	MAD	Madera County	Avenue 12 Sidewalk between Rds 36&37 (1) 7406	$320	$416.1	$309	$405.1	$150	$150			1/2010	7/12/10	10/06/10
88	6	MAD	City of Chowchilla	Presidential Street Resurfacing (5) 7613	$527	$510.9	$480	$494.6	$240	$240			6/2013	12/10/13	12/0714
89	6	FRE	City of Clovis	Herndon, Clovis-Fowler (5) 7662	$1,598	$1,458.8	$1,598	$1,458.8	$799	$730		$69	1/2013	4/15/13	8/29/14
90	6	FRE	City of Clovis	Temperance, Bullard-Herndon (5) 7663	$2,597	$2,334	$2,597	$2,334	$1,298	$1,172		$126	1/2013	4/15/13	3/10/14
91	6	FRE	City of Clovis	Temperance, Enterprise Canal-Shepherd (5) 7680	$1,594	$2,015.1	$1,594	$2,015.1	$728	$728			6/2013	12/09/13	6/15/15
92	6	FRE	City of Fresno	Willow Ave Widen Barstow to Escalon (5) 7667	$2,367	$2,368	$1,930	$1,9622.3	$965	$955		$10	3/2013	9/26/13	2/26/16
93	6	FRE	City of Fresno	Peach Ave Widening (5) 7668	$12.311	$10.664.2	$7,300	$6,119.8	$3,650	$2,997		$653	1/2013	6/27/13	5/28/15
94	6	FRE	City of Fresno	Herndon EB Widening (5) 7675	$2,044	$1,402.8	$1,715	$1,250.2	$818	$626		$192	6/2013	10/24/13	8/07/14
95	6	FRE	City of Fresno	180 W Frontage Rd Improvements (5) 7685	$7,519	$5,714.1	$4,426	$2,734.9	$2,213	$1,334		$879	6/2013	11/21/13	9/12/15
96	6	MAD	Madera County Transp Comm	Road 200 Reconstruction & Widening (2) 7445	$1,195	$2,022	$742	$727	$371	$364		$7	5/2010	7/11/11	1/24/12
97	6	MAD	Madera County	Avenue 9 Improvements (5) 7549	$3,419	$2,152.1	$3,204	$2,029.7	$1,454	$1,016		$438	3/2013	6/17/13	2/25/14
98	6	MAD	City of Madera	Rehab, Resurface, Reconstruct & ADA (2) 7442	$356	$366.9	$336	$346.9	$150	$150			4/2010	10/06/10	12/21/11
99	6	MAD	City of Madera	Street 3R and ADA Improvements (2) 7444	$365	$252.4	$355	$242.4	$137	$122		$15	1/2011	7/06/11	12/21/11
100	6	MAD	City of Madera	3R & ADA – D Street & Almond Drive (3) 7485	$566	$380.4	$546	$373.9	$273	$187		$86	10/2012	4/17/13	11/06/13
101	6	MAD	City of Madera	3R & ADA – S Gateway Drive (3) 7486	$437	$212	$417	$205.2	$206	$103		$103	10/2012	4/17/13	11/06/13
102	6	MAD	City of Madera	4th St – Pine to K St (5) 7541	$1,512	$1,588.7	$1,360	$975.3	$567	$567			1/2013	5/15/13	2/15/14
103	6	TUL	Tulare County	Road 80 Widening Phase 1A (1) 7431	$6,000	$8,125	$6,000	$8,125	$2,294	$2,294			5/2010	9/15/10	1/15/13
104	6	TUL	Tulare County	Road 108 Widening (2) 7429	$29,498	$12,613.4	$29,498	$12,613.4	$2,295	$2,295			1/2011	2/07/11	5/15/13

Formula Projects - Completed

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105	7	LA	LACMTA	I-10 & I-110 Convert HOV to HOT Lanes (2) 7449	$69,300	$123,885	$64,710	$116,538	$20,000	$20,000			1/2011	7/06/11	2/23/14
106	7	LA	LACMTA	CNG Bus Procurement (3,4) 7494	$86,830	$85,762.4	$86,830	$85,762.4	$38,550	$38,257		$293	1/2011 2/2012	12/16/11	8/28/13
107	8	RIV	Riverside County	Fred Waring Drive Improvements (5) 7652	$9,432	$10,653.8	$8,000	$7,312.7	$4,000	$3,640		$360	6/2013	11/26/13	1/12/16
108	8	RIV	City of Indian Wells	Highway 111 Improvements (5) 7556	$3,100	$3,008	$3,100	$3,008	$1,550	$1,505		$45	3/2013	4/14/13	5/15/14
109	8	RIV	City of Indio	Monroe Street Improvements (5) 7544	$2,750	$3,203	$2,750	$3,203	$1,375	$1,375			10/2012	11/07/12	6/24/13
110	8	RIV	City of Indio	Varner Road at Jefferson Street (5) 7545	$4,500	$1,837.1	$4,500	$1,837.1	$2,250	$882		$1,368	6/2013	11/06/13	11/03/14]
111	8	RIV	City of La Quinta	Hwy 111/Washington St Improvements (5) 7656	$566	$743.4	$566	$743.4	$283	$283			6/2013	8/26/13	2/04/14
112	8	RIV	City of Murrieta	I-15 Los Alamos Rd OC (5) 7636 (Project has Competitive Funds also which are shown in Competitive Chart)	$9,900	$7,302.7	$9,900	$7,302.7	$2,500	$2,500			10/2015	4/1/13	8/18/15
113	8	RIV	City of Palm Desert	I-10 Monterey Ave IC Ramp Modification (5) 7640	$8,361	$8,044.2	$8,361	$8,044.2	$2,800	$2,586		$214	5/2013	1/23/14	3/24/16
114	8	SBD	San Bernardino County	Maple Lane Drainage and Slope Improvements (5) 7658	$2,892	$2,094	$2,604	$1,844.8	$1,302	$923		$379	3/2013	8/20/13	9/19/14
115	8	SBD	Town of Apple Valley	Yucca Loma Bridge and Yates Rd (5) 7682	$45,250	$45,263.3	$42,087	$41,734	$9,712	$9,638		$74	6/2013	12/18/13	9/13/16
116	8	SBD	City of Big Bear Lake	Village "L" Street Improvements (5) 7666	$4,710	$5,995.3	$4,541	$5,826.3	$1,200	$1,200			1/2013	3/11/13	2/10/14
117	8	SBD	City of Twentynine Palms	National Park Drive Improvements Ph 2 (5) 7659	$850	$1,079.7	$800	$1,044.7	$400	$400			1/2013	5/28/13	7/22/14
118	8	SBD	Town of Yucca Valley	RT 62 – Apache Trail and Palm Ave (5) 7660	$3,757	$3,663.4	$2,930	$2,734.3	$723	$597		$126	3/2013	12/20/13	7/31/14
119	8	SBD	Town of Yucca Valley	RT 62 – La Honda and Dumosa (5) 7661	$3,702	$3,076.5	$2,594	$1,968.5	$778	$535		$243	1/2013	7/23/13	5/20/14
120	10	SJ	City of Stockton	Grade Separating Lower Sacramento Rd & UPRR Tracks (2) 7448	$34,000	$22,566.7	$30,040	$18,606.6	$5,100	$5,100			4/2010	10/19/10	3/10/14
121	10	SJ	City of Stockton	French Camp Rd I-5 Interchange (4) 7533	$53,058	$47,769	$33,199	$28,224.4	$3,800	$3,800			4/2012	9/25/12	5/21/15
122	11	IMP	Imperial County	Willoughby Road (5) 7560	$1,300	$1,013.1	$1,300	$1,013.1	$650	$425		$225	3/2013	8/13/13	4/15/14
123	11	IMP	Imperial County	Dogwood Road Resurface (5) 7561	$1,802	$1,345.3	$1,802	$1,345.3	$901	$575		$326	3/2013	8/13/13	6/20/14
124	11	IMP	City of Brawley	Eastern Ave Rehab (5) 7550	$1,250	$1,289.2	$1,250	$1,289.2	$625	$625			3/2013	6/18/13	10/29/14
125	11	IMP	City of Calexico	Downtown Repaving (5) 7562	$800	$662.7	$800	$662.7	$400	$332		$68	3/2013	3/28/14	1/20/15
126	11	IMP	City of Calexico	5th Street Repaving (5) 7563	$1,030	$599.5	$1,030	$599.5	$515	$300		$215	3/2013	3/28/14	1/20/15
127	11	IMP	City of Calipatria	Lake Avenue Improvements (5) 7552	$282	$281.9	$282	$281.9	$133	$133			3/2013	6/11/13	9/27/13
128	11	IMP	City of El Centro	FY 2013 Streets Rehab Project (5) 7553	$2,073	$2,206.2	$2,073	$2,206.2	$1,036	$1,036			3/2013	9/03/13	9/26/14
129	11	IMP	City of Holtville	Grape Avenue Improvements Ph2 (5) 7551	$323	$297.1	$323	$297.1	$161	$149		$12	3/2013	6/10/13	11/22/13

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130	11	IMP	City of Imperial	South N Street Reconstruction (5) 7564	$768	$807.6	$768	$807.6	$384	$384			3/2013	9/25/13	8/05/14
131	11	IMP	City of Westmorland	6th Street and G Street Improvements (5) 7554	$136	$149.5	$136	$149.5	$68	$68			3/2013	8/7/13	3/27/14
132	11	SD	SANDAG	Blue Line Light Rail Vehicles (2) 7497	$233,178	$268,967	$233,178	$268,967	$31,097	$31,097			1/2011	1/20/11	1/20/14
133	11	SD	SANDAG	Blue Line Crossovers and Signals (4) 7513	$42,971	$40,793	$40,278	$37,915	$10,200	$10,200			10/2011	4/04/11	9/19/16
134	12	ORA	OCTA	Oso Parkway Widening (5) 7503	$5,815	$5,758.7	$3,180	$3,671.4	$1,204	$1,204			5/2013	5/19/14	12/08/15
135	12	ORA	OCTA	Tustin Ranch Road Extension (4,5) 7535	$21,303	$29,161	$19,388	$27,246	$4,927	$4,927			5/2012 6/2013	8/1/12	6/3/14
136	12	ORA	OCTA	Laguna Niguel/Mission Viejo Metrolink (5) 7542	$4,132	$4,179.6	$1,469	$1,499	$695	$695			9/2012	01/28/13	10/28/13
137	12	ORA	Orange County	Dale Street Reconstruction (5) 7610	$261	$257	$214	218.2	$107	$107			3/2013	5/21/13	10/10/13
138	12	ORA	Orange County	La Colina Drive Pavement Rehab (5) 7650	$1,818	$1,612.5	$1,665	$1,520	$815	$761		$54	3/2013 6/2013	4/23/13	8/26/13
139	12	ORA	Orange County	Moulton Parkway Smart Street Seg 3- Phase II (5) 7608	$6,844	$9,489.7	$6,844	$9,489.7	$3,422	$3,422			6/2012	12/4/12	10/2/14
140	12	ORA	Orange County	Skyline Drive Reconstruction (5) 7609	$580	$657.6	$504	$606.5	$252	$252			3/2013	8/09/13	12/03/13
141	12	ORA	City of Aliso Viejo	Aliso Creek Rd Rehab (5) 7565	$743	$573.8	$644	$484.6	$318	$259		$59	3/2013	8/21/13	10/29/13
142	12	ORA	City of Anaheim	Tustin & Riverdale Ave Improvements (5) 7584	$554	$574.5	$554	$574.5	$277	$277			12/2012	4/16/13	9/16/13
143	12	ORA	City of Anaheim	Broadway Improvements (5) 7585	$374	$642.4	$354	$588.1	$187	$187			12/2012	5/07/13	1/03/14
144	12	ORA	City of Anaheim	Anaheim Blvd Improvements (5) 7580	$664	$723.8	$664	$723.8	$332	$332			12/2012	5/07/13	2/06/14
145	12	ORA	City of Anaheim	Orange Ave Improvements (5) 7581	$348	$411.3	$348	$411.3	$174	$174			12/2012	5/07/13	2/06/14
146	12	ORA	City of Anaheim	Sunkist Street Improvements (5) 7582	$1,670	$1,697.4	$1,670	$1,697.4	$835	$835			12/2012	4/30/13	1/21/14
147	12	ORA	City of Anaheim	Knott Ave Improvements (5) 7583	$448	$643.2	$448	$643.2	$224	$224			12/2012	5/07/13	2/06/13
148	12	ORA	City of Brea	Imperial Hwy and Assoc. Rd Smart St. (1) 7408	$1,900	$1,292	$1,900	$1,292	$200	$200			4/2010	10/25/10	6/30/11
149	12	ORA	City of Brea	Lambert Rd Phase 2 Rehab (5) 7570	$794	$$1,755.3	$724	$1,674.5	$362	$362			3/2013	8/20/13	6/03/14
150	12	ORA	City of Buena Park	La Palma Ave Rehab (5) 7618	$1,182	$1,572.4	$1,142	$1,532.4	$571	$571			3/2013	7/09/13	11/15/13
151	12	ORA	City of Costa Mesa	Redhill Avenue Rehab (5) 7567	$1,901	$1,844.0	$1,901	$1,844.0	$922	$922			1/2013	6/10/13	7/15/14
152	12	ORA	City of Cypress	Valley View Ave Overlay (5) 7569	$438	$420.7	$402	$384.7	$180	$180			3/2013	8/19/13	9/23/13
153	12	ORA	City of Dana Point	Residential Roadway Rehab (5) 7566	$824	$549.8	$824	$549.8	$318	$275		$43	1/2013	4/18/13	4/20/14
154	12	ORA	City of Fountain Valley	Brookhurst Street Improvements (5) 7575	$933	$1,228	$933	$1,228	$396	$396			3/2013	6/18/13	12/24/13
155	12	ORA	City of Fullerton	Berkeley Ave Reconstruction (5) 7572	$780	$826.6	$700	$718.7	$343	$343			1/2013	5/29/13	1/24/14
156	12	ORA	City of Fullerton	Magnolia Ave Reconstruction (5) 7573	$1,230	$1,535	$1,130	$1,449.9	$410	$410			1/2013	5/21/13	11/15/13

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157	12	ORA	City of Garden Grove	Local Road Rehab (5) 7571	$1,684	$2,330.6	$1,684	$2,330.6	$842	$842			3/2013	8/13/13	7/10/14
158	12	ORA	City of Huntington Beach	Goldenwest St and Garfield Ave Rehab (5) 7574	$2,266	$2,881	$2,266	$2,881	$1,133	$1,133			12/2012	5/06/13	12/30/13
159	12	ORA	City of Irvine	Campus Dr Rehab (5) 7604	$2,774	$2,695.8	$2,500	$2,461.6	$1,138	$1,138		$244	1/2013 6/2013	6/11/13	8/11/14
160	12	ORA	City of Irvine	Jamboree Road Rehab (5) 7605	$1,628	$834.7	$1,394	$752.1	$435	$376		$59	1/2013	7/08/13	10/16/13
161	12	ORA	City of Laguna Beach	Acquisition of Alternate Fuel Trolleys (5) 7611	$636	$597.2	$636	$597.2	$318	$299		$19	1/2013	6/18/13	9/9/15
162	12	ORA	City of Laguna Hills	El Toro Road Rehab (5) 7598	$1,280	$1,047.7	$1,280	$1,047.7	$343	$343			1/2013	6/25/13	12/09/14
163	12	ORA	City of Laguna Niguel	La Paz Road Rehab (5) 7577	$826	$846.1	$826	$846.1	$413	$413			3/2013	9/23/13	12/16/13
164	12	ORA	City of Laguna Woods	El Toro Rd Reconstruction (5) 7616	$591	$637.1	$591	$637.1	$293	$293			3/2013	8/21/13	8/20/14
165	12	ORA	City of La Habra	Idaho St Pavement Rehab (5) 7603	$492	$440.5	$492	$440.5	$246	$221		$25	3/2013	3/18/13	07/01/13
166	12	ORA	City of La Palma	La Palma Ave Rehab – Valley View /WCL (5) 7576	$676	$824.8	$636	$784.8	$318	$318			3/2013	6/04/13	3/04/14
167	12	ORA	City of Lake Forest	Lake Forest & Rockfield Resurface (5) 7578	$1,035	$868.8	$1,035	$868.8	$479	$430		$49	3/2013	7/29/13	11/19/13
168	12	ORA	City of LosAlamitos	Business Area Street Improvement (5) 7617	$636	$627.5	$636	$627.5	$318	$314		$4	3/2013	5/21/13	9/06/13
169	12	ORA	City of Mission Viejo	Jeronimo Rd Resurface (5) 7597	$1,378	$1,476.1	$1,278	$1,417.1	$574	$574			12/2012	4/30/13	12/02/13
170	12	ORA	City of Newport Beach	Balboa Blvd & Channel Rd (5) 7593	$1,586	$1,593.8	$1,386	$1,393.8	$693	$674		$19	1/2013	3/18/13	7/03/13
171	12	ORA	City of Orange	Jamboree Rd Rehab (5) 7591	$2,112	$2,158.1	$2,072	$2,118.1	$1,036	$1,036			3/2013	5/28/13	3/20/14
172	12	ORA	City of Placentia	Rose Drive and Yorba Linda Blvd Int (5) 7599	$300	$147.4	$300	$147.4	$95	$74		$21	1/2013	4/16/13	11/01/13
173	12	ORA	City of Placentia	Valencia Ave Rehab (5) 7600	$636	$642.3	$636	$642.3	$318	$318			1/2013	5/07/13	11/05/13
174	12	ORA	City of Rancho Santa Margarita	Santa Margarita Parkway Rehab (5) 7606	$600	$432.4	$535	$367.7	$99	$99			1/2013	4/10/13	5/30/13
175	12	ORA	City of Rancho Santa Margarita	FY 12/13 Residential Rehab (5) 7607	$500	$494.3	$480	$488.8	$216	$216			1/2013	2/27/13	6/04/13
176	12	ORA	City of San Clemente	Camino De Los Mares Rehab (5) 7602	$1,400	$941.2	$1,400	$941.2	$318	$318			3/2013	8/20/13	4/15/14
177	12	ORA	City of San Juan Capistrano	Local Street Rehab (5) 7592	$804	$1,401.4	$804	$1,401.4	$318	$318			3/2013	9/3/13	8/5/14
178	12	ORA	City of Santa Ana	Broadway & McFadden Rehab (5) 7601	$3,765	$3,932.7	$3,765	$3,932.7	$1,551	$1,551			3/2013	8/05/13	11/24/14
179	12	ORA	City of Seal Beach	Arterial and Local Street Rehab (5) 7596	$655	$682.3	$655	$682.3	$318	$318			3/2013	6/13/13	8/12/13

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180	12	ORA	City of Stanton	Citywide Street Rehab (5) 7590	$817	$816.8	$817	$816.8	$318	$318			3/2013	3/25/13	5/28/13
181	12	ORA	City of Tustin	Irvine Blvd & McFadden Ave Rehab (5) 7586	$913	$920.7	$913	$920.7	$358	$358			3/2013	8/20/13	9/02/14
182	12	ORA	City of Tustin	Newport Ave Bicycle Trail (5) 7587	$450	$690	$$400	$628.6	$200	$200			3/2013	8/20/13	7/15/14
183	12	ORA	City of Tustin	Enderle Cntr & Vandenberg Intersection (5) 7588	$145	$231.2	$70	$192.1	$35	$35			3/2013	8/20/13	9/02/14
184	12	ORA	City of Westminster	Brookhurst Street Improvement (5) 7589	$1,212	$1,220.7	$1,212	$1,220.7	$520	$520			3.2013	8/28/13	4/09/14
185	12	ORA	City of Yorba Linda	Yorba Linda Blvd Rehab (5) 7595	$761	$515.8	$674	$428.8	$336	$214		$112	1/2013	6/22/13	8/27/13
Total Completed Formula SLPP					$1.18B	$1.17B	$1.1B	$1.1B	$244M	$236.9M	$22K	$7.6M			

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7614	1	MEN	Street Rehabilitation	Replace failing storm drains to prevent roadway deterioration	Replaced undersized failing storm drain pipe
7615	1	MEN	Street Resurfacing	Resurface various streets in Fort Bragg	Resurfaced 22 streets
7424	3	NEV	Nevada City Paving- Various Locations	Rehab Searls Ave - add 20 yrs useful life.	Rehabbed .25 miles of Searls Ave
7692	3	NEV	New Mohawk Rd Paving	New pavement on New Mohawk Rd and Gold Flat Ct. Safety. 20+ years life.	Grinded and removed existing asphalt with new Asphalt.
7548	3	NEV	2013 Slurry Seal	Town wide slurry seal program.	Slurry sealed roads to add 15+ years life.
7474	3	SAC	Folsom Blvd Enhancement, Ph 2	Provide connectivity between light rail and peds.	Rehabbed 1.5 mi roadway, bike & ped path. Increased safety. Beautification
7501	3	SAC	South Sacramento Light Rail, Ph 2	Add pkg structure at CRC, the end of South Line ph2.	Added pkg spaces. Enhanced regional connectivity. Accommodate future travel demand. Alleviate congestion on Hwy99.
7536	3	SAC	Hwy 50 / Watt Ave (CMIA)	Project not closed out yet.	Project not closed out yet.
7558	3	SAC	Cosumnes Rvr Blvd I-5 IC	Project not closed out yet.	Project not closed out yet.
	3	SAC	Sac 50 - HOV	Improve mobility - HOV from Watt Ave to Sunrise EB and WB	HOV lane added. Increased avg travel speed by 7.38mph WB and 10.24mph during peak
7430	3	NEV	Annual Slurry Seal Project	Town wide slurry seal program.	Slurry sealed roads to add 15+ years life.
7509	3	NEV	2012 Slurry Seal Project	Town wide slurry seal program	Slurry sealed roads to add 15+ years life.
7502	4	ALA	Bus Procurement Program (2,5)	Improve ridership, safety, timely transit service and minimize maintenance costs.	Improved ridership, safety, timely transit service, minimized maintenance cost.
7489	4	BART	BART - Warm Springs Extension	Project not closed out yet.	Project not closed out yet.
7499	4	BATA	Oakland Airport Connector (2,4,5)	Project not closed out yet.	Project not closed out yet.
7693	4	CC	2013 Street Improvement Program	Extend useful life of roadway infrastructure by 15+yrs, improve safety,	Extended useful life of infrastructure and improve safety. Used rubberized asphalt seal. Extend life 15+yrs.
	4	CC	SR 4 East Somersville - 160 segment 3 (2,4)	Project not closed out yet.	Project not closed out yet.
	4	CC	SR 4- East Widening segment 3B	Project not closed out yet.	Project not closed out yet.
	4	CC	SR 4 East Somersville - 160 segment 2 (1,2)	Project not closed out yet.	Project not closed out yet.
7530	4	MAR	Sonoma-Marin Area Rail Tansit (4,5)	Project not closed out yet.	Project not closed out yet.
7698	4	SF	Doyle Drive Replacement Project	Project not closed out yet.	Project not closed out yet.
7491	4	SM	Purchase Buses for Paratran	Expect ridership to increase by 3%	Actually ridership decreased by .9% due to economy.
7492	4	SM	Replacement Mini Vans	Procurement of new vans will help ensure that ADA paratransit service is reliable.	Procurement of minivans helped ensure that paratransit services are reliable.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7493	4	SM	Bus Washer	Replacing bus washer for clean, attractive vehicles to encourage transit ridership.	Replacement bus washer provides clean attractive vehicles tha encourage transit ridership. Reduced cost of repairs of old equip.
7514	4	SM	Positive Train Control (4,5)	Project not closed out yet.	Project not closed out yet.
7637	4	SM	Road Rehab - Var Loc	Project not closed out yet.	Project not closed out yet.
7638	4	SM	Street Resurfacing - Var Loc	Resurface 8000LF roadway. Raise PCI from 25 to 90. Extend 25 yrs.	Resurfaced 8000LF roadway. Raised PCI
7639	4	SM	Street Resurfacing - Var Loc	AC overlay 3-4 miles of roadway. AC base repair, grinding, utility adjustment and striping.	AC over layed 3-4 miles with AC base repair, grinding, utility adjustment and striping. Extends life 15+ yrs.
7641	4	SM	Road Rehab - Var Loc	Rehab 2.3 miles roadway. Add 15+ service life.	Remove/replace pavement section and subsection. Installed storm system. Replaced curb, gutter sidewalk. Striped adjusted manholes
7642	4	SM	Road Rehab - Var Loc	Improve 2.92 miles of street at various locations. Raise PCI from 27-70pts. Extend life by 15+ yrs.	Improved 2.92 miles of street at various locations. Raised PCI from 27-70. Extend life of pvmt by 15+yrs.
7643	4	SM	Alpine Rd at Hwy 280 Resurf	Improve pavement on Alpine Rd at Hwy 280 IC. Extend useful life by 15+ yrs.	Extended useful life of pavement by 15 yrs. 0.2' AC placed on roadway, new striping bike lane treatments, signage & pvmt repairs.
7644	4	SM	Hillside Blvd Pavement Rehab	Improve Hillside Blvd and extend useful life by 15+ yrs. Save travel time and fuel.	Asphalt pvmt rehab & striping btwn Serramonte Blvd and the southern town limits with City of SF. Extended life 15+ yrs.
7645	4	SM	Street Resurfacing - Var Loc	Street resurface 6.5 miles of roads in Hillsborough. Expect to increase PCI by 3 pts to 75.	Street resurfacing actually increased PCI level by 4 pts from 72 to 76. Expected to extend the life of streets by 15+ yrs.
7646	4	SM	Street Resurfacing - Var Loc	Improve 1.7miles of roadway. Extend life by 15+ yrs.	Improved 2.2miles of city streets. PCI increased by 1. Extend life by 15+ yrs.
7647	4	SM	School Crossing Safety Systems	Create safe, navigable Xings on busy streets and school routes for safety and visibility.	Created safe, navigable Xings at busy intersections on school routes with ped use. Increased safety, encourage ped use.
7648	4	SM	Bayshore Drive Rehab	Rehab 1500 to 3000 feet of roadway. Extend pavement life by 20 yrs. Reduce congestion and pollution.	Improved 2000ft of Principal Arterial rdwy. Extended pavement by 20yrs. Reduced congestion, air and stormwater pollution.
7649	4	SM	Sidewalk Improvement - Var Loc	Create safe, navigable sidewalks to encourage ped travel including school children.	Provided safe, navigable sidewalks that encourage ped travel including school children. Eliminated over 137 trip hazards.
7651	4	SM	Road Rehab - Var Loc	Improve congestion and air quality and extend useful life of streets by 15+yrs. Raise PCI from 59 to 62	Repaired failing pavement on several streets. PCI increased from 59 to 67. Extended useful life by 15+yrs.
7654	4	SM	Street Resurf - Var Loc	Improve PCI and extend useful life by 15+yrs on many roadways.	.2' AC placed on roadways, new striping & pvmt repairs.
7655	4	SM	Replacement of 1998 Gilllig Buses	Project not closed out yet.	Project not closed out yet.
7657	4	SM	Road Rehab - Var Loc	Extend useful life of pavement on selected roadways by 15+ years.	Improved the life of pavement and provide smoother, safer and more durable roads.
7694	4	SM	Advanced Comm System Upgrade	Project not closed out yet.	Project not closed out yet.
7534	4	SCL	BART - Vehicle Procurement (4,5)	Project not closed out yet.	Project not closed out yet.
7488	4	SON	Hybrid Bus Acquisition	Purchase 4 new 40' hybrid electric busses. Less noise, less pollution, better fuel efficiency.	Busses purchased. There is less noise, pollution and better fuel efficiency.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7697	4	SON	101 - Old Redwood Hwy Overcross and I/C	Project not closed out yet.	Project not closed out yet.
	4	SON	101 - Airport Overcross and I/C (CMIA) (4,5)	US 101 between Fulton Rd & Windsor Rd, replace OC and construct sound walls.	Replaced 2 lane Airport Blvd OC w/ 4lanes, and construct sound walls in Windsor. Modified on/off ramps
	4	SON	101 - Petaluma River Bridge (CMIA)	Project not closed out yet.	Project not closed out yet.
7671	4	VAR	Signal System Rehab	Project not closed out yet.	Project not closed out yet.
7510	5	SB	Union Valley Pkway Arterial - Ph III	Add new arterial and IC to reduce congestion at US101 IC's. Congestion relief on streets.	The new arterial and IC reduced congestion and US101 IC. Congestion relieved on local streets.
7673	5	SB	Laurel Ave Rehab 2013	Provide new AC for safer and smooth surfaces. Improve storm water drainage.	New AC. Fixed storm water issues.
7678	5	SB	Patterson Ave Sidewalk Infill	Put in sidewalk where it's missing for peds and ADA.	Filled in gap in existing sidewalks for ADA, peds, Also put in new concrete driveways for businesses.
7683	5	SB	Central Santa Maria Roadway Repairs	Increase useful life of roadways. Reconstruct roadway on E. Central Ave and Stowell Ave.	Increased useful life of both roadways.
7684	5	SB	Overlay of Various County Roads	AC overlay to extend life 15+ years. Locations are to be determined by pavement management sys.	Provided necessary maintenance. Will help reduce large deferred maintenance backlog.
7686	5	SB	Carillo Streets Rehab	Replace poor quality pavement at various locations.	Resurfaced streets and added 15 years life.
7515	5	SCR	CNG Bus Purchase	Replace 1/3 of the Santa Cruz Metro's diesel fleet with CNG busses.	Added 11 CNG busses, reducing GHG's by replacing old diesel busses.
7557	5	SCR	Metro Base Consolidated Facility	Project not closed out yet.	Project not closed out yet.
7662	6	FRE	Herndon Ave - Clovis to Fowler	Project will accommodate bikes, peds, vehicle and transit travel. Provide safety. Create divided roadway.	Improved safety for motor and non-motorized. Improves reliability. This is a regional multi modal system.
7663	6	FRE	Temperance - Bullard to Herndon	Project will accommodate bikes, peds, vehicle and transit travel. Provide safety. Create divided roadway.	Accommodate bikes, peds, cars and transit. Improve safety. Create divided roadway 30 yr lifespan.
7667	6	FRE	Willow Ave - Barstow Ave to Escalon Ave	Improve traffic ops. Reduce accidents. Provide safe ped access. Improve circulation along Willow Ave	Improve traffic ops. Reduce accidents. Provide ped access. Improve circulation.
7668	6	FRE	Peach Ave - Kings Canyon Rd to Belmont	Widening Peach Ave from 2 to 4 lanes. Curb, gutter, sidewalk, trees, landscape median, bike lanes.	Improve mobility along Peach Ave.
7675	6	FRE	Herndon EB - Brawley to Blythe	Improve air quality, reduce congestion, improve travel time @ safety of peds and cars.	Added travel lane, signal and sidewalk. Alleviated traffic congestion, improved travel time and air quality
7680	6	FRE	Temperance - Enterprise Cnl. To Shepherd	Accommodate bikes, peds and cars. Improve safety, divided roadway, 30 yr lifespan.	Widened Temperance Ave. Added lanes, signal, median,
7685	6	FRE	SR 180 West Frontage Road	Meet existing and future traffic demands. Restore connectivity	Improved traffic circulation in Roeding business Park. Promote economic development.
7696	6	FRE	Rt 180 - Kings Canyon Expwy Seg 2	Project not closed out yet.	Project not closed out yet.
7485	6	MAD	3R & ADA - D Street and Almond Ave	Rehab, resurface and reconstruct arterial and collector streets.	Pavement improvements eliminated existing defects and improved the flow of traffic and safety.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7486	6	MAD	3R & ADA - South Gateway Drive	Rehab, resurface and reconstruct arterial and collector streets.	Pavement improvements eliminated existing defects and improved the flow of traffic and safety.
7541	6	MAD	4th St, Pine to K St	Rehab, resurface & Reconstruct city streets and improve drainage. Add 15+years.	Pavement improvements eliminated defects and Improved storm water conveyance. ADA ramps.
7549	6	MAD	Avenue 9 Improvements	Provide thru lanes for safety for left turns at 2 intersections.	Rehabbed roadway between SR41&SR99, safer for public, improved drainage
7613	6	MAD	Presidential Street Resurfacing	Overlay streets with asphalt.	Overlay several residential streets. Smooth surface. Pulverized streets to fix damaged areas.
7406	6	MAD	Ave 12 Sidewalk between Rds 36 & 37	Add new 5'sidewalk. Safety and encourage ped traffic.	Added sidewalk. Safer for peds.
7442	6	MAD	Rehab, Resurface, Reconstruct & ADA	Rehab, resurface, reconstruct roadways and install ADA curb returns. Add 15+ years life.	Pavement improvements improved flow of traffic and safety. ADA ramps are safer for peds too.
7444	6	MAD	Street 3R and ADA Improvements	Various roads, Rehab, resurface, reconstruct roadways and install ADA curb returns. 15+ years added	Pavement improvements improved flow of traffic and safety. ADA ramps are safer for peds too.
7445	6	MAD	Road 200 Reconstruction & Widening	Reconstruct and widen Rd 200. 40' wide.	Completed bridge over Ladd Creek. Part of a multi-phase project.
7429	6	TUL	Road 108 Widening	Widen Rd 108 from Leland to Caldwell from 2 to 4 lanes.	Added new traffic signals at Ave 272 & Ave 264. Increased the efficiency of traffic. Safer. 4 lanes and left turn pockets enhanced traffic on Rd 108
7431	6	TUL	Road 80 Widening - Phase 1A	1.75 mile widen from 2 to 4 lanes.	Widened less than 2 miles of the 14 mile corridor, including turn pocket and acceleration lane. Reduced accidents.
7511	6	TUL	Avenue 416 Widening (Rd 56 to Rd 80)	Project not closed out yet.	Project not closed out yet.
7449	7	LA	I-10 & I-110 Convert to HOT Lanes	Reduce congestion, GHG's, emissions and increase travel time savings.	Convert HOV to HOT lanes. New toll funds. Increased ridership on Silver Line.
7484	7	LA	I-5 Carmenita Interchange	Project not closed out yet.	Project not closed out yet.
7494	7	LA	CNG Bus Procurement (3,4)	Reduce emissions.	CNG Busses procured. Improve service quality. Lower average fleet age. Increase reliability
7495	7	LA	Positive Train Control (3,4)	Project not closed out yet.	Project not closed out yet.
7496	7	LA	LA- San Fernando Valley Transit Ext (2,3)	Project not closed out yet.	Project not closed out yet.
7555	7	LA	Transit Bus Acquisition	Project not closed out yet.	Project not closed out yet.
7664	7	LA	Exposition Light Rail Transitt Ph II	Project not closed out yet.	Project not closed out yet.
7695	7	LA	Crenshaw/LAX Transit Corridor	Project not closed out yet.	Project not closed out yet.
	7	LA	I-5 N. Carpool Lns SR 118-170	Project not closed out yet.	Project not closed out yet.
	7	LA	I-5 HOV Empire Ave I/C	Project not closed out yet.	Project not closed out yet.
7544	8	RIV	Monroe Street Improvements	Eliminate gap closure, congestion, and complete system. Improve mobility, safer for peds, bikes.	Eliminated gap closure, congestion. Completed the system. Improved mobility. Sidewalk, bike lanes, multi use trail
7545	8	RIV	Varner Rd at Jefferson St Improv.	Eliminate gap closure, remove congestion, complete system. Increase mobility.	Widened Varner from 2 to 4 lanes, eliminated gap closure, congestion, Improved flow.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7546	8	RIV	Foothill Parkway Westerly Extension	Project not closed out yet.	Project not closed out yet.
7556	8	RIV	Highway 111 Improvements	Reduce congestion, improve safety. Traffic signal improvements. Bus turnouts.	Reduced congestion. Improved safety. Traffic signal improvements. Bus turnouts.
7636	8	RIV	I-15 / Los Alamos Crossing (Comp $ also)	Gap closure to existing 4 lane Los Alamos Rd. Relieve bottleneck. Improve circulation. Min vert clearance.	Same as PPR
7640	8	RIV	I-10 / Monterey Ave I/C	Eliminate congestion on NB Monterey Avenue	Congestion has been relieved. Air Quality improved.
7652	8	RIV	Fred Waring Drive	Provide 3 thru lanes each dir. To reduce future congestion. Raised median for safety. Drainage. Sound wall	Same as PPR.
7653	8	RIV	Rt 91 Corridor Improvement	Project not closed out yet.	Project not closed out yet.
7656	8	RIV	Hwy 111 at Washington St	Improve LOS to E or better at peak hour, season.	Brought LOS to E or better at peak times. Added left turn lanes, dedicated right turn lanes. Median mod. Restriping, replaced bus turnout
7538	8	SBD	I-15/Ranchero Rd I/C	Project not closed out yet.	Project not closed out yet.
7658	8	SBD	Maple Lane Improvements	Minimize hazards and structure damage with reduced flooding.	Improved condition of roadway and improved drainage and erosion.
7659	8	SBD	National Park Dr. Improvements	Construct curb/gutter for drainage improvement. Sidewalk/bike path connecting trails. Pavement Rehab	Same as PPR
7660	8	SBD	Rt 62 Imp. Apache Trail to Palm Ave	Increase ped safety, reduce vehicle conflicts, upgrade non-standard ADA.	Same as PPR
7661	8	SBD	Rt 62 Imp. La Honda Wy to Dumosa Ave	Increase ped safety, reduce vehicle conflicts, upgrade non-standard ADA.	Same as PPR
7666	8	SBD	Village "L" St Impr - Various Loc	Reconstruct Pine Knot & Village Drive. Improve safety for cars & peds. Improve drainage. Improve safety.	Resurface streets, improve ADA access, replace curb, gutter, sidewalk. New drainage.
7681	8	SBD	San Bernardino Downtown Rail Ext	Project not closed out yet.	Project not closed out yet.
7682	8	SBD	Yucca Loma Bridge and Yates Rd Improvements	New corridor, interchange. Relieve congestion	A segment in a larger project that hasn't opened yet. Expects to open summer 2017
7688	8	SBD	Milliken Grade sep	Project not closed out yet.	Project not closed out yet.
7691	8	SBD	Vineyard Ave Grade Sep	Project not closed out yet.	Project not closed out yet.
7448	10	SJ	Lower Sacramento Rd Grade Sep	Eliminate 1,650 mins/day vehicle delay. Reduce emissions by 2,500 kg/yr. Potential alignment for HSR. Improve safety	Promote safety by providing safe access for all modes. Eliminate 1,650 mins /day vehicle delay. Reduce emissions by 2,500 kg/yr
7533	10	SJ	I-5 French Camp Road I/C	Improve traffic on I5 w/ aux lanes between French Camp & Downing Ave. Improve goods movement. Provide freight rte.	Same as PPR
	10	SJ	Rt 99 - South Stockton 6-Lane	Project not closed out yet.	Project not closed out yet.
7550	11	IMP	Eastern Ave Rehab	Resurface 1.2 mi. Create safer surface for ped, bike & car traffic. Increase safety, Reduce street noise. Reduce dust.	Resurfaced 1.5 mi. Created safer surface for ped, bike & car traffic. Increased safety. Reduce street noise.
7551	11	IMP	Grape Ave Improvements	Reduce hazards. Add Cl1 bike lane, Benefit school children with safety.	Same as PPR
7552	11	IMP	Lake Ave Improvements	Increase safety and improve aesthetics. Extend life by 15+ years.	Replaced deteriorated AC, Improved storm water conveyance, established ADA curb returns.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7553	11	IMP	FY 2013 Streets Rehab	Supports SCAG regional Transportation Plan. Maximize mobility for all people and goods. Remove potholes, cracks.	Maximizes mobility for all people and goods in region by removing potholes. Ensures safety and reliability. Bikes/peds.
7554	11	IMP	6th St and G St Improvements	Bring traffic back to 6th & G Sts by removing potholes. Maximize mobility and accessibility for all people and goods. Safety	Maximize mobility and accessibility for all people and goods. Remove potholes & cracks. Level road surface, add curb/ gutter
7560	11	IMP	Willoughby Road	Provide safety benefits, ease of travel, reduce vehicle wear, Removed potholes and cracks.	Repaired potholes, cracks. Created smoother driving surface. Improved safety and reliability. 15+ yrs life.
7561	11	IMP	Dogwood Road	Will resurface .5mile Dogwood Rd. Provide safety, ease of travel, reduce vehicle wear.	Resurfaced .5miles Dogwood Rd. Removed potholes, cracks. Created smoother driving surface. Safety. Ease of travel.
7562	11	IMP	Downtown Repaving	Resurface 3,800 ft of local roads.	Pavement rehab. Provided safety.
7563	11	IMP	5th Street Repaving	Rehab. Increase safety. Solve drainage issues. Increase air quality.	Pavement rehab. Provided safety.
7564	11	IMP	South N Street Reconstruction	Reconstruct South N St.	Improved larger area than PPR. Was 1,120.68' improved. Actual 2,225' improved.
7497	11	SD	Blue Line Light Rail Vehicles	Replace existing Light Rail vehicles to increase passenger capacity by 6%, reduce maintenance, reduce ADA boarding time.	Increased efficiency along blue, orange and green lines with new low floor LRT vehicles. Easier for ADA
7513	11	SD	Blue Line Crossovers and Signals	Increased capacity. Improved performance, Can single track or reverse. Improved flexibility.	Same as PPR. Increased system capacity, improved on time performance, ability to single track, Improved flexibility
7531	11	SD	Blue Line Station Rehab	Project not closed out yet.	Project not closed out yet.
7559	11	SD	Blue Line Traction and Power Substations	Project not closed out yet.	Project not closed out yet.
7699	11	SD	I-5 Genessee	Project not closed out yet.	Project not closed out yet.
	11	SD	I-805 HOV Managed Lanes - North	Project not closed out yet.	Project not closed out yet.
7408	12	ORA	Imperial Hwy and Assoc. Rd Smart St.	Improve traffic congestion by maintaining LOS D or better. Improve traffic flow onto NB SR 57.	Maintain LOS D or better. Improved traffic flow. Same as PPR.
7503	12	ORA	Oso Parkway Widening	Add capacity relieve congestion. LOS from E to C . V/C ratio of 0.748.	Widened Oso Pkwy from 6 lanes to 8 lanes over .4mile. Added capacity, relieved congestion, LOS increase to C
7504	12	ORA	Cow Camp Rd	Project not closed out yet.	Project not closed out yet.
7505	12	ORA	Brookhurst St Widening	Project not closed out yet.	Project not closed out yet.
7506	12	ORA	Bristol St Widening	Project not closed out yet.	Project not closed out yet.
7507	12	ORA	Harbor Blvd & Adams Ave	Project not closed out yet.	Project not closed out yet.
7535	12	ORA	Tustin Ranch Road Extension (4,5)	Improve livability and economic competitiveness. Improve congestion on parallel routes. Decrease travel time.	Constructed new roadway to close gap. Included bike /ped facilities. Improved livability & economic competitiveness
7542	12	ORA	Laguna Niguel/Mission Viejo Metrolink	Add 176 pkg spaces to Laguna/Nigel Metrolink pkg lot.	Added 176 pkg spaces.
7543	12	ORA	La Pata Avenue	Project not closed out yet.	Project not closed out yet.
7565	12	ORA	Aliso Creek Rehab	Maintain roadway at high level of service - increase useful life 15+ years	Same as PPR
7566	12	ORA	Residential Rehab	Maximize mobility, ensure travel safety and maximize the productivity of our transportation system.	Maximize mobility, ensure travel safety and maximize the productivity of our transportation system.
7567	12	ORA	Redhill Avenue Rehab	Eliminate blight and provide a safe and smooth commute. Extend its lifecycle.	Resurface the roadway for system preservation including: striping, loop detector replacement and traffic control.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7568	12	ORA	Cerritos Avenue Widening	Project not closed out yet.	Project not closed out yet.
7569	12	ORA	Valley View Ave Overlay	Eliminated the existing pavement distress and provided a new road surface.	Eliminated the existing pavement distress and provided a new road surface.
7570	12	ORA	Lambert Rd Ph 2 Rehab	Extend the useful service life of the existing roadway segment.	Extend the useful service life of the existing roadway segment.
7571	12	ORA	Local Road Rehab	Prolong the service life of the road, add structural capacity to the roadway, and improve the smoothness of the ride.	Prolong the service life of the road, add structural capacity to the roadway, and improve the smoothness of the ride.
7572	12	ORA	Berkeley Avenue Reconstruction	Extend the useful life of the pavement.	Extend the useful life of the pavement.
7573	12	ORA	Magnolia Avenue Reconstruction	Provide adequate pavement strength and a more uniform surface for vehicular traffic.	Extend the useful life of the pavement.
7574	12	ORA	Goldenwest St & Garfield Ave Rehab	Provide smoother ride-ability and extend the life of the streets.	Provide smoother ride-ability and extend the life of the streets.
7575	12	ORA	Brookhurst Street Improvement	Smoother driving surface, reduce smog and extend the useful life of the pavement.	The improvements provide a better ride quality and service life for Brookhurst Street and provide ADA compliant pathways for pedestrians.
7576	12	ORA	La Palma Ave Rehab - Valley View/ WCL	Extend the pavement life by a minimum of 15 years.	Extend the pavement life by a minimum of 15 years.
7577	12	ORA	La Paz Road Rehab	Extend the life of roadway. Ensure traffic safety and reliability.	Extend the life of roadway. Ensure traffic safety and reliability.
7578	12	ORA	Lake Forest Dr / Rockfield Bl Resurface	Extend the useful life of these highly travelled arterial roads.	2" rubberized asphalt overlay, new sidewalks, curbs & gutters
7580	12	ORA	Anaheim Blvd Improvements	Extend the useful life of the pavement, maximize mobility and accessibility and productivity of transportation system.	New street surface and increasing the pavement life of the roadway.
7581	12	ORA	Orange Avenue Improvements	Extend the useful life of the pavement, maximize mobility and accessibility and productivity of transportation system.	New street surface and increasing the pavement life of the roadway.
7582	12	ORA	Sunkist St Improvements	Extend the useful life of the pavement, maximize mobility and accessibility and productivity of transportation system.	New street surface and increasing the pavement life of the roadway.
7583	12	ORA	Knott Avenue Improvements	Extend the useful life of the pavement, maximize mobility and accessibility and productivity of transportation system.	New street surface and increasing the pavement life of the roadway.
7584	12	ORA	Tustin Avenue / Riverdale Ave Improvement	Extend the useful life of the pavement, maximize mobility and accessibility and productivity of transportation system.	New street surface and increasing the pavement life of the roadway.
7585	12	ORA	Broadway Improvements	Extend the useful life of the pavement, maximize mobility and accessibility and productivity of transportation system.	New street surface and increasing the pavement life of the roadway.
7586	12	ORA	Irivne Blvd & McFadden Ave Rehab	Extend the useful life of the roadway, reduce future maintenance needs and costs, and upgrade curb ramps to current federal ADA requirements.	Extend the useful life of the roadway, reduce future maintenance needs and costs, and upgrade curb ramps to current federal ADA requirements.
7587	12	ORA	Newport Ave Bike Trail Reconstruct	Extend the useful life of the facility, reduce future maintenance needs and costs, and provide an aesthetic benefit.	Extend the useful life of the facility, reduce future maintenance needs and costs, and provide an aesthetic benefit.
7588	12	ORA	Enderle Center / Vandenburg Ln Intersection	Provide greater safety for motorists, pedestrians and reducing collisions as well as aesthetic benefits.	Provide greater safety for motorists, pedestrians and reducing collisions as well as aesthetic benefits.
7589	12	ORA	Brookhurst Street Improvement	Improved driving and drainage conditions; enhance traffic safety.	Improved driving and drainage conditions; enhance traffic safety.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7590	12	ORA	Citywide Street Rehab	Rehabilitate various roads within the City of Stanton to increase the useful life of these roads.	Rehabilitate roadways to prolong the lifespan of these roadways.
7591	12	ORA	Jamboree Rd Rehab	Rehabilitation of Jamboree to prevent the street from deteriorating further. Will extend useful life of pavement.	Rehabilitation of Jamboree to prevent the street from deteriorating further. Will extend useful life of pavement.
7592	12	ORA	Local Street Rehab	Rehab has extended the life of the streets pavement and helped eliminate total roadway reconstruction. Bringing to current ADA compliance.	Rehab has extended the life of the streets pavement and helped eliminate total roadway reconstruction. Bringing to current ADA compliance.
7593	12	ORA	Balboa Blvd / Channel Rd	Enhance safety and extend pavement life by at least 15 years.	Enhance safety and extend pavement life by at least 15 years.
7594	12	ORA	Street Rehab	Project not closed out yet.	Project not closed out yet.
7595	12	ORA	Yorba Linda Blvd Rehab	Increase of overall mobility and accessibility for motorists and provided a smooth driving surface.	Increase of overall mobility and accessibility for motorists and provided a smooth driving surface.
7596	12	ORA	Arterial and Local Street Rehab	Resurfacing project is a longer lasting road and cost efficiency.	Provide a longer lasting roadway surface to roads in significant need before any further delays increased the cost.
7597	12	ORA	Jeronimo Road Resurfacing	Restore the roadway surface improving drivability of the roadway preventing deterioration.	Replace deficient asphalt, curb, gutter, sidewalk, and curb ramps and to resurface Jeronimo Road to extend useful life.
7598	12	ORA	El Toro Road / Ridge Route Drive Rehab	Roadway maintenance to current standards.	Extended the roadways useful life term.
7599	12	ORA	Rose Drive / Yorba Linda Blvd	Increase current and future traffic flows. Increase access.	Reduce traffic congestion, air quality, maximize mobility and accessibility.
7600	12	ORA	Valencia Avenue Rehab	Restore road surface in support of current and future traffic.	Improve air quality, maximizes mobility and accessibility.
7601	12	ORA	Broadway & McFadden Rehab	Extend the useful life of the pavement by at least 15 years.	Will prevent further deterioration of the street and will save the city money in the long run.
7602	12	ORA	Camino De Los Mares Rehab	Rehabilitate a 4 lane Secondary Arterial Hwy, extend useful life of the roadway.	Ensure the travel safety and reliability; preserve and ensure sustainable regional transportation system by extending useful life.
7603	12	ORA	Idaho Street Rehab	Repair and restore existing infrastructure and extend useful life.	Replace failed curb and gutter areas, reconstructed failed pavement, and extend useful life.
7604	12	ORA	Campus Drive Rehab	Increase travel comfort and reduce wear and tear; extend useful life.	Extended useful life, rehabilitated and restored pavement structural stability.
7605	12	ORA	Jamboree Road Rehab	Extend useful life of the roadway, increase travel comfort and reduce normal vehicle wear and tear.	Rehabilitate the pavement and restore structural stability and extend useful life of the roadway.
7606	12	ORA	Santa Margarita Parkway Rehab	Extend useful life of the pavement.	Pavement preservation, improved ride quality, and aesthetics.
7607	12	ORA	Residential Rd Rehab	Extend useful life of the pavement.	Pavement preservation, improved ride quality, and aesthetics.
7608	12	ORA	Moulton Pkwy Smart Street, Seg. 3	Project not closed out yet.	Project not closed out yet.
7609	12	ORA	Skyline Drive Reconstruction	Provide a new, more durable pavement and upgrade the existing curb access ramps to ADA compliant ramps.	Provide a new structural section of pavement to repair and extend pavement life.
7610	12	ORA	Dale Street Reconstruction	Provide a new, more durable pavement and upgrade the existing curb access ramps to ADA compliant ramps.	Provide a new, more durable pavement and upgrade the existing curb access ramps to ADA compliant ramps.
7611	12	ORA	Trolley Bus Acquisition	Transit vehicle purchase.	Purchase of 3 trolleys.

Benefits of Completed Formula Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7616	12	ORA	El Toro Road Reconstruction	Increase mobility and accessibility for motorists and increase pedestrian safety and mobility.	Upgrade of several access ramps throughout the project and surrounding areas to meet ADA standards.
7617	12	ORA	Business Area Street Improvement	Maximize mobility and accessibility and ensure travel safety and reliability, ensure sustainable transportation system.	Maximize mobility and accessibility and ensure travel safety and reliability, ensure sustainable transportation system.
7618	12	ORA	La Palma Ave Rehab - Beach Blvd/ECL	Extend useful service life of existing roadway segment, improve reliability and enhance safety.	Pavement reconstruction, wheelchair ramps reconstructed to comply with ADA requirements.
7650	12	ORA	La Colina Drive Pavement Rehab	Provide new structural section to extend pavement life. Improve serviceability.	Provide new structural section to extend pavement life. Improve serviceability.
7700	12	ORA	I-5 HOV Pac. Coast Hwy - San Juan Clark Rd	Project not closed out yet.	Project not closed out yet.
7701	12	ORA	SR 91 Aux Lane, Tustin Ave-SR55 I/C	Project not closed out yet.	Project not closed out yet.

SLPP Closeout Corrective Actions – Formula Projects

Project 4: Oakland Airport Connector
Agency has been fully reimbursed for the SLPP funds. Waiting for final documentation.

Project 14: Road Rehab
Agency has submitted a FDR but they have not yet submitted an invoice. They are waiting for a change order before submitting final invoice and final documentation.

Project 19: Kings Canyon Expressway
FDR has not yet been submitted. There is a discrepancy in the amount of SLPP funds that have been reimbursed.

Project 21: LA San Fernando Valley Transit Extension
Agency has been fully reimbursed for the SLPP funds. They are working on the final documentation for the FDR.

Project 31: I-15 Ranchero Road
Final paperwork has been submitted and is under review.

Project 42: Brookhurst Street Widening
Waiting for final paperwork and the FDR for this project.

Project 43: Harbor Boulevard and Adams Avenue
Waiting for final paperwork and the FDR for this project.

Project 45: Bristol Street Widening
Waiting for final paperwork and the FDR for this project.

Project 46: Street Rehab
Final invoice has been submitted. Waiting for the completed FDR for this project.

SLPP Corrective Actions – Formula Projects

There are no SLPP Formula project Corrective Actions this quarter.

SLPP Updates – Formula Projects

There are no SLPP Formula project updates this quarter.

Competitive Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
186	3	ED	El Dorado Cnty	7527	Pleasant Valley Rd/ Patterson Dr. (4)	$4,107	$2,442	$600	10/2013	6/2013	100%	4/2015	X		●	●	▶
187	3	ED	El Dorado Cnty	7526	Silva Valley Parkway / US 50 IC (4)	$52,323	$38,200	$1,000	9/2013	1/2013	75%		X		●	●	●
188	3	PLA	Placer County	7621	Kings Beach Commercial Core Imp (5)	$45,875	$33,025	$1,000	12/2013	6/2013	100%	7/2016	X		●	●	●
189	3	PLA	Placer County	7619	Auburn / Folsom Rd Widen, North Ph (5)	$7,770	$6,670	$1,000	9/2013	6/2013	100%	1/2017	X		●	●	●
190	3	SAC	Sac RT	7674	Cosumnes River College Transit Station (5)	$89,822	$89,822	$1,000	7/2013	5/2013	100%	3/2017	X		●	●	●
191	4	CC	Contra Costa Transportation Authority	7524	I-680 Auxiliary Lane Project (4)	$33,170	$25,140	$1,000	12/2012	8/2012	100%	12/2014	X		●	●	▶
192	5	SLO	San Luis Obispo County	7623	Willow Rd Extension Mitigation (5)	$750	$750	$375	3/2013	3/2013	100%	3/2017	X		●	●	●
193	8	RIV	City of Moreno Valley	7518	SR 60 / Nason St OC (4)	$17,130	$15,030	$1,000	9/2012	5/2012	100%	8/2017	X		●	●	●
194	8	SBD	City of Fontana	7471	I-15 / Duncan Canyon IC (3,4)	$31,752	$24,414	$1,972	10/2012	6/2012 6/2012	100%	6/2017	X		●	●	●
195	8	SBD	City of Highland	7520	SR 210 / Greenspot Rd (4,5)	$9,047	$8,399	$1,886	12/2012	6/2012 3/2013 6/2013	100%	10/2016	X		●	●	●
196	8	SBD	City of Highland	7632	Greenspot Rd Bridge at Santa Ana River (5)	$13,534	$13,534	$1,000	11/2013	5/2013	100%	4/2016	X		●	●	●
197	8	SBD	City of Highland	7631	5th Street Corridor Improvements (5)	$3,795	$3,795	$1,000	11/2013	6/2013	100%	1/2017	X		●	●	●
198	8	SBD	City of Highland	7690	Baseline Greenspot Traffic Safety (5)	$974	$974	$393	11/2013	6/2013	100%	10/2015	X		●	●	▶
199	8	SBD	City of Rancho Cucamonga	7635	I-15 Baseline Rd Interchange Improvements (5)	$50,883	$37,983	$1,000	4/2014	6/2013	99%		X		●	●	●
Totals						$360.9M	$300.2M	$14.2M									

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable, or needs further action. See Corrective Actions.
▶ Project Closeout is delayed by 6 months or longer. See Corrective Actions.

Competitive Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)	APPROVED TOTAL PROJECT COST X $1,000	ACTUAL TOTAL PROJECT COST X $1,000	APPROVED TOTAL CONST COST X $1,000	ACTUAL TOTAL CONST COST X $1,000	APPROVED SLPP FUNDS X $1,000	ACTUAL SLPP FUNDS X $1,000	DE-ALLOCATED SLPP SAVINGS X $1,000	NON DE-ALLOCATED SLPP SAVINGS X$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
200	3	SAC	City of Elk Grove	Franklin / Elk Grove (1) 7397	$4,015	$3,103.4	$1,976	$1,064.4	$988	$533	$455		1/2010	4/01/10	12/08/10
201	3	SAC	City of Elk Grove	Waterman / Grant Line Lane (1) 7398	$4,294	$3,841.7	$3,703	$3,250.9	$1,000	$1,000			1/2010	7/14/10	1/13/12
202	3	ED	El Dorado County	Silva Valley Parkway Widening (2) 7414	$2,735	$1,164	$1,985	$730.7	$993	$365	$628		4/2010	10/29/10	4/13/12
203	3	ED	El Dorado County	Durock Rd / Business Dr. Intersection (2) 7413	$1,740	$2,046.9	$1,440	$1,294.8	$710	$648	$62		4/2010	8/24/10	9/13/11
204	3	ED	El Dorado County	White Rock Road Widening & Signal (2) 7415	$1,132	$1,322.1	$1,000	$995.1	$500	$498	$2		4/2010	10/29/10	4/13/12
205	3	ED	City of Placerville	Point View Drive (1) 7402	$3,160	$2,399.5	$2,455	$1,674.5	$750	$750			1/2010	6/01/11	1/10/12
206	3	PLA	Placer County	Tahoe City Transit (1) 7487	$7,342	$7,342	$5,808	$5,808	$226	$226			1/2010	6/29/10	10/29/12
207	3	PLA	City of Lincoln	Nicolaus Road Widening (4) 7525	$1,578	$1,648	$1,516	$1,450	$758	$725		$33	6/2012	8/01/12	4/30/13
208	3	PLA	City of Lincoln	Nelson Lane Improvements (5) 7620	$1,400	$7,037.6	$1,200	$6,582.7	$600	$600			6/2013	4/10/14	3/10/15
209	3	PLA	City of Roseville	Blue Oaks Blvd Widening (5) 7622	$3,950	$3,741.9	$3,800	$3,366.3	$1,000	$1,000			6/2013	10/16/13	2/04/15
210	3	PLA	City of Roseville	Fiddyment Road Widening (4) 7529	$3,660	$2,877	$3,100	$2,616.6	$1,000	$1,000			1/2012	5/31/12	4/17/13
211	3	SAC	City of Elk Grove	Elk Grove-Florin Rd/ E Stockton Blvd (5) 7689	$1,108	$1,227.9	$838	$938.2	$419	$419			6/2013	10/28/13	3/11/15
212	3	YOL	City of West Sacramento	Tower Bridge Gateway - East Phase (2) 7425	$6,488	$6,345.2	$6,488	$6,345.2	$1,000	$1,000			1/2011	9/30/10	1/27/12
213	5	SLO	San Luis Obispo County	Willow Road Extension (1) 7409	$6,500	$4,866.8	$6,500	$4,866.8	$1,000	$1,000			1/2010	6/14/10	8/09/11
214	5	SLO	San Luis Obispo County	Willow Road Extension Phase II (2) 7423	$27,821	$16,878.8	$27,821	$16,878.8	$1,000	$1,000			1/2011	3/21/11	9/22/15
215	5	SLO	San Luis Obispo County	Los Osos Valley Road (4) 7523	$600	$232.9	$600	$232.9	$174	$117		$57	5/2013	9/24/13	2/04/14
216	5	SB	City of Goleta	Fairview/Berkeley Traffic Signal (2) 7417	$315	$223.1	$300	$203.3	$150	$102	$48		4/2010	2/07/11	4/14/11
217	5	SB	City of Goleta	Los Carneros/Calle Roundabout (3) 7478	$2,218	$1,631.6	$1,285	$1,319.4	$335	$335			10/2011	3/01/12	11/15/13
218	5	SB	County of Santa Barbara	Union Valley Parkway / Bradley Road Intersection (2) 7412	$1,278	$572.76	$1,100	$530.69	$550	$266	$284		4/2010	6/28/10	11/01/10
219	6	FRE	City of Clovis	Shaw Avenue Improvement (3) 7468	$569	$493.7	$485	$410	$243	$205	$38		10/2011	04/09/12	8/07/12

Competitive Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)	APPROVED TOTAL PROJECT COST X $1,000	ACTUAL TOTAL PROJECT COST X $1,000	APPROVED TOTAL CONST COST X $1,000	ACTUAL TOTAL CONST COST X $1,000	APPROVED SLPP FUNDS X $1,000	ACTUAL SLPP FUNDS X $1,000	DE-ALLOCATED SLPP SAVINGS X $1,000	NON DE-ALLOCATED SLPP SAVINGS X$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
220	6	FRE	City of Clovis	DeWolf / Nees Street Improvement (3) 7469	$1,374	$1,490.6	$759	$575.4	$379	$282	$97		10/2011	4/09/12	10/08/12
221	6	FRE	City of Clovis	Bullard/ Locan (3) 7466	$860	$781.7	$730	$651.2	$315	$315			10/2011	8/01/12	1/22/13
222	6	FRE	City of Fresno	Traffic Sig Shields/Temperance(5) 7670	$445	$339.9	$430	$325.4	$215	$159		$56	6/2013	6/05/14	3/17/15
223	6	FRE	City of Fresno	Traffic Sig Audubon/Cole (5) 7672	$377	$327.3	$362	$318.6	$181	$151		$30	6/2013	4/03/14	7/08/15
224	6	KER	City of Bakersfield	Mohawk Street Extension (5) 7626	$2,393	$3,416.8	$2,028	$3,051.7	$1,000	$1,000			3/2013	9/11/13	6/6/14
225	6	KER	City of Bakersfield	Hageman Road – Install and Sync Signals (5) 7676	$450	$553.5	$450	$553.5	$225	$225			6/2013	11/20/13	7/24/14
226	6	KER	City of Bakersfield	Hosking Ave Widening (5) 7677	$872	$815.2	$872	$815.2	$436	$408		$28	6/2013	11/20/13	5/23/14
227	6	KIN	City of Hanford	Greenfield Avenue Extension (1) 7399	$895	$639.9	$825	$608.9	$250	$185	$65		1/2010	8/1/10	6/07/11
228	6	KIN	City of Hanford	12th Ave Widening (1) 7400	$2,370	$2,476.1	$2,150	$2,182.5	$600	$487	$113		1/2010	8/1/10	6/07/11
229	6	KIN	City of Hanford	11th Ave Widening (2) 7411	$1,448	$1,153.6	$1,320	$1,045.4	$500	$396	$104		4/2010	6/28/10	4/05/11
230	6	KIN	City of Hanford	12th Ave Widening/Reconstruct (3) 7470	$3,140	$3,310.5	$2,795	$2,678.9	$750	$750			12/2011	7/30/12	2/08/13
231	6	KIN	City of Hanford	10th Ave Widening (4) 7522	$1,930	$2,225.9	$1,650	$1,988.9	$750	$750			6/2012	2/04/14	9/24/14
232	6	KIN	City of Hanford	Campus Dr / UPRR Crossing (5) 7627	$740	$827.5	$640	$751	$320	$320			6/2013	12/3/13	9/3/14
233	7	LA	City of Lancaster	25th Street East Alignment (5) 7665	$722	$489.9	$722	$489.9	$361	$244		$117	6/2013	12/10/13	1/12/16
234	8	RIV	City of Indio	Golf Center Parkway Rehab (2) 7418	$3,400	$2,426	$3,000	$2,026	$433	$433			4/2010	2/22/10	7/12/10
235	8	RIV	City of Moreno Valley	Cactus Ave Improvements (2) 7439	$6,350	$4,926	$5,500	$4,076	$1,000	$1,000			1/2011	3/13/12	5/27/13
236	8	RIV	City of Moreno Valley	Cactus Ave Widening EB 3rd Lane (5) 7628	$1,515	$1,558.8	$1,120	$1,193.8	$560	$549		$11	5/2013	10/08/13	8/17/14
237	8	RIV	City of Moreno Valley	Perris Blvd Improvements (5) 7679	$6,000	$5,730.4	$6,000	$5,730.4	$1,000	$955		$45	6/2013	5/13/14	12/21/15
238	8	RIV	City of Murrieta	I-15 Los Alamos Rd OC (5) 7636 (Project has Formula Funds also, project totals are shown in Formula Chart)					$1,000	$1,000			10/2015	4/1/13	8/18/15
239	8	RIV	City of Riverside	Route 91 Auxiliary Lane (2) 7426	$3,100	$2,267	$2,746	$1,913.1	$1,000	$957	$43		1/2011	3/21/11	7/31/11
240	8	RIV	Riverside Cnty	Magnolia Ave and Neece St (2) 7435	$781	$903.1	$620	$665.9	$150	$150			10/2011	6/25/12	11/05/12
241	8	RIV	Riverside Cnty	I-15 Indian Truck Trail IC (3) 7480	$9,100	$10,343	$6,300	$7,775.6	$1,000	$1,000			10/2011	9/27/11	3/18/14
242	8	SBD	Town of Apple Valley	Bear Valley / Deep Creek Rd (3) 7473	$184	$175.1	$184	$175.1	$92	$88	$4		10/2011	8/15/11	11/30/11

Competitive Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)	APPROVED TOTAL PROJECT COST X $1,000	ACTUAL TOTAL PROJECT COST X $1,000	APPROVED TOTAL CONST COST X $1,000	ACTUAL TOTAL CONST COST X $1,000	APPROVED SLPP FUNDS X $1,000	ACTUAL SLPP FUNDS X $1,000	DE-ALLOCATED SLPP SAVINGS X $1,000	NON DE-ALLOCATED SLPP SAVINGS X$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
233	8	RIV	Town of Apple Valley	Kiowa Road Widening (5) 7629	$640	$663.8	$640	$663.8	$320	$320			1/2013	6/25/13	12/16/13
244	8	SBD	City of Chino	Signal Interconnect (5) 7630	$900	$776.7	$900	$776.7	$450	$389		$61	6/2013	12/03/13	12/16/14
245	8	SBD	City of Hesperia	Ranchero Rd Grade Sep (3) 7481	$30,845	$31,646.9	$25,000	$27,210.1	$1,000	$1,000			3/2011	8/31/11	9/30/13
246	8	SBD	City of Montclair	Monte Vista Ave Widening (5) 7633	$663	$522.6	$360	$461.8	$180	$180			5/2013	4/07/14	9/29/14
247	8	SBD	City of Redlands	Redlands Blvd / Alabama Street Improvements (5) 7634	$5,581	$6,339.4	$5,581	$6,339.4	$1,000	$1,000			6/2013	11/19/13	3/24/16
248	8	SBD	City of Upland	Foothill Blvd (Route 66) (3) 7479	$2,100	$5,159	$2,100	$5,159	$1,000	$1,000			1/2012	7/09/12	8/12/13
249	10	AMA	Amador Cnty	Mission Blvd Gap (1) 7404	$1,955	$1,262.8	$1,600	$845.6	$800	$423	$377		1/2010	4/19/10	1/27/11
250	10	AMA	Amador Count Transp. Comm	SR 104 / Prospect Drive Relocation (3) 7465	$2,132	$2,296.3	$1,771	$1,935.3	$885	$885			10/2011	6/18/12	5/31/13
251	10	MER	City of Merced	Parsons Avenue (1) 7410	$2,319	$2,261.9	$1,590	$2,116.3	$1,000	$1,000			4/2010	09/20/10	11/11/11
252	10	MER	City of Merced	Parsons Ave/Ada Givens Gap (3) 7482	$1,650	$1,274	$800	$825	$400	$400			10/2011	5/01/12	11/17/12
253	10	MER	City of Merced	Yosemite Ave Reconstruction (2) 7428	$2,100	$2,114	$1,850	$2,007	$1,000	$1,000			1/2011	1/10/12	11/29/12
254	10	MER	City of Merced	Highway 59 / Cooper Avenue (1) 7419	$5,020	$3,307	$2,300	$2,077	$1,000	$1,000			1/2011	8/08/11	12/31/12
255	11	SD	San Diego County	South Santa Fe Ave North Reconstruction (1) 7403	$29,652	$31,267.4	$21,387	$23,751.4	$1,000	$1,000			4/2010	4/01/10	3/01/13
256	12	ORA	City of Anaheim	Katella Ave Widening (5) 7579	$7,300	$7,195.6	$7,300	$7,195.6	$1,000	$1,000			6/2013	11/19/13	4/30/15
257	12	ORA	City of Anaheim	Tustin & La Palma Ave Widen (3) 7476	$6,200	$13,067.7	$4,000	$10,227.8	$1,000	$1,000			6/2013	4/16/13	7/09/15
Total Completed Competitive SLPP					$198.6M	$225.4M	$191.8M	$191.7M	$38M	$35.2M	$2.32M	$438K			

Benefits of Completed Competitive Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7402	3	ED	Point View Drive	Improve mobility and safety for Apple Hill visitors. Connect Point View Dr to Jacquier Rd. Class 2 bike lanes.	Improved mobility and safety for Apple Hill visitors. Connected Point View Dr to Jacquier Rd. Class 2 bike lanes.
7413	3	ED	Durock Rd / Busines Dr. Intersection	Ped signal, ADA ramps, Cl2 bike lanes, bike detector loops. Safety and mobility.	New turn pockets, signal, ped ramps, crosswalk and Cl2 bike lanes. Safety and multimobility.
7414	3	ED	Silva Valley Parkway Widening	Increase capacity decrease delays at school. Bring roadway to LOS F. School traffic to LOS B. Add bike lane	Added thru lane, left turn storage lane improved travel. Bike lane is being used.
7415	3	ED	White Rock Rd. Widen & Signal	Coordinate signals. Add sidewalks, bike lanes, signals. Improve safety. Increase transit. Multi modal.	Improved mobility, operations for peds, bikes, and cars. Also increased capacity of White Rock Rd
7526	3	ED	Silva Valley Parkway/US 50 Interchange	Project not closed out yet.	Project not closed out yet.
7527	3	ED	Pleasant Valley Rd/Patterson Dr. Signals	Project not closed out yet.	Project not closed out yet.
7525	3	PLA	Nicolaus Rd Widening	Widen Nicolaus Rd, 32' wide widening.	Widened Nicolaus Rd. Adds future traffic capacity to airport.
7529	3	PLA	Fiddyment Road Widening	Widen Fiddyment Rd between Baseline and Pleasant Grove Blvd. From 2 to 5 lanes.	Constructed lanes due to increased ADT. Project is in line with CIP in City of Roseville.
7619	3	PLA	Auburn Folsom Widening		Project not closed out yet.
7620	3	PLA	Nelson Lane Improvements	Widen Nicolaus Ln to 4 lns in between two other widenings. Adds future planned traffic to SR 65.	Widened Nicolaus Rd. Bike and electric vehicle use increased in corridor
7621	3	PLA	Kings Beach Commercial Improvement	Project not closed out yet.	Project not closed out yet.
7622	3	PLA	Blue Oaks Blvd Widening	Widen Blue Oaks from 4 to 6 lns. Safety for peds, bikes, cars.	Widened Blue Oaks blvd from 4 to 6 lanes between Crocker Ranch Rd & Industrial Blvd (1.7mi)
7487	3	PLA	Tahoe City Transit	Build new transit center for ped, bike, bus, car and watercraft accessibility to transit. Improve air quality.	Completed intermodal transit center. 130 pkg spaces. Ped/bike path. Increased accessibility by various modes of transp.
7397	3	SAC	Franklin/ Elk Grove	2 12' SB thru lanes, 1 bike lane, 1 NB to EB right turn lane, bus shelter, sidewalk	Added EB thru lane and 2 EB to SB right turn lanes
7398	3	SAC	Waterman / Grant Ln	1500 ft new roadway. New signal. LOS F to LOS D or better. Multi phases. Improve mobility on Grantline	Add lanes at expanded intersection. Signal for protected left turn. New curb ramps, storm drain signage and striping
7674	3	SAC	Cosumnes River College Transit Station	Project not closed out yet.	Project not closed out yet.
7689	3	SAC	Elk Grove - Florin Rd/ Stockton Int	Re-align Elk Grove Blvd-Florin & E. Stockton Blvd intersection, left & right turn lanes, raised median,	Re-aligned Elk Grove-Florin to intersect with E. Stockton Blvd at 90 degree angle. New signal, curb ramps, ditches and drainage
7425	3	YOL	Tower Bridge Gateway - East ph	Reconstruct Tower Bridge Gateway to improve safety and access for multi modal traffic. Support other upcoming projects.	Improved access and safety for cars, public transit, peds, bikes. Supported new urban development in other areas of West Sac and Streetcar system.
7524	4	CC	I-680 Auxiliary Lane Project	Project not closed out yet.	Project not closed out yet.
7623	5	SLO	Willow Road Extension Mitigation	Project not closed out yet.	Project not closed out yet.
7523	5	SLO	Los Osos Valley Rd Project	Add 2 way left turn lane. Widen road and additional shoulder for safety.	Widened Los Osos Rd. Added center turn lane and bike lanes. Reduces congestion. Safer for bikes.
7409	5	SLO	Willow Rd. Extension	Expected to relieve congestion, improve traffic flow and LOS at interchanges. Reduce GHG's, improve safety	Ph1 extended Willow Rd for ease of access onto Hwy 101. Reduced truck traffic out of urban area.

Benefits of Completed Competitive Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7423	5	SLO	Willow Rd Extension ph II	Construct US101/Willow Rd IC. Relieve congestion, improve traffic flow.	Provided link between Hwy 1 and 101. Improved traffic flow and LOS.
7412	5	SB	Union Valley Pkwy / Bradley Rd	Widen UVP to signal controlled 4 lane, Cl2 bikes, Right turn lane. Will provide better circulation and increased safety. Reduce travel times.	Provided better circulation & safety for cars, peds, bike and transit users. Signal controlled intersection.
7417	5	SB	Fairview / Berkely Traffic Signal	Install traffic signal at Fairview/Berkely. Will increase safety for ped/bike.	Installed traffic signal and it improved traffic flow and increased ped/bike safety.
7478	5	SB	Los Carneros / Calle Roundabout	Install roundabout to allow for safer bike and ped passage. Better for GHG's.	Constructed the City's first roundabout intersection. Paving, striping, landscaping, sidewalk, lighting.
7466	6	FRE	Bullard / Locan	Convert 2 ln undivided to 3 ln divided, bike lanes.	Project accommodated bikes, peds, vehicle and transit modes of travel. Improved safety. 30yrs lifespan.
7468	6	FRE	Shaw Ave Improvements	Convert Shaw from undivided arterial to a divided arterial. Install landscaped median island, bike	Project accommodates bikes, peds, vehicle and transit. Improve safety. 30+yr lifespan. Divided roadway.
7469	6	FRE	DeWolf Ave and Nees Avenue to SR 168	Construct N&SB center lanes, NB outside lane. Median curb island, N&SB bike lanes	Built to accommodate bikes, peds, vehicle and transit. Improves safety. Clearly delineate motorized and non- motorized travel
7670	6	FRE	Traffic Signal at Shields / Temperance	Install traffic signal Shields& Temperance. Will operate at LOS B in am and LOS C in pm.	Signalized Shields & Temperance. Alleviated traffic congestion. More ped friendly.
7672	6	FRE	Traffic Signal at Audobon / Cole	Install traffic signal at Audobon & Cole to improve travel in the area. Phasing for R/W to both ped and cars.	Signal at Audobon & Cole. Alleviated congestion. Improved travel time and air quality. More ped friendly.
7626	6	KER	Mohawk St Ext	Improve air quality, reduce VMT, Reduce congestion, support planned development. Improve connectivity.	Improved air quality. Less idling. Reduced vehicle miles. Reduced congestion. Improved connectivity
7676	6	KER	Hageman Road Signal Install and Synch	Improve air quality, reduce congestion, support current and planned development, increase capacity.	Air quality improved. Congestion reduced. Increased capacity of network. Improved access
7677	6	KER	Hosking Ave Widening	Widening lanes, air quality improvements, reduce congestion, support planned development.	Improved air quality, reduced congestion, increased capacity, support development.
7399	6	KIN	Greenfield Ave. Ext	Extend Greenfield Ave and add access to developments.	Extended Garfield Ave. Installed sidewalks, bike lanes, lighting. Increased safety.
7400	6	KIN	12th Ave. Widening	Add lanes, reduce travel delays and GHG's. Raised median. Sidewalks, bike lanes, lighting, signal.	Added 2 adtl travel lanes ea direction to 12th ave. Raised median. Traffic Signal. Increased capacity, reduced delays & emissions. Added sidewalks, safety.
7411	6	KIN	11th Avenue Widening	Add 2 travel lanes each direction to 11th ave. Add bike route, raised median, sidewalks, lighting.	Added 2 travel lanes each direction to 11th ave. increase capacity & safety, reduce delay and emissions. Sidewalk, bike lane and lighting adds safety
7470	6	KIN	12th Avenue Widening / Reconstruction	Widen roadway adding travel lane capacity, reducing travel delays and GHG's. Safety.	Added 2 lane miles by widening from 2to4 lanes. Installed curb, gutter, sidewalk, landscaped medians, storm drainage lighting decrease traffic congestion
7522	6	KIN	10th Ave Widening/Reconstruction	Add adtl travel lane capacity reducing delays and GHG's. Add protected turn lane. Curb, gutter, sidewalks, lighting. Safety	Added 3 miles of travel lane capacity reducing congestion, delays & GHG's. Installed continuous turn lane - safety
7627	6	KIN	Campus Drive / UPRR - Crossing	Encourage infill development by improving access and connectivity. Reduce congestion and GHG's.	Install new public at grade crossing with UPRR providing access to an area that was land locked. Improve congestion.

Benefits of Completed Competitive Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7665	7	LA	25th Street East Alignment	Align 25th St. Improve traffic flow, circulation and reduce delays. Improve safety	Aligned 25th St. Reduced delays, improved driver confidence, safer
7418	8	RIV	Golf Center Parkway Rehab	Improve roadway surface, reduce noise levels & hazards. Add efficient traffic flow.	Improved traffic flow, reduced emissions and congestion by eliminating 4way stop and adding thru lane. Improved roadway surface
7426	8	RIV	Rte 91 Auxiliary Lane	EB aux lane will reduce congestion, improve safety. Useful life of 50 yrs.	Same as PPR
7435	8	RIV	Magnolia Ave / Neece St. Signal	Improve safety for peds, bikes & fire engines. Encourage peds. Increase capacity. Reduce response time for fire dept.	Installed left turn pockets, signal & lighting. Encourages ped and bike traffic. Safety with nearby fire station.
7439	8	RIV	Cactus Ave Street Improvements	Increase Cactus Ave's ability for greater traffic volume, eliminate constriction, safe flow.	Same as PPR and additional accessibility to medical center. Increased LOS, improved emergency response times
7480	8	RIV	I-15 / Indian Truck Trail IC	Improve from LOS F - to LOS B in the am and LOS C in the pm. Improves local circulation, congestion, safety	Same as PPR
7518	8	RIV	State Route 60/Nason St. Overcrossing	Project not closed out yet.	Project not closed out yet.
7628	8	RIV	Cactus Ave EB 3rd Lane Widen	Bring EB lane to design standard, align intersection, increase LOS. Increase safety. Long term env impacts.	Reduced conflict of vehicles exiting fwy, NB to EB. Traffic flow is increased. Better access to Air Reserve Base.
7636	8	RIV	I-15 / Los Alamos Rd OC	Gap closure to existing 4 lane Los Alamos Rd. Relieve bottleneck. Improve circulation. Min vert clrs.	Same as PPR
7679	8	RIV	Perris Blvd Improvements	Widen 1.25mi to improve capacity, relieve congestion. Add bike, bus routes, reduce travel time. Increase safety	Widened 1.25mi of Perris Blvd. Reduced congestion. Added std bike, bus, ped and ramps. Enhanced safety. Safer for students
7471	8	SBD	I-15 / Duncan Canyon Interchange (3,4)	Project not closed out yet.	Project not closed out yet.
7473	8	SBD	Bear Valley and Deep Creek Roads	Enhance traffic safety. Install signal Raise from LOS F to LOS A	New signal enhanced safety and reduced liability. Went from LOS F to LOS A.
7479	8	SBD	Foothill Blvd (Route 66)	Accommodate existing and projected car and continuous ped traffic safely. Provide access for businesses.	Add car and bike traffic. Provided access for developments. Continuous ped walkways.
7481	8	SBD	Ranchero Road Grade Sep	Separation is to improve traffic circulation, decrease response times, reduce commuter travel time.	Decreased emergency response times by 4.5 minutes and up to 7 miles. Also saved school district $1M in gas costs annually.
7520	8	SBD	SR-210/Greenspot Rd Improvements (4,5)	Project not closed out yet.	Project not closed out yet.
7629	8	SBD	Kiowa Rd Widening Ph II	Improve safety for cars, bikes. Improve efficiency of road network. Improve bike safety w/ CL2 bike lane,	Same as PPR. Improves safety for cars, bikes. Improves quality and efficiency of roadway. Add bike lane.
7630	8	SBD	Signal Interconnect	Reduce pollution from emissions, improve air quality. Increase in safety.	Provided communications backbone to interconnect signals. Improved traffic flow. Increased capacity.
7631	8	SBD	5th St Corridor Improvements	Project not closed out yet.	Project not closed out yet.
7632	8	SBD	Greenspot Rd Bridge at Santa Ana River	Project not closed out yet.	Project not closed out yet.
7633	8	SBD	Monte Vista Ave Widening	Widening will provide adtl travel options for I60 &I10. Reduce traffic and time delays.	Provide adtl travel options for commuters between I60 & I10. Reduce traffic and time delays.
7634	8	SBD	Redlands Blvd / Alabama St Int	Widen and realign Redlands Blvd/ Alabama St. intersection.	Alleviated offset on Alabama St. Widened Redlands Blvd. LOS went from F to C.
7635	8	SBD	I-15 / Baseline Road IC	Project not closed out yet.	Project not closed out yet.

Benefits of Completed Competitive Projects

SLPP PROJECT	DISTRICT	COUNTY	PROJECT	PROJECT BENEFIT on PPR	PROJECT BENEFIT on FDR
7690	8	SBD	Baseline Greenspot Rd Traf Safety	Project not closed out yet.	Project not closed out yet.
7404	10	AMA	Mission Blvd Gap	Relieve congestion, Improve air quality, Completes larger project, Reduces Daily VMT by 800, infill project	Travel time savings, increase in throughput, lane miles added, reduced emissions. Also provides alternate route for hospital
7465	10	AMA	SR 104 / Prospect Drive Relocation	Eliminate 2 T-intersections. Safety for peds, bikes and NEV's crossing SR104. Access to Transit Center.	Realigned 700' of Prospect Dr to SR 104. Eliminated T intersections. Eliminated gap for bikes, peds
7410	10	MER	Parsons Ave	Upgrade street to necessary capacity. Increase safety for peds.	Safer for peds. Increased from 2 to 4 lanes. Lighted crosswalk.
7419	10	MER	59/ Cooper Ave Sig	Increases jobs with less traffic delays. Reduce emissions by 22lb/day	Same as PPR. Project well received by public. Police, fire and public spend less time waiting at intersection. Improved traffic
7428	10	MER	Yosemite Ave Reconstruction	Improve safety. Permanent repair of drainage.	Increased system reliability, reduced driving times, reduced emissions, increase in traffic safety
7482	10	MER	Parson's Avenue Ada Givens Gap	Will improve traffic safety. Shorten distance to major arterial. Connection to Cl1 bike system. Direct rte to trailhead	Removed street barrier. Increased safety, school and general circulation. Increased air quality.
7403	11	SD	S. Santa Fe Ave	Enhance safety, increase capacity, reduce delays, add 1.78 mi roadway. Improve air quality.	Enhanced safety, increased capacity, reduced travel delays, added 1.78 miles of roadway.
7476	12	ORA	Tustin Ave and La Palma Ave Widening	Improve am & pm LOS from F to D. 25 year useful life. Travel time savings of 35-40% am & 12-34%pm.	Increasing roadway capacity, provide new street surface, increase pavement life by 20yrs.
7579	12	ORA	Katella Ave Widening	Improve am & pm LOS from F to A. 25 yr useful life. Relieve congestion, enhance aesthetics, provide infrastructure improvement.	Same as PPR with increased pavement life of 20 yrs

SLPP Closeout Corrective Actions – Competitive Projects

Project 186: Pleasant Valley Rd/ Patterson Drive
Agency reported that construction was complete in April 2015. Due to potential claims on the project, it has not yet been accepted by the County. Once the project is accepted, the agency will complete the closeout documentation.

Project 191: I-680 Auxiliary Lane Project
Draft FDR has been submitted to the agency. Waiting for a completed FDR and the Final Invoice and documentation to verify the FDR information.

Project 198: Baseline Greenspot Traffic Safety Project
Waiting for a copy of the closeout package and invoicing. A draft FDR was submitted to the agency.

SLPP Corrective Actions – Competitive Projects

There are no SLPP Competitive project corrective actions this quarter.

SLPP Updates – Competitive Projects

There are no SLPP Competitive project updates this quarter.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2017-18
First Quarter Report
Traffic Light Synchronization Program

Quarterly Report to the California Transportation Commission

TRAFFIC LIGHT SYNCHRONIZATION PROGRAM
PROGRESS REPORT

BACKGROUND

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) was passed by California voters on November 7, 2006 and created the Traffic Light Synchronization Program (TLSP). Proposition 1B provides $250 million, upon appropriation by the Legislature, for TLSP projects approved by the California Transportation Commission (CTC). The California Department of Transportation (Caltrans) is required to provide quarterly reports to the CTC on the status of progress by the local agencies on completing TLSP work funded by the Proposition 1B bond funds.

The guidelines for the TLSP were adopted on February 13, 2008. The CTC has approved 22 TLSP projects totaling $147,000,000 for the City of Los Angeles, and 59 additional TLSP projects totaling $96,845,933 for agencies other than the City of Los Angeles.

Program Summary

TLSP First Quarter Progress Report for fiscal year 2017-2018.

The CTC has allocated a total of $243,845,933 to 81 TLSP projects. The City of Los Angeles has received allocations for 22 projects, totaling $147,000,000, while agencies other than the City of Los Angeles have received allocations for 59 projects, totaling $96,845,933. Of the 81 TLSP projects receiving an allocation, 73 have completed construction. The City of Los Angeles has completed construction on 16 projects with a total allocation of $121,518,300, while agencies other than the City of Los Angeles have completed construction on 57 projects with a total allocation of $60,627,528.

At the close of the First Quarter ending September 30, 2017, the TLSP program has been fully allocated.

Project Status – City of Los Angeles (Active Projects)

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	TLSP PROG. COST	TOTAL CONST. COST	CURRENT TLSP EXPENDITURE	ALLOCATION DATE	BEGIN CONST. DATE	END CONST. DATE	CONST. PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
7	LA	Los Angeles	6760	ATCS - Central Business District	$748,000	$9,215,000	$0	Oct -16	Dec-16	Mar-18	15	●	●	●		
7	LA	Los Angeles	6761	ATCS - Central City East	$0	$4,885,000	$0	Oct -16	Aug-16	Aug-17	40	●	●	●		Non-TLSP
7	LA	Los Angeles	6826	ATCS - Echo Park / Silver Lake Phase 2	$4,076,500	$4,361,900	$2,023,312	Mar-15	Sept -15	Oct-16	95	●	●	■		See pg 9
7	LA	Los Angeles	6763	ATCS - Los Angeles	$11,528,500	$15,344,800	$3,254,755	Oct-16	Nov-14	May-16	25	●	●	■		See pg 9
7	LA	Los Angeles	6766	ATCS - West Adams	$4,250,800	$4,870,120	$2,191,093	Jun-14	Nov-14	Nov-15	99	●	●	■		See pg 9
7	LA	Los Angeles	6768	ATCS - Wilshire East	$4,877,900	$5,597,300	$4,417,739	Feb-14	May-14	May-15	99	●	●	■		See pg 9

Los Angeles Prog Total	$25,481,700	$44,274,120	$11,886,899

Project Status – Other Agencies (Active Projects)

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	TLSP PROG. COST	TOTAL CONST. COST	CURRENT TLSP EXPENDITURE	ALLOCATION DATE	BEGIN CONST. DATE	END CONST. DATE	CONST. PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
4	Ala	Alameda CMA**	6744	San Pablo Corridor	$18,718,405	$25,618,405	$17,545,857	Jan-11	Jan-11	Oct-17	97	●	●	■		See pg 9
4	SM	San Mateo C/CAAG**	6805	SMART Corridor Projects	$17,500,000	$35,349,000	$14,978,489	Sep-12	Dec-09	Mar-16	96	●	●	■		See pg 9

Agencies other than City of Los Angeles Prog Total	$36,218,405	$60,967,405	$13,524,346

** *Note: Projects for the Orange County Transportation Authority (OCTA), the City of San Jose, the City/County Association of Governments of San Mateo County (San Mateo C/CAG), and Alameda County Congestion Management Agency (CMA) fall under several categories, as the projects have been phased or segmented.*

● Project is on time, on budget, or within scope.
■ Issue has been identified.

Project Status – City of Los Angeles (Completed Projects)

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	TLSP PROG. COST	TOTAL CONST. COST	CURRENT TLSP EXPENDITURE	ALLOCATION DATE	BEGIN CONST. DATE	END CONST. DATE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
7	LA	Los Angeles	6762	ATCS - Echo Park / Silver Lake	$3,215,000	$3,480,000	$3,215,000	Dec-08	Jul-09	Aug-12	●	●	●	●	
7	LA	Los Angeles	6764	ATCS - Santa Monica Fwy Corridor Phase 1	$6,515,500	$7,507,800	$4,155,329	Jun-12	Aug-12	Sep-15	●	●	●	■	See pg 9
7	LA	Los Angeles	6765	ATCS - Santa Monica Fwy Corridor Phase 2	$6,515,500	$7,507,800	$421,044	Dec-13	Jan-14	Jan-15	●	●	●	■	See pg 9
7	LA	Los Angeles	6767	ATCS - Westwood / West Los Angeles	$3,484,200	$4,009,200	$2,531,994	Jun-12	Jan-12	Feb-15	●	●	●	■	See pg 9
7	LA	Los Angeles	6769	ATSAC - Canoga Park	$10,316,400	$11,031,100	$9,051,395	Jan-11	Jul-11	Apr-14	●	●	●	●	
7	LA	Los Angeles	6770	ATSAC - Canoga Park Phase 2	$9,228,900	$9,943,600	$8,899,031	Jan-11	Jun-11	Jul-14	●	●	●	●	
7	LA	Los Angeles	6771	ATSAC – Foothill	$8,802,900	$9,425,400	$8,615,317	Oct-11	Jul-11	Jul-14	●	●	●	●	
7	LA	Los Angeles	6772	ATSAC - Harbor - Gateway 2	$7,899,000	$8,891,000	$7,899,000	Apr-10	Mar-11	Apr-14	●	●	●	●	
7	LA	Los Angeles	6773	ATSAC - Pacific Palisades / Canyons	$6,922,200	$7,548,300	$6,922,156	Jan-11	Jul-11	Jul-14	●	●	●	●	.
7	LA	Los Angeles	6774	ATSAC - Platt Ranch	$4,358,600	$4,905,000	$4,358,000	May-09	Dec-09	Jan-13	●	●	●	●	
7	LA	Los Angeles	6775	ATSAC - Reseda	$8,506,300	$9,333,000	$8,506,300	Oct-08	Jan-09	Feb-12	●	●	●	●	
7	LA	Los Angeles	6776	ATSAC - Reseda Phase 2	$7,221,000	$7,898,000	$7,220,700	Jan-10	Jul-10	Aug-13	●	●	●	●	
7	LA	Los Angeles	6777	ATSAC - San Pedro	$8,911,000	$9,802,000	$8,911,000	May-09	Sep-09	Oct-12	●	●	●	●	
7	LA	Los Angeles	6778	ATSAC - Wilmington	$11,073,000	$12,319,700	$10,411,479	Jan-11	Jul-11	Apr-14	●	●	●	●	
7	LA	Los Angeles	6779	ATSAC - Coliseum / Florence	$8,107,000	$9,007,500	$6,611,901	Oct-11	Jul-11	Jul-14	●	●	●	☒	
7	LA	Los Angeles	6780	ATSAC - Coliseum / Florence Phase 2	$10,441,800	$11,342,300	$8,702,743	Oct-11	Jul-11	Jul-14	●	●	●	☒	

Los Angeles Prog Total	$121,518,300	$133,951,700	$106,432,389

** *Note: Projects for the Orange County Transportation Authority (OCTA), the City of San Jose, the City/County Association of Governments of San Mateo County (San Mateo C/CAG), and Alameda County Congestion Management Agency (CMA) fall under several categories, as the projects have been phased or segmented.*

● Project is on time, on budget, or within scope.
■ Issue has been identified.
☒ Closeout report is being reviewed.

Project Status – Other Agencies (Completed Projects)

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	TLSP PROG. COST	TOTAL CONST. COST	CURRENT TLSP EXPENDITURE	ALLOCATION DATE	BEGIN CONST. DATE	END CONST. DATE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
3	Pla	Roseville	6794	East ITS Coordination	$912,414	$1,013,456	$912,414	Sep-08	Jun-09	Dec-09	●	●	●	●	
3	Sac	Citrus Heights	6745	TLSP Phase II Greenback Lane	$180,000	$238,000	$180,000	Sep-08	Jul-08	Nov-08	●	●	●	●	
3	Sac	Citrus Heights	6746	TLSP Phase III Antelope Road	$102,000	$124,000	$102,000	Apr-10	Sep-10	Apr-11	●	●	●	●	
3	Sac	Rancho Cordova	6792	Folsom Boulevard	$180,000	$460,000	$180,000	May-09	Sep-09	Dec-09	●	●	●	●	
3	Sac	Sacramento	6795	TLSP	$2,862,000	$4,072,000	$2,862,000	Jan-10	Jun-10	May-11	●	●	●	●	
3	Sac	Sacramento County	6796	Florin Road	$401,000	$552,000	$401,000	Dec-08	Jun-09	Apr-10	●	●	●	●	
3	Sac	Sacramento County	6797	Madison Avenue	$142,000	$652,000	$142,000	Aug-08	Sep-08	Feb-09	●	●	●	●	
4	SF	SFMTA	6800	Franklin, Gough & Polk Streets	$5,110,000	$12,020,000	$5,110,000	Oct-08	Jan-10	Dec-13	●	●	●	●	
4	Ala	Alameda County	6743	Redwood Road	$124,000	$159,000	$120,542	May-09	Mar-10	Sep-10	●	●	●	●	
4	Ala	San Leandro	6802	ATMS Expansion	$350,000	$558,000	$350,000	Oct-08	Jul-09	Jun-11	●	●	●	●	
4	CC	San Ramon	6806	Bollinger Canyon	$475,000	$739,000	$474,398	Jan10	Sep-09	Mar-10	●	●	●	●	
4	CC	San Ramon	6807	Crow Canyon	$310,000	$435,000	$310,000	Jan-10	Sep-09	Mar-10	●	●	●	●	
4	CC	Walnut Creek	6824	Ygnacio Valley Road Corridor	$1,489,000	$2,139,000	$1,460,594	Dec-08	Jun-09	Nov-10	●	●	●	●	
4	Mrn	Marin County	6781	Sir Francis Drake Boulevard	$208,000	$260,000	$199,639	Sep-08	May-09	Dec-09	●	●	●	●	
4	SCl	San Jose**	6801	TLSP	$15,000,000	$20,000,000	$15,000,000	Jan-10	Jan-09	Jun-13	●	●	●	●	
4	SCl	Santa Clara County	6814	County Expressway TDCS for TLSP	$900,000	$1,030,000	$900,000	May-10	Oct-10	Nov-11	●	●	◐	●	
4	Son	Santa Rosa	6816	Steele Lane / Guerneville	$1,100,000	$1,600,000	$1,099,647	Aug-08	Aug-08	Sep-09	●	●	●	●	
5	SCr	Watsonville	6825	Signal Corridor Upgrade	$120,000	$180,000	$96,973	Apr-10	Jun-10	Apr-13	●	●	●	●	
6	Fre	Fresno	6751	Clovis Avenue	$2,100,000	$3,270,733	$1,958,569	Apr-10	Feb-11	Oct-11	●	●	●	●	
6	Fre	Fresno	6752	Shaw Avenue	$2,100,000	$3,165,800	$1,686,289	Oct-11	Sep-12	Jun-13	●	●	●	●	
6	Kin	Hanford	6757	12th Avenue	$76,126	$173,408	$70,430	Sep-08	Dec-09	Feb-10	●	●	●	●	
7	LA	Culver City	6749	Citywide TLSP	$199,224	$249,030	$199,224	Jan-10	Apr-10	May-11	●	●	●	●	
7	LA	Glendale	6754	Brand Boulevard	$850,000	$1,301,000	$823,073	Jan-12	Jul-12	Mar-13	●	●	●	☒	See pg 10
7	LA	Glendale	6755	Colorado Street / San Fernando Road	$523,000	$820,000	$501,619	Jan-12	Jul-12	Mar-13	●	●	●	☒	See pg 10
7	LA	Glendale	6756	Glendale Avenue / Verdugo Road	$1,658,000	$2,531,000	$1,434,984	Jan-12	Jul-12	Mar-13	●	●	●	☒	See pg 10
7	LA	Pasadena	6785	Del Mar Boulevard	$138,000	$172,000	$138,000	Jan-12	Apr-12	Apr-13	●	●	●	■	See pg 10
7	LA	Pasadena	6787	Hill Avenue	$66,000	$83,000	66,000	Jan-12	Apr-12	Apr-13	●	●	●	■	See pg 10
7	LA	Pasadena	6789	Orange Grove Boulevard	$188,000	$235,000	$188,000	Jan-12	Apr-12	Apr-13	●	●	●	■	See pg 10
7	LA	Pasadena	6784	California Boulevard	$68,000	$76,000	$56,000	Jan-12	Apr-12	Apr-13	●	●	●	■	See pg 10
7	LA	Pasadena	6788	Los Robles Avenue	$107,000	$134,000	$100,000	Jan-12	Apr-12	Apr-13	●	●	●	■	See pg 10
7	LA	Pasadena	6791	Sierra Madre Boulevard	$110,000	$138,000	$104,000	Jan-12	Apr-12	Aug-13	●	●	●	■	See pg 10
7	LA	Compton	6747	Rosecrans Avenue	$682,734	$944,176	$611,361	Apr-10	Feb-11	Oct-12	◐	●	●	■	See pg 10
7	LA	Inglewood	6758	La Brea Avenue	$426,000	$606,000	$388,228	Aug-13	Aug-13	Jan-14	●	●	●	☒	See pg 10
7	LA	Santa Clarita	6815	Advanced System Detection Expansion	$345,079	$414,111	$345,079	Dec-08	Oct-09	Jan-10	●	●	●	●	
8	Riv	Murrieta	6782	Murrieta Hot Springs Road	$335,387	$470,125	$335,387	Oct-08	Aug-09	Dec-10	●	●	●	●	
8	Riv	Corona	6748	TLSP ATMS Phase II	$4,488,000	$5,511,000	$4,487,493	Oct-08	Jun-09	Sep-11	◐	◐	●	●	
8	Riv	Temecula	6819	Citywide Traffic Signal Synchronization	$515,000	$618,000	$515,000	Apr-10	Sep-10	Mar-11	●	●	●	●	
8	SBd	SANBAG	6808	TLSP Tier 3 & 4	$1,537,041	$6,256,105	$1,537,041	Jan-11	Dec-10	Jun-12	●	●	●	●	

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	TLSP PROG. COST	TOTAL CONST. COST	CURRENT TLSP EXPENDITURE	ALLOCATION DATE	BEGIN CONST. DATE	END CONST. DATE	SCOPE	BUDGET	SCHEDULE	CLOSEOUT REPORT	COMMENTS
8	SBd	Rancho Cucamonga	6793	Foothill Boulevard	$225,000	$712,250	$225,000	Aug-08	Mar-09	Dec-09	●	●	●	●	
10	SJ	Tracy	6820	Grant Line Road	$162,830	$217,107	$162,830	May-09	Jan-10	Oct-10	●	●	●	●	
10	SJ	Tracy	6821	Tracy Boulevard	$111,211	$148,281	$111,211	May-09	Jan-10	Oct-10	●	●	●	●	
11	SD	El Cajon	6750	Main Street	$38,956	$38,956	$38,956	May-09	Nov-09	Feb-10	●	●	●	●	
11	SD	San Diego County	6798	Bonita Road, Sweetwater Road, Briarwood Road	$632,494	$1,319,620	$632,494	Aug-08	Sep-09	Oct-10	●	●	●	●	
11	SD	San Diego County	6799	South Mission Road	$78,000	$115,000	$78,000	Aug-08	Sep-09	Oct-10	●	●	●	●	
11	SD	San Marcos	6803	Rancho Santa Fe Road	$265,024	$359,696	$263,298	Aug-08	Apr-10	Aug-10	●	●	●	●	
11	SD	San Marcos	6804	San Marcos Boulevard Smart Corridor	$549,000	$686,000	$539,597	Aug-08	Dec-08	Jun-11	●	●	●	●	
11	SD	SANDAG	6809	At-grade Crossing Traffic Synchronization	$820,000	$1,100,000	$820,000	Oct-08	Oct-08	Dec-12	●	●	●	●	
11	SD	SANDAG	6810	East-West Metro Corridor	$1,267,000	$1,417,000	$1,267,000	Oct-08	Jun-10	Jun-11	●	●	●	●	
11	SD	SANDAG	6811	I-15 Corridor	$2,162,000	$2,412,000	$2,153,685	Oct-08	Jun-10	Jun-11	●	●	●	●	
11	SD	SANDAG	6812	I-805 Corridor	$273,739	$337,908	$273,739	Oct-08	Oct-08	Aug-09	●	●	●	●	
11	SD	SANDAG	6813	Transit Signal Priority	$951,000	$2,947,000	$941,775	Oct-08	Nov-08	Nov-12	●	●	●	●	
11	SD	Santee	6817	Magnolia Avenue	$93,030	$116,288	$93,030	May-09	Mar-10	May-10	●	●	●	●	
11	SD	Santee	6818	Mission Gorge Road	$322,483	$403,104	$322,483	May-09	Feb-10	May-10	●	●	●	●	
11	SD	Vista	6822	North Santa Fe Avenue	$155,574	$210,662	$155,574	Aug-08	Oct-08	Jan-09	●	●	●	●	
11	SD	Vista	6823	South Melrose Drive	$183,182	$230,534	$183,182	Aug-08	Oct-08	Jan-09	●	●	●	●	
12	Ora	Garden Grove	6753	TMC Upgrade	$1,859,000	$4,758,000	$1,859,000	Oct-08	Jun-10	Nov-11	●	●	●	●	
12	Ora	OCTA**	6783	Countywide TLSP	$4,000,000	$8,000,000	$3,845,510	Jan-11	Jul-10	Sep-12	●	●	●	●	

Agencies other than City of Los Angeles Prog Total	$60,627,528	$98,929,350	$59,413,348

** *Note: Projects for the Orange County Transportation Authority (OCTA), the City of San Jose, the City/County Association of Governments of San Mateo County (San Mateo C/CAG), and Alameda County Congestion Management Agency (CMA) fall under several categories, as the projects have been phased or segmented.*

- ● Project is on time, on budget, or within scope.
- ■ Issue has been identified.
- ☒ Closeout report is being reviewed.

Project Benefits

The project benefits table shown below indicates the amount of peak travel time delay saved as a result of each project. The "Baseline" column represents the anticipated decrease in peak travel time delay that was included in each project's baseline agreement. The "Rating" column indicates whether the project met or exceeded its anticipated goal. Projects currently processing close out reports are rated with a P for Pending. The "Actual" project's benefits column shows the percent of decreased peak travel time delay compared to the baseline estimate.

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	PROJECT BENEFITS PEAK DELAY TIME SAVINGS (minutes) Baseline	RATING E=Exceed M=Met P=Pending	PROJECT BENEFITS PEAK DELAY TIME SAVINGS (minutes) Actual
7	LA	Los Angeles	6762	ATCS - Echo Park / Silver Lake	49,980	E	4-9%
7	LA	Los Angeles		ATCS - Echo Park / Silver Lake II	49,980	P	1-13%
7	LA	Los Angeles		ATCS - Central Business District	67,620	P	
7	LA	Los Angeles	6764	ATCS - Santa Monica Fwy Corridor Phase 1	54,978	P	
7	LA	Los Angeles		ATCS – Los Angeles	49,072	P	
7	LA	Los Angeles	6765	ATCS - Santa Monica Fwy Corridor Phase 2	54,978	P	
7	LA	Los Angeles	6767	ATCS - Westwood / West Los Angeles	29,400	P	
7	LA	Los Angeles		ATCS – West Adams	35,868	P	
7	LA	Los Angeles	6769	ATSAC - Canoga Park	59,904	E	4-9%
7	LA	Los Angeles	6770	ATSAC - Canoga Park Phase 2	59,904	E	13%
7	LA	Los Angeles		ATCS – Wilshire East	41,160	P	
7	LA	Los Angeles	6771	ATSAC – Foothill	40,320	E	13%
7	LA	Los Angeles	6772	ATSAC - Harbor - Gateway 2	73,728	E	4-9%
7	LA	Los Angeles	6773	ATSAC - Pacific Palisades / Canyons	42,624	E	4-9%
7	LA	Los Angeles	6774	ATSAC - Platt Ranch	33,408	M	1-13%
7	LA	Los Angeles	6775	ATSAC - Reseda	80,640	E	12.1%
7	LA	Los Angeles	6776	ATSAC - Reseda Phase 2	64,512	E	11-23%
7	LA	Los Angeles	6777	ATSAC - San Pedro	65,664	E	7%
7	LA	Los Angeles	6778	ATSAC - Wilmington	80,640	E	4-9%
7	LA	Los Angeles	6779	ATSAC - Coliseum / Florence	77,184	P	4-9%
7	LA	Los Angeles	6780	ATSAC - Coliseum / Florence Phase 2	77,184	P	1-13%
3	Pla	Roseville	6794	East ITS Coordination	4,214	E	

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	PROJECT BENEFITS PEAK DELAY TIME SAVINGS (minutes) Baseline	RATING E=Exceed M=Met P=Pending	PROJECT BENEFITS PEAK DELAY TIME SAVINGS (minutes) Actual
3	Sac	Citrus Heights	6745	TLSP Phase II Greenback Lane	3,912	E	26.1%
3	Sac	Citrus Heights	6746	TLSP Phase III Antelope Road	1,600	E	13% -21%
3	Sac	Rancho Cordova	6792	Folsom Boulevard	4,650	P	
3	Sac	Sacramento	6795	TLSP	20,327	E	14.35%
3	Sac	Sacramento County	6796	Florin Road	18,586	E	
3	Sac	Sacramento County	6797	Madison Avenue	13,010	E	
4	SF	SFMTA	6800	Franklin, Gough & Polk Streets	25,901	P	
4	SF	SFMTA		Highway I, Phase II		P	
4	Ala	Alameda County	6743	Redwood Road		P	
4	Ala	San Leandro	6802	ATMS Expansion	117,700	E	5%
4	Ala	ACCMA		San Pablo Corridor	30,940	M	0%
4	CC	San Ramon	6806	Bollinger Canyon	4,620	E	
4	CC	San Ramon	6807	Crow Canyon	6,510	E	
4	CC	Walnut Creek	6824	Ygnacio Valley Road Corridor	15,552	E	10%
4	Mrn	Marin County	6781	Sir Francis Drake Boulevard	3,390	E	
4	SCl	San Jose**	6801	TLSP	110,562	M	
4	SCl	Santa Clara County	6814	County Expressway TDCS for TLSP	103,382	P	
4	Son	Santa Rosa	6816	Steele Lane / Guerneville	11,779	E	25%
4	SM	San Mateo C/CAG**	6805	SMART Corridor Projects	53,318	W	
5	SCr	Watsonville	6825	Signal Corridor Upgrade	2,595	W	
6	Fre	Fresno	6751	Clovis Avenue	33,448	E	27.7%
6	Fre	Fresno	6752	Shaw Avenue	77,215	E	
6	Kin	Hanford	6757	12th Avenue	2,760	E	
7	LA	Culver City	6749	Citywide TLSP	235,705	E	36%
7	LA	Glendale	6754	Brand Boulevard	7,207	E	
7	LA	Glendale	6755	Colorado Street/ San Fernando Road	18,744	E	
7	LA	Glendale	6756	Glendale Avenue/Verdugo Road	8,778	E	
7	LA	Pasadena	6785	Del Mar Boulevard	3,658	E	11%
7	LA	Pasadena	6787	Hill Avenue	1,497	E	11%
7	LA	Pasadena	6789	Orange Grove Boulevard	2,827	E	11%
7	LA	Pasadena	6784	California Boulevard	1,127	E	11%
7	LA	Pasadena		Fair Oaks	2,379	E	11%
7	LA	Pasadena	6788	Los Robles Avenue	1,322	E	11%
7	LA	Pasadena	6791	Sierra Madre Boulevard	1,320	E	11%
7	LA	Pasadena		San Gabriel	440	E	**11%**

DIST.	CO.	AGENCY	PROJ. ID	PROJECT NAME	PROJECT BENEFITS PEAK DELAY TIME SAVINGS (minutes) Baseline	RATING E=Exceed M=Met P=Pending	PROJECT BENEFITS PEAK DELAY TIME SAVINGS (minutes) Actual
7	LA	Compton	6747	Rosecrans Avenue	16,605	P	
7	LA	Inglewood	6758	La Brea Avenue	5,400	P	
7	LA	Santa Clarita	6815	Advanced System Detection Expansion	29,149	E	21.5%
7	LA	Long Beach		Long Beach Area TLSP	361,139	M	
8	Riv	Murrieta	6782	Murrieta Hot Springs Road	6,519	E	19%
8	Riv	Corona	6748	TLSP ATMS Phase II	40,316	E	44%
8	Riv	Temecula	6819	Citywide Traffic Signal Synchronization	223,032	E	14%
8	SBd	SANBAG	6808	TLSP Tier 3 & 4	121,856	E	36%
8	SBd	Rancho Cucamonga	6793	Foothill Boulevard	18,240	E	30%
10	SJ	Tracy	6820	Grant Line Road	5,460	E	14%
10	SJ	Tracy	6821	Tracy Boulevard	2,730	E	15%
11	SD	El Cajon	6750	Main Street	2,185	E	3-24%
11	SD	San Diego County	6798	Bonita Road, Sweetwater Road, Briarwood Road	6,422	E	20%
11	SD	San Diego County	6799	South Mission Road	1,075	E	
11	SD	San Marcos	6803	Rancho Santa Fe Road	5,250	E	
11	SD	San Marcos	6804	San Marcos Boulevard Smart Corridor	17,893	E	39-46%
11	SD	SANDAG	6809	At-grade Crossing Traffic Synchronization	11,086	E	16% -66%
11	SD	SANDAG	6810	East-West Metro Corridor	5,252	E	11.5%
11	SD	SANDAG	6811	I-15 Corridor	28,817	E	9%
11	SD	SANDAG	6812	I-805 Corridor	6,689	E	14%
11	SD	SANDAG	6813	Transit Signal Priority	12,137	E	2%
11	SD	Santee	6817	Magnolia Avenue	1,824	E	-16.4% * New on Ramp caused additional delay
11	SD	Santee	6818	Mission Gorge Road	6,986	E	20% -33%
11	SD	Vista	6822	North Santa Fe Avenue	3,150	E	
11	SD	Vista	6823	South Melrose Drive	3,409	E	
12	Ora	Garden Grove	6753	TMC Upgrade	18,975	M	
12	Ora	OCTA**	6783	Countywide TLSP	174,830	E	13%

Corrective Actions

City of Los Angeles – ATCS – Echo Park/Silver Lake Phase 2 (Project ID 6826)
The agency stated that delays in construction were due to conflicts in the construction schedule between multiple projects. The project is behind schedule by 31 months from the currently approved schedule. Caltrans has approved all invoices and the agency plans to complete construction by December 2018.

City of Los Angeles – ATCS – Los Angeles (Project ID 6763)
The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The project is behind schedule by 10 months from the currently approved schedule. The agency anticipates completing construction by March 2018.

City of Los Angeles – ATCS – West Adams (Project ID 6766)
The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The project is behind schedule by 16 months from the currently approved schedule. The agency anticipates completing construction by May 2018.

City of Los Angeles – ATCS - Wilshire East (Project ID 6768)
The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The project is behind schedule by 22 months from the currently approved schedule. The agency anticipates completing construction by February 2018.

Alameda County Congestion Management Agency – San Pablo Corridor (Project ID 6744)
The project is part of a Corridor Mobility Improvement Account project currently under construction. At the January 2011 CTC meeting, the agency received approval to split the project into 2 projects and 5 segments. The agency stated delays in construction were due to conflicts in construction schedule between multiple projects. The project is behind schedule by 38 months from the currently approved schedule. The agency anticipated completing construction by October 2017.

San Mateo C/CAG – SMART Corridor Projects (Project ID 6805)
At the May 2012 CTC meeting, the agency received approval to expand the project to include additional segments along the corridor. The agency stated delays in construction were due to conflicts in construction schedules between multiple projects. The agency anticipated completing construction by June 2017.

City of Los Angeles – ATCS – Santa Monica Fwy Corridor Phase 1 (Project ID 6764)
The project completed construction in March 2016. The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The projected submittal for closeout reports was May 2017.

City of Los Angeles – ATCS – Santa Monica Fwy Corridor Phase 2 (Project ID 6765)
The project completed construction in June 2016. The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The projected submittal for closeout reports was May 2017.

City of Los Angeles – ATCS – Westwood/West Los Angeles (Project ID 6767)
The project completed construction in March 2016. The agency stated delays in construction were due to conflicts in the construction schedule between multiple projects. The projected submittal for closeout reports was May 2017.

City of Glendale – Total of three projects (Project IDs 6754, 6755 & 6756)
The agency received an audit report finding March 2017 for the three projects, and Caltrans has worked with the agency to address the findings. The agency has responded to the Audit Findings and a Resolution Letter has been issued and approved from Caltrans. No further action is needed on the part of the agency.

City of Pasadena – Total of three projects (Project IDs 6785, 6787 & 6789)
The three projects are currently being audited. The projects completed construction in August 2014. The agency stated the projects were behind schedule due to delays in design engineering. The agency is currently working on the closeout reports for the project.

City of Pasadena – Total of three projects (Project IDs 6784, 6788, 6791)
The three projects are currently being audited. The projects completed construction in March 2016. The agency stated the projects were behind schedule due to delays in design engineering. The agency is currently working on the closeout report for the project.

City of Compton – Rosecrans Avenue (Project ID 6747)
The project completed construction June 2016. The agency stated delays in construction were due to conflicts in construction schedules between multiple projects. The agency is currently working on the closeout report for the project.

City of Inglewood – La Brea Avenue (Project ID 6758)
The project completed construction in May 2016. The project was advertised and the bids received were higher than the funding available. The agency rejected the original bids and readvertised the project. The project was awarded March 2015. The agency is currently working on the closeout report for the project.

San Francisco Metropolitan Transportation Association – Franklin, Gough & Polk Streets (Project ID 6800)
The project completed construction in December 2015. The project was bid for $10,220,000 with half being Prop 1B, TLSP funds and the other half being from FTA 5309 funds and Local Prop. K funds. The actual cost was $11,070,000 with the $850,000 excess funds coming from federal HSIP funds ($765,000) and local operating funds ($85,000). The original funds were used on Franklin and Polk Streets with the excess funds being used on Gough Street. The agency did not originally explain the excess funds used to perform the Gough Street portion of the project. A supplemental FDR was requested by the audit committee and provided by the agency. Caltrans is now preparing the Audit Resolution Letter to finalize this project.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2017-18
First Quarter Report
Highway Railroad Crossing Safety Account

Quarterly Report to the California Transportation Commission

PROGRAM SUMMARY:

This report is for the Highway Railroad Crossing Safety Account (HRCSA) for the first quarter of the 2017-18 fiscal year. This report includes the status of the HRCSA 2008, 2010, 2012, 2014, and 2016 program.

The HRCSA program has a total of 38 projects programmed with $250 million of which $220,240,000 has been expended, and $243,788,000 has been allocated to 37 projects. Included are the administrative costs of $5 million. Thirty-four of the allocated projects have completed construction. Four projects are pending the final project delivery report.

FUNDING SUMMARY:

2008 Sixteen projects have been allocated in the amount of $116,682,000. The total expenditure is $116,289,000. Fifteen projects have completed construction.

2010 Eight projects have been allocated in the amount of $66,035,000. The total expenditure is $60,874,000. Seven projects have completed construction.

2012 Twelve projects have been allocated in the amount of $42,765,000. The total expenditure is $39,971,000. Twelve projects have completed construction.

2014 The Fullerton Road Grade Separation project has been allocated in the amount of $18,306,000. The total expenditure is $3,106,000.

2016 The Durfee Avenue Grade Separation project has been programmed in the amount of $2,706,000.

BACKGROUND:

Proposition 1B was passed by California voters on November 7, 2006. Proposition 1B authorized $250 million for HRCSA in two parts, $150 million for projects on the Public Utilities Commission (PUC) priority list and $100 million for high-priority railroad crossing improvements, including grade separation projects. The Guidelines for HRCSA were adopted on March 12, 2008.

OPEN PROJECTS

(numbers in thousands)

PN-Project Number PY-Program Year PT – Part D-District C-County *Final Delivery Report (FDR) Pending*

PN	PY	PT	D	C	Applicant	Project Name	Total Project	Programmed	Allocated	Expended	Date Allocated	Date Approved to Start CON	Date CON Started	Date Approved to End CON	Percentage Completed	Scope	Budget	Schedule
1	08	1	7	LA	City of Los Angeles	Riverside Drive GS Replacement	$60,964	$5,000	$5,000	$4,607	6/30/10	6/2011	6/2011	6/2014	98%	●	●	■
2	10	1	7	LA	City of Los Angeles	North Spring Street GS	$48,766	$5,001	$5,001	$3,490	5/23/12	6/2012	5/2013	12/2014	90%	●	●	■
3	14	1	7	LA	ACE	Fullerton Road GS	$153,184	$18,306	$18,306	$3,106	12/10/16	3/2016	7/2016	9/2019	17%	●	●	●
4	16	1-2	7	LA	ACE	Durfee Avenue GS	$78,381	$2,706	$0	$0	-	10/2017	-	8/2020	0%	●	●	■
						TOTALS FOR OPEN PROJECTS:	**$341,295**	**$31,013**	**$28,307**	**$11,203**								

● Project is on-time, on-budget, and/or within scope ■ Project behind schedule ▲ Potential schedule, scope or cost is changing, pending review and acceptance

PN-Project Number PY-Program Year PT – Part D-District C-County Date Approved to Start CON is the Approved Baseline Dates

Alameda Corridor-East Construction Authority (ACE)
Orange County Transportation Authority (OCTA)
Peninsula Corridor Joint Powers Board (PCJPB)
Southern California Regional Rail Authority (SCRRA)

Completed at *100%: Projects are completed and open to traffic, but need close out reports.

PROJECTS COMPLETED
OPERATIONAL/FINAL REPORT SUBMITTED
(numbers in thousands)

PN-Project Number PY-Program Year PT – Part D-District C-County *Final Delivery Report (FDR) Pending*

PN	PY	PT	D	C	Applicant	Project Name	Total Project	Approved HRCSA Allocation	Date Allocated	Date CON Started	Date CON Completed	FDR/Close Out Report	HRCSA Final Expenditures
5	08	1	6	KER	County of Kern	BNSF GS 7th Standard Road/Santa Fe Way	$18,924	$7,044	1/13/10	2/2010	6/2013	8/2013	$7,044
6	08	1	4	SM	PCJPB	San Mateo Bridges GS	$10,774	$955	5/19/10	11/2010	5/2013	12/2013	$955
7	08	1	4	SF	PCJPB	Jerrold Avenue & Quint Street Bridges GS	$10,749	$2,668	5/13/10	11/2010	5/2013	6/2013	$2,668
8	08	1	10	MER	City of Merced	G Street Undercrossing	$18,162	$7,413	1/13/10	11/2010	6/2012	7/2012	$7,413
9	08	1	6	KER	County of Kern	Hageman Road/BNSF Railroad	$35,997	$13,759	6/30/10	10/2010	4/2013	5/2013	$13,759
10	08	1	4	SM	PCJPB	San Bruno GS	$160,169	$26,727	6/30/10	9/2010	7/2014	12/2014	$26,727
11	08	1	10	SJ	City of Stockton	Lower Sacramento Road	$23,619	$6,484	4/7/10	7/2010	9/2014	3/2015	$6,484
12	08	2	11	SD	City of San Diego	Park Blvd. at Harbor Drive/Pedestrian Bridge	$27,000	$6,000	12/10/08	6/2008	10/2011	4/2012	$6,000
13	08	2	3	SAC	City of Sacramento	6th St Overcrossing - Bridge	$9,361	$4,837	12/9/09	2/2010	6/2013	12/2013	$4,837
14	08	2	6	TUL	City of Tulare	Cartmill Avenue GS	$21,969	$10,051	6/30/10	12/2010	9/2012	6/2013	$10,051
15	08	2	6	TUL	County of Tulare	Betty Drive GS	$14,070	$4,885	6/30/10	11/2010	6/2013	8/2013	$4,885
16	08	2	10	SJ	Port of Stockton	Port of Stockton Expressway	$8,424	$1,537	6/30/10	11/2010	11/2012	6/2013	$1,537
17	08	2	10	SJ	City of Stockton	Eight Mile Road/UPRR (East) GS	$22,023	$5,280	4/07/10	7/2010	9/2014	3/2015	$5,280
18	08	2	10	SJ	City of Stockton	Eight Mile Road/UPRR (West) GS	$22,751	$7,424	4/07/10	7/2010	9/2014	3/2015	$7,424
19	08	2	12	ORA	OCTA	Sand Canyon GS	$55,590	$6,618	6/30/10	9/2011	1/2016	12/2016	$6,618

PROJECTS COMPLETED (Continued)
OPERATIONAL/FINAL REPORT SUBMITTED

(numbers in thousands)

PN-Project Number PY-Program Year PT – Part D-District C-County *Final Delivery Report (FDR) Pending*

PN	PY	PT	D	C	Applicant	Project Name	Total Project	Approved HRCSA Allocation	Date Allocated	Date CON Started	Date CON Completed	FDR/Close Out Report	HRCSA Final Expenditures
20	10	2	12	ORA	OCTA	San Clemente Beach Trail Crossing	$4,500	$2,170	6/27/12	5/2013	6/2015	9/2015	$2,170
21	10	2	3	SAC	City of Sacramento	6th Street, Overcrossing Roadway	$15,730	$7,151	6/27/12	2/2012	6/2015	8/2015	$7,151
22	10	2	4	ALA	City of Fremont	Kato Road GS	$52,265	$9,124	8/10/11	9/2011	5/2015	8/2015	$9,124
23	10	2	7	LA	SCRRA	Broadway-Brazil Street Grade Crossing	$9,100	$233	2/22/12	3/2012	12/2013	3/2016	$233
24	10	1	6	TUL	City of Tulare	Bardsley Avenue GS	$18,498	$7,156	5/23/12	2/2013	3/2015	9/2016	$7,027
25	10	1	7	LA	ACE	Nogales Street GS	$85,430	$25,600	4/25/12	2/2012	10/2017	*FDR Pending	**$23,867
26	10	1	4	ALA	City of Fremont	Warren Avenue GS	$60,558	$9,600	3/28/12	6/2012	1/2017	4/2017	$7,812
27	12	2	12	ORA	OCTA	Dana Point & San Clemente Crossing	$4,075	$2,100	1/9/11	2/2011	1/2014	3/2014	$2,100
28	12	2	7	LA	SCRRA	Grandview Avenue Grade Crossing Safety	$2,630	$580	5/7/13	3/2013	10/2014	9/2015	$580
29	12	2	7	LA	SCRRA	Sonora Avenue Grade Crossing Safety	$2,630	$580	5/7/13	9/2012	10/2014	9/2015	$580
30	12	2	7	LA	SCRRA	Woodley Avenue Grade Crossing Safety	$1,000	$438	12/10/16	5/2013	5/2015	3/2016	$438
31	12	1	3	SAC	City of Elk Grove	Grant Line Road GS Project	$24,040	$5,000	5/3/13	12/2013	4/2016	8/2016	$3,156
32	12	1	10	SJ	City of Lathrop	Lathrop Road GS with UPRR	$16,855	$5,000	5/7/13	6/2013	4/2016	9/2016	$5,000
33.1	12	1	10	SJ	Port of Stockton	Navy Drive/BNSF Underpass (1 of 2)	$6,530	$3,173	6/25/14	12/2014	7/2016	8/2016	$3,173
33.2	12	1	10	SJ	Port of Stockton	Navy Drive/BNSF Underpass (2 of 2)	$2,567	$2,567	6/25/14	12/2014	7/2016	8/2016	$2,567

PROJECTS COMPLETED (Continued)
OPERATIONAL/FINAL REPORT SUBMITTED

(numbers in thousands)

PN-Project Number PY-Program Year PT – Part D-District C-County *Final Delivery Report (FDR) Pending*

PN	PY	PT	D	C	Applicant	Project Name	Total Project	Approved HRCSA Allocation	Date Allocated	Date CON Started	Date CON Completed	FDR/Close Out Report	HRCSA Final Expenditures
34	12	2	4	CC	City of Richmond	Officer Bradley A. Moody/Marina Bay	$42,180	$4,230	5/3/13	2/2013	7/2017	*FDR Pending	$3,975
35	12	2	6	TUL	City of Tulare	Santa Fe Trail at UPRR GS	$7,131	$3,931	6/25/14	2/2014	7/2016	12/2016	$3,931
36	12	2	7	LA	SCRRA	Branford Road Grade Crossing Safety	$2,526	$1,325	12/11/13	3/2013	11/2016	6/2017	$1,220
37	12	1	4	SM	PCJPB	San Mateo Bridges GS Project, Phase II	$30,000	$9,000	5/21/14	10/2014	12/2016	*FDR Pending	$8,864
38	12	2	7	LA	SCRRA	Moorpark Avenue GS Safety	$5,041	$4,841	6/25/14	12/2014	2/2017	*FDR Pending	**$4,387
TOTALS FOR COMPLETED PROJECTS PROGRAMMED IN 2008, 2010 AND 2012:							**$852,868**	**$215,481**					**$209,037**

*Final Delivery Report (FDR) Pending
**Pending Final Invoice

The original approved baseline benefits were not quantitative, but new measures have been implemented during the final project closeout. In the table below, Yes or No output met the qualitative achieved benefits. The Congestion Reduction and Emissions Reductions output were based on the reported calculated value. Currently, 34 out of 38 projects have been completed, and those projects have achieved all of the category benefits identified in the original baseline.

HRCSA BOND PROGRAM PERFORMANCE OUTCOME – BENEFITS FOR OPEN PROJECTS

PN-Project Number PY-Program Year D-District C-County

PN	PY	D	C	Applicant	Project Name	Safety	Velocity	Throughput	Reliability
						Yes/No	Yes/No	Yes/No	Yes/No
1	08	7	LA	City of Los Angeles	Riverside Drive Grade Separation Replacement	Yes	Yes	Yes	Yes
2	10	7	LA	City of Los Angeles	North Spring Street Grade Separation	Yes	Yes	Yes	Yes
3	14	7	LA	ACE	Fullerton Road Grade Separation	Yes	Yes	Yes	Yes
4	16	7	LA	ACE	Durfee Avenue Grade Separation	Yes	Yes	Yes	Yes

HRCSA BOND PROGRAM PERFORMANCE OUTCOME – BENEFITS FOR CLOSED PROJECTS

PN-Project Number PY-Program Year D-District C-County DVHD-Daily Vehicle Hours of Delay

PN	PY	D	C	Applicant	Project Name	Safety	Velocity	Throughput	Reliability	Congestion Reduction (DVHD)	Emissions Reductions Yearly
						Yes/No	Yes/No	Yes/No	Yes/No	Reported	Reported
5	08	6	KER	County of Kern	BNSF GS 7th Standard Road/Santa Fe Way	Yes	Yes	Yes	Yes		
6	08	4	SM	PCJPB	San Mateo Bridges GS	Yes	Yes	Yes	Yes		
7	08	4	SF	PCJPB	Jerrold Avenue & Quint Street Bridges GS	Yes	Yes	Yes	Yes		
8	08	10	MER	City of Merced	G Street Undercrossing	Yes	Yes	Yes	Yes		1,369 lbs. criteria pollutants
9	08	6	KER	County of Kern	Hageman Road/BNSF Railroad	Yes	Yes	Yes	Yes		
10	08	4	SM	PCJPB	San Bruno GS	Yes	Yes	Yes	Yes	1.5 hours DVHD	
11	08	10	SJ	City of Stockton	Lower Sacramento Road	Yes	Yes	Yes	Yes	27.5 hours DVHD	2,500 kilograms
12	08	11	SD	City of San Diego	Park Blvd. at Harbor Drive/Pedestrian Bridge	Yes	Yes	Yes	Yes		
13	08	3	SAC	City of Sacramento	6th St Overcrossing - Bridge	Yes	Yes	Yes	Yes		
14	08	6	TUL	City of Tulare	Cartmill Avenue GS	Yes	Yes	Yes	Yes		
15	08	6	TUL	County of Tulare	Betty Drive GS	Yes	Yes	Yes	Yes		
16	08	10	SJ	Port of Stockton	Port of Stockton Expressway	Yes	Yes	Yes	Yes	1 hour DVHD	36.7 tons criteria pollutants, 4,500 tons CO2

HRCSA BOND PROGRAM PERFORMANCE OUTCOME – BENEFITS FOR CLOSED PROJECTS

PN-Project Number PY-Program Year D-District C-County NP-Not Provided DVHD-Daily Vehicle Hours of Delay

PN	PY	D	C	Applicant	Project Name	Safety	Velocity	Throughput	Reliability	Congestion Reduction (DVHD)	Emissions Reductions Yearly
						Yes/No	Yes/No	Yes/No	Yes/No	Reported	Reported
17	08	10	SJ	City of Stockton	Eight Mile Road/UPRR (East) GS	Yes	Yes	Yes	Yes	18 hours DVHD	1,700 kilograms criteria pollutants
18	08	10	SJ	City of Stockton	Eight Mile Road/UPRR (West) GS	Yes	Yes	Yes	Yes	33 hours DVHD	3,200 kilograms criteria pollutants
19	08	12	ORA	OCTA	Sand Canyon GS	Yes	Yes	Yes	Yes	50 hours DVHD	
20	10	2	ORA	OCTA	San Clemente Beach Trail Crossing	Yes	Yes	Yes	Yes	Non Traffic	Non Traffic
21	10	2	SAC	City of Sacramento	6th Street, Overcrossing Roadway	Yes	Yes	Yes	Yes	28 hours DVHD	386 tons ROG, 5343 tons NOx, 202 tons PM2.5
22	10	2	ALA	City of Fremont	Kato Road GS	Yes	Yes	Yes	Yes	13 hours DVHD	110 tons GHG
23	10	2	LA	SCRRA	Broadway-Brazil Street Grade Crossing	Yes	Yes	Yes	Yes	2 hours DVHD	1 ton of CO2
24	10	1	TUL	City of Tulare	Bardsley Avenue GS	Yes	Yes	Yes	Yes	1 hour DVD	1 ton of criteria pollutants
25	10	1	LA	ACE	Nogales Street GS	Yes	Yes	Yes	Yes	Pending	Pending
26	10	1	ALA	City of Fremont	Warren Avenue GS	Yes	Yes	Yes	Yes	56 hours DVHD	
27	12	2	ORA	OCTA	Dana Point & San Clemente Crossing	Yes	Yes	Yes	Yes		
28	12	2	LA	SCRRA	Grandview Avenue Grade Crossing Safety	Yes	Yes	Yes	Yes	2 hours DVHD	1 ton of CO2
29	12	2	LA	SCRRA	Sonora Avenue Grade Crossing Safety	Yes	Yes	Yes	Yes	2 hours DVHD	1 ton of CO2

HRCSA BOND PROGRAM PERFORMANCE OUTCOME – BENEFITS FOR CLOSED PROJECTS

PN-Project Number PY-Program Year D-District C-County NP-Not Provided DVHD-Daily Vehicle Hours of Delay

PN	PY	D	C	Applicant	Project Name	Safety	Velocity	Throughput	Reliability	Congestion Reduction (DVHD)	Emissions Reductions Yearly
						Yes/No	Yes/No	Yes/No	Yes/No	Reported	Reported
30	12	2	LA	SCRRA	Woodley Avenue Grade Crossing Safety	Yes	Yes	Yes	Yes	2 hours DVHD	1 ton of CO2
31	12	1	SAC	City of Elk Grove	Grant Line Road GS Project	Yes	Yes	Yes	Yes	17 hours DVHD	2 tons of criteria pollutants
32	12	1	SJ	City of Lathrop	Lathrop Road GS with UPRR	Yes	Yes	Yes	Yes	49.5 hours DVHD	10,783 kilograms criteria pollutants
33.1	12	1	SJ	Port of Stockton	Navy Drive/BNSF Underpass (1 of 2)	Yes	Yes	Yes	Yes	881 hours DVHD	16 tons of criteria pollutants
33.2	12	1	SJ	Port of Stockton	Navy Drive/BNSF Underpass (2 of 2)	Yes	Yes	Yes	Yes	881 hours DVHD	16 tons of criteria pollutants
34	12	2	CC	City of Richmond	Officer Bradley A. Moody/Marina Bay	Pending	Pending	Pending	Pending	Pending	Pending
35	12	2	TUL	City of Tulare	Santa Fe Trail at UPRR GS	Yes	Yes	Yes	Yes	Non Traffic	Non Traffic
36	12	2	LA	SCRRA	Branford Road Grade Crossing Safety	Yes	Yes	Yes	Yes	2 hours DVHD	1 ton of CO2
37	12	4	SM	PCJPB	San Mateo Bridges GS Project, Phase II	Pending	Pending	Pending	Pending	Pending	Pending
38	12	7	LA	SCRRA	Moorpark Avenue GS Safety	Pending	Pending	Pending	Pending	Pending	Pending

REASON FOR DELAY:

PROJECT 1: City of Los Angeles – Riverside Drive Grade Separation Replacement

The project is behind schedule due to several factors: unforeseen underground soil conditions, retrofitting, several structure bent foundations, utility and easement delays with the vendors, and demolition of the existing bridge. The project continues to move forward, the roundabout was constructed, the bridge railing installation was completed for the pedestrian and bicycle lane, street improvements are completed, structure demolition of the old bridge foundation is completed, and the traffic signals, striping and signs are completed. The bridge was opened to traffic in January 2017. Statement of Partial Completion was issued August 31, 2017. Installation of the decorative base covers is expected to be completed by end of November. Anticipate final completion and closeout in spring 2018.

PROJECT 2: City of Los Angeles – North Spring Street Grade Separation

The project is behind schedule due to several factors: unforeseen soil conditions, permit issues, river conditions, utility and easement delays with the vendors, and bridge work delays. Utility relocations, all foundation work, all pier walls and abutments, the approach decks, the concrete arches, the deck across the river, and fiber wrap of the existing superstructure are complete. The project continues to move forward, construction of the barrier rail and new recycled water line is ongoing. Anticipate final closeout June 2018.

PROJECT 4: Alameda Corridor East Construction Authority – Durfee Avenue

The agency is planning on requesting an allocation in spring 2018. The project is behind schedule due to right of way issues and delays in Union Pacific Railroad reviews of project plans.

PROJECT 25: CLOSED PROJECT – FINAL DELIVERY REPORT PENDING: Alameda Corridor East Construction Authority – Nogales Street Grade Separation

Project is completed and open to traffic. However, there are a few ongoing issues with the pump station, landscaping irrigation controller and additional work requested by local agencies for ACE to assist which have caused delays in the completion of the project closeout. These items are expected to be completed by the end of 2017. Anticipate final closeout by December 2017.

PROJECT 34: CLOSED PROJECT - FINAL DELIVERY REPORT PENDING: City of Richmond – Officer Bradley A. Moody/Marina Bay

Project is completed and open to traffic. However, there is ongoing functional issues with the pump station and landscaping telemetry units which have caused delays in the performance and completion of the project closeout. These items are expected to be completed by fall 2017.

PROJECT 37: CLOSED PROJECT – FINAL DELIVERY REPORT PENDING: Peninsula Corridor Joint Powers Board – San Mateo Bridges Phase II

The four bridges have been completed. The project was behind due to scheduling with the utility companies and the limitation of open-train slots to place the bridges and tracks. Final remaining items are final project invoices, final claims and change orders. Anticipate final closeout by December 2017.

PROJECT 38: CLOSED PROJECT – FINAL DELIVERY REPORT PENDING: Southern California Regional Rail Authority – Moorpark Avenue Grade Separation

Completed negotiations of final change orders with the contractor. Contractor has provided all remaining back up information on the claims. Project Manager will go to SCRRA Board with final change order package on October 13, 2017. Anticipate final closeout by December 2017.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2017 – 18
First Quarter Report
Intercity Rail Improvement Program

Quarterly Report to the California Transportation Commission

SUMMARY

This report is for the first quarter of Fiscal Year (FY) 2017-18 for the Proposition 1B Intercity Rail Improvement Program (IRI), which consists of 28 projects. To date California Transportation Commission (CTC) has allocated a total of $342,525,000 in funding to 24 projects; 10 projects totaling $186,949,000 are currently in construction, 14 projects totaling $155,576,000 are completed with $145,237,248 in expenditures and a potential for over $8,500,000 in savings and $8,000,000 for administration, and 4 projects totaling $50,756,000 remains unallocated. *

BACKGROUND

Proposition 1B was passed by California voters on November 7, 2006, and provides $400 million, upon appropriation by the Legislature, to the Department for intercity passenger rail improvement projects. A minimum of $125 million is designated for procurement of additional intercity passenger railcars and locomotives. This $400 million program is part of the $4 billion Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). This Account is to be used to fund public transportation projects. Pursuant to paragraph (2) of subdivision (c) of section 8879.50 of the Government Code, the Department is the administrative agency for PTMISEA.

The Commission approved the guidelines for intercity passenger rail projects in the PTMISEA. At its February 2008 meeting, the Commission approved the list of Proposition 1B intercity rail projects to be funded in the IRI.

The IRI program amendments in the quarter;

- None.

* Previous tally of projects in the CTC Semi-Annual report program show 22 projects. This report has been revised to display each allocation as a project.

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM UNALLOCATED PROJECTS

(NUMBERS IN THOUSANDS)

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	CORRIDOR	AGENCY	PROJECT TITLE	DELIVERY PHASE	ALLOCATION DATE	BEGIN PHASE	END PHASE	END CLOSEOUT	PROGRAMMED	SCOPE	BUDGET	SCHEDULE
4.2	PS	LACMTA	Raymer to Bernson Double Track	CON	TBD	TBD	TBD	TBD	$12,980	◆	◆	☒
9.2	PS	Caltrans, UPRR	Seacliff Siding	CON	10/01/2020	01/01/2021	12/31/2023	09/01/2024	$20,526	◆	◆	◆
11	CC,PS,SJ	Capitol Corridor, LOSSAN, San Joaquin	Capitalized Maintenance	CON	VAR	VAR	VAR	VAR	$1,025	◆	◆	☒
21.2	CC	CCJPA	Sacramento to Roseville 3rd Track	CON	03/01/2019	10/01/2019	09/01/2022	03/01/2023	$16,225	☑	☑	☑
								TOTAL	$50,756			

CC Capitol Corridor
PS Pacific Surfliner
SJ San Joaquin

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM ALLOCATED PROJECTS

(NUMBERS IN THOUSANDS)

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	CORRIDOR	AGENCY	PROJECT TITLE	DELIVERY PHASE	ALLOCATION DATE	BEGIN PHASE	END PHASE	% COMPLETE	END CLOSEOUT	PROGRAMMED	ALLOCATED	EXPENDITURES	SCOPE	BUDGET	SCHEDULE
1.1	CC, PS, SJ	Caltrans	Procurement of Locomotives and Railcars	CON	12/2011	11/2012	09/2018	15%	03/2019	$42,000	$42,000	$11,941	☑	☑	☒
1.2	CC, PS, SJ	Caltrans	Option Locomotives	CON	12/2014	10/2015	09/2019	14%	03/2020	$103,000	$103,000	$10,666	☑	☑	☑
1.3	CC, PS,SJ	Caltrans	On-Board Information System (OBIS)	CON	12/2014	04/2012	09/2020	63%	03/2021	$5,000	$5,000	$5,000	☑	☑	☒
5.2	PS	SCRRA	Van Nuys North Platform	CON	01/2016	04/2017	04/2019	0%	01/2020	$30,500	$30,500	$321	☑	☑	☑
6	CC	CCJPA	Capital Corridor Track, Bridge and Signal Upgrade	CON	05/2014	06/2014	05/2017	77%	11/2017	$1,305	$1,305	$1,305	☑	☑	☑
7	PS	SCRRA	Ventura County Sealed Corridor Crossing Improvement	CON	08/2014	12/2014	10/2016	99%	04/2017	$218	$218	$0	☑	☑	☑
8	CC	CCJPA	Wayside Power and Storage	CON	05/2016	05/2016	05/2019	6%	11/2019	$900	$900	* $69 ~~$603~~	☑	☑	☑
9.1	PS	Caltrans, UPRR	Seacliff Siding	PA&ED	10/2016	11/2013	06/2019	30%	12/2019	$1,000	$1,000	$6,468	☑	☑	☑
20	PS	North County Transit District	Left Hand Turnout Project	CON	03/2017	9/2017	3/2019	0%	6/2019	$1,000	$1,000	$0	☑	☑	☑
21.1	CC	CCJPA	Sacramento to Roseville third track phase 1	PS&E ROW	03/2017	09/2017	06/2018	0%	03/2019	$2,026	$2,026	$0	☑	☑	☑
									TOTALS	$186,949	$186,949	$35,770			

CC Capitol Corridor
PS Pacific Surfliner
SJ San Joaquin

* Wayside Power and Storage expenditure correction, previously reported inaccurately.

PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM COMPLETED PROJECTS

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	CORRIDOR	AGENCY	PROJECT TITLE	PROJECT PHASE	ALLOCATION DATE	BEGIN PHASE	END PHASE	END CLOSEOUT	PROGRAMMED	ALLOCATED	EXPENDITURES	CLOSE OUT REPORT RECEIVED
2.1	PS	SANDAG	San Onofre to Pulgas Double Track Phase 1 & 2	PA&ED	01/2010	01/2010	05/2011	06/2017	$3,146,000	$3,146,000	$3,146,000	☑
2.2	PS	SANDAG	San Onofre to Pulgas Double Track Phase 2	PS&E	09/2015	09/2015	02/2015	06/2017	$1,100,000	$1,100,000	$972,000	☑
2.3	PS	SANDAG	San Onofre to Pulgas Double Track Phase 1	CON	03/2013	09/2013	06/2016	06/2017	$25,754,000	$25,754,000	$22,363,000	☑
3	SJ	Caltrans	Oakley-Port Chicago Double Track Segment 2	CON	10/2011	12/2012	02/2017	08/2017	$25,450,000	$25,450,000	$23,148,124	☑
5.1	PS	SCRRA	Van Nuys North Platform	PS&E	12/2013	06/2014	02/2017	08/2017	$4,000,000	$4,000,000	$3,532,000	☑
4.1	PS	LACMTA	Raymer to Bernson Double Track	PS&E	01/2014	04/2014	06/2016	12/2016	$6,500,000	$6,500,000	$6,080,563	☑
12	PS	Caltrans	Commerce/Fullerton Triple Track	CON	08/2008	02/2009	06/2012	05/2013	$31,992,000	$31,992,000	$31,991,132	☑
13	PS	Caltrans	New Station Track at LA Union Station	CON	04/2008	07/2009	06/2015	12/2015	$21,800,000	$21,800,000	$19,453,245	☑
14	SJ	Caltrans	Kings Park Track and Signal Improvements	CON	08/2008	10/2008	06/2012	10/2012	$3,500,000	$3,500,000	$3,500,000	☑
15	CC, SJ	Caltrans	Wireless Network for Northern California	CON	01/2011	04/2011	06/2015	06/2015	$3,750,000	$3,750,000	$2,926,814	☑
16	PS	Caltrans	Santa Margarita Bridge and Double Track	CON	04/2008	08/2008	05/2014	12/2015	$16,206,000	$16,206,000	$15,748,000	☑
17	CC, SJ	Caltrans	Emeryville Station and Track Improvements	CON	05/2008	09/2008	07/2012	07/2012	$6,151,000	$6,151,000	$6,150,679	☑
18	CC	Caltrans	Bahia Benicia Crossover	CON	04/2008	09/2008	07/2012	03/2014	$3,445,000	$3,445,000	$3,444,434	☑
19	PS	Caltrans	SCRRA Sealed Corridor	CON	04/2008	11/2011	07/2012	03/2014	$2,782,000	$2,782,000	$2,781,257	☑
								TOTALS	$155,576,000	$155,576,000	$145,237,248	

CC Capitol Corridor
PS Pacific Surfliner
SJ San Joaquin

ACTION PLANS

Project 1.1 - Procurement of Locomotives, Railcars and Install On-Board Information System

Statute requires at least $125 million be used for the procurement of intercity passenger railcars and locomotives. A total of $150 million was allocated for new railcars, new locomotive and on board passenger information systems. A significant delay for bi-level railcar due to design and testing issues.

Project 1.3 - On-Board Information Systems

Amtrak is working to deploy On-Board Information Systems (OBIS) nationally. The State of California is the first intercity rail network in the United States to develop and deploy this type of communication system. The new railcars will be deployed with OBIS installed. Ongoing nationwide integration issues have caused delays with the installation of the real-time communication system. The critical path to the installation is the development of the software that communicates with Amtrak's Central network.

Project 4.2 - Raymer to Bernson - Construction

The construction phase consists of $12.9 million in unallocated IRI 1B construction funds and $60.8 million in unallocated Interregional Improvement Program funds programed in FY 2020-21; the delay in schedule is due to pending final design decision.

Project 9.2 - Seacliff Track Realignment and Siding Extension - Construction

The Division of Rail and Mass Transportation (DRMT) is currently in negotiation with the Union Pacific Railroad (UPRR) to clarify the phasing and schedule of the project. One million dollars has been identified for PA&ED. Awaiting signature from Procurement and Contracts division. The remaining $20,526,000 will fund permits and construction in January 2021, which refers to allocation 9.1.

Project 11 – Capitalized Maintenance

This is strategized to use as Rail funds spread over three corridors to develop funding. Scope, schedule and budget yet to be determined. Capitalized maintenance work includes activities to maintain and upgrade the physical assets of the railroad. This work includes the following types of projects: track geometry maintenance, replacement of railroad diamonds, replacement of

ties or switch ties, upgrade mainline switch points, replace turnout components or complete turnouts, replace railroad crossing components, tie and fastener maintenance, ballast maintenance and signal maintenance.

Closed Projects this quarter pending final delivery report and invoice

- San Onofre to Pulgas Double Track – pending final invoice.
- Raymer to Bernson Double Track (PS&E) – pending final invoice.
- Oakley-Port Chicago Double Track Segment 3 (Con) – pending FDR.
- Van Nuys North Platform (PS&E) – pending final invoice.

Completed project benefits:

Yes = Project benefit
No = No project benefit

Project Name	New Track	Capacity	Increased Speed	Reliability	Safety	Other
Emeryville Station & Track	Yes	No	Yes	Yes	Yes	No
Kings Park Track & Signal	Yes	No	Yes	Yes	Yes	No
Commerce to Fullerton Triple Track Segment 6	Yes	Yes	Yes	Yes	Yes	No
SCRRA Sealed Corridor	Yes	No	Yes	Yes	Yes	Yes
Bahia Benicia Crossover & Track	Yes	Yes	Yes	Yes	No	No
Santa Margarita River Bridge & Double Track	Yes	Yes	Yes	Yes	Yes	No
New Station Track at LA Union Station	Yes	Yes	Yes	Yes	Yes	Yes
Wireless Network for North Cal IPR Fleet	No	Yes	No	No	No	Yes
Oakley to Port Chicago Double Track Segment 3	Yes	Yes	Yes	Yes	No	No
San Onofre to Pulgas Double Track Phase 1	Yes	Yes	Yes	Yes	Yes	No
Totals	9	7	9	9	7	3

Out of 10 projects nine were new track, seven were capacity, nine were increased speed, nine were reliable, seven were safety and three were other.

Active and unallocated project benefits:

Yes = Project benefit
No = No project benefit

Project Name	New Track	Capacity	Increased Speed	Reliability	Safety	Other
Locomotives & Railcars 1.1	No	Yes	Yes	Yes	Yes	No
Option Locomotives 1.2	No	Yes	Yes	Yes	Yes	No
On-Board Information Systems 1.3	No	No	No	No	No	Yes
Van Nuys 5.2	Yes	No	No	Yes	No	No
Capital Corridor Track, Bridge & Signal Upgrade 6	Yes	Yes	Yes	Yes	Yes	No
Ventura County Sealed 7	No	Yes	Yes	Yes	Yes	No
Wayside Power Storage 8	No	No	No	Yes	Yes	Yes
Seacliff Siding Extension 9	No	Yes	Yes	Yes	Yes	No
Left Hand Turnout 20	No	Yes	Yes	Yes	Yes	No
Sacramento to Roseville Third Track Phase 1	Yes	Yes	Yes	Yes	No	No
Raymer to Bernson Double Track	Yes	Yes	Yes	Yes	Yes	No
Capitalized Maintenance	No	Yes	Yes	Yes	Yes	No
Totals	4	9	9	11	9	2

Out of 12 projects four were new track, nine were capacity, nine were increased speed, eleven were reliable, nine were safety and two were other.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2017-18
First Quarter Report
Trade Corridors
Improvement Fund Program

Quarterly Report to the California Transportation Commission

Trade Corridors Improvement Fund
Progress Report

SUMMARY

This report covers the first quarter of Fiscal Year (FY) 2017-18 (July through September) for the Trade Corridors Improvement Fund (TCIF) program. At the close of the first quarter, there were a total of 99 projects with a TCIF programmed value of $2,445,858,960 and a total project value of $9,400,910,000. The California Transportation Commission (Commission) has approved all baseline agreements. Commission updated the Savings Policy to extend the savings utilization deadline by three years. Newly programmed projects must be allocated by June 2019 and awarded by December 2019.

To date, 95 projects have received bond allocations totaling $2,431,435,960. Sixty of the allocated projects have been completed. The available unallocated TCIF funds from savings, total $18,564,040, of which $4,141,040 is available for programming.

	Target Available per AB 268	Programmed	Allocated	Available Funds Unallocated
SCCG Total	**$1,500,000,000**	**$1,497,452,000**	**$1,486,029,000**	**$13,971,000**
Bond	$1,200,205,000	$1,197,657,000	$1,186,234,000	$13,971,000
SHOPP	$299,795,000	$299,795,000	$299,795,000	$0
NCTCC Total	**$640,000,000**	**$638,407,000**	**$635,407,000**	**$4,593,000**
Bond	$449,795,000	$448,211,000	$445,211,000	$4,584,000
SHOPP	$190,205,000	$190,196,000	$190,196,000	$9,000
SDBR - Bond	**$250,000,000**	**$249,999,960**	**$249,999,960**	**$40**
OTHER - Bond	**$60,000,000**	**$60,000,000**	**$60,000,000**	**$0**
TOTAL	**$2,450,000,000**	**$2,445,858,960**	**$2,431,435,960**	**$18,564,040**

The benefits derived from the completed grade separation, new and relocated railroad tracks, and operations improvements include congestion and emission reductions, safety enhancements, increased velocity, and reliability.

CURRENT STATUS

The tables below show the actions that were taken during this quarter. The spreadsheets that follow separate the projects into three categories: Projects Unallocated, Projects Allocated, and Projects Completed.

Project Benefits

The Baseline benefits shown on page 9-17 are all submitted by the local agencies and show the actual benefits after construction completion as compared to the benefits stated in their original TCIF baseline agreement. From all the closeouts submitted, twenty-one projects reported actual benefits for safety, velocity, throughput, reliability, congestion reduction and emissions reduction. Some projects submitted a closeout report for partial benefits, however noted that the remaining benefits will be captured at the Supplemental Closeout Report. Benefits for segmented projects will be achieved once all segments have completed construction.

Allocations							
ID	**D**	**Co.**	**Rte.**	**Project Title/Amendment Resolution**	**Bond $ x1000**	**Total $ x1000**	**Action**
126	3	PLA		I-80/SR-65 Interchange Phase 1-Third Lane Project, *Resolution TCIF-A-1718-01, Approved 08/16/17*	$3,600	$11,900	Allocation

Programming Actions							
ID	**D**	**Co.**	**Rte.**	**Project Title/Amendment Resolution**	**Bond $ x1000**	**Total $ x1000**	**Action**
126	3	PLA		I-80/SR-65 Interchange Phase 1-Third Lane Project, *Resolution TCIF-P-1718-01, Approved 08/16/17*	$3,600	$11,900	Project added to TCIF program.

Baseline Agreement Approvals							
ID	**D**	**Co.**	**Rte.**	**Project Title/Amendment Resolution**	**Bond $ x1000**	**Total $ x1000**	**Action**
126	3	PLA		I-80/SR-65 Interchange Phase 1-Third Lane Project, *Resolution TCIF-P-1718-03B1, Approved 08/16/17*	$3,600	$11,900	Approve Baseline Agreement.

Baseline Agreement Amendments							
ID	**D**	**Co.**	**Rte.**	**Project Title/Amendment Resolution**	**Bond $ x1000**	**Total $ x1000**	**Action**
124	4	SON		US-101 Marin Sonoma Narrows HOV Lane Project Phase 2, *Resolution TCIF-P-1718-04, Approved 08/16/17*	$3,000	$37,662	Update funding plan and construction start date

Environmental Actions
None this quarter

BACKGROUND

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, provided $2 billion for the TCIF. In the TCIF Guidelines, the Commission recognized the need for goods movement improvements far exceed the amount authorized in the TCIF program, that other funding sources should be explored, and that delivery challenges could limit project funding. The Commission supported increasing TCIF funding by approximately $500 million from the State Highway Account to fund state-level priorities that are critical to goods movement.

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Unallocated Projects

Phase Complete

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	DIVISION	END ENVIRO	END DESIGN	END RIGHT OF WAY	BEGIN CONSTR	APPROVED END CONSTR	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED) (x 1,000)	DESIGN COST (PSE)(x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	SCOPE	BUDGET	SCHEDULE
117	8	RIV	Riverside County		ACE: Avenue 66/UP Railroad Grade Separation Bypass	DLA	7/29/2017	12/29/2017	7/29/2018	7/30/2019	7/29/2021	Env 100% Des 100% RW 100% Const	$39,080	$5,709	$2,530	$2,350	$2,500	$31,700	☑	☑	☑
123	12	ORA	Orange County Transportation Authority		San Juan Creek Bridge Replacement	DPM	2/28/2017	5/31/2017	2/6/2018	10/31/18	10/31/20		$34,200	$3,094	$0	$0	$0	$34,200	☑	☑	☑
124	4	SON	Northern California Trade Corridors Coalition/Sonoma County Transportation Authority		US-101 Marin Sonoma Narrows HOV Lane Project Phase 2	DPM	10/29/2009	8/11/2017	8/11/2017	03/06/18	12/31/19	Env 100% Des % RW % Const %	$37,662	$3,000	$0	$2,642	$20	$35,000	☑	☑	☑
125	7	LA	Alameda Corridor East Construction Authority		Durfee Avenue Grade Separation Project	DLA	7/31/2014	11/30/2017	10/31/2017	04/30/18	10/31/20		$91,143	$2,620	$0	$9,046	$32,624	$49,473	☑	☑	☑
													$ 202,085	**$ 14,423**							

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Allocated Projects

Behind Schedule
Awarded / Begin Construction
Allocated but Not Awarded

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ALLOCATION DATE	AWARD DATE	BEGIN CONSTR	APPROVED END CONSTR	CURRENT PHASE (% COMPLETE)	APPROVED END CLOSEOUT	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED) (x 1,000)	DESIGN COST (PSE)(x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	SCOPE	BUDGET	SCHEDULE
3.1	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 1-Environmental Remediation]*	N/A	01/01/10		10/15/18	Const 99%	04/16/19	$11,400	$0	$0	$0	$0	$11,400	$11,488	☑	☑	☑
3.3	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 3 - City Site Prep Work and Backbone Infrastructure 3]*	05/07/13	10/14/13		10/15/18	Const 99% Design-Build	04/16/19	$247,241	$176,341	$4,500	$25,900	$0	$216,841	$205,361	☑	☒	☑
3.4	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 4 - Recycling Facilities]*	N/A		06/30/13	07/31/18	Const 0%	12/31/18	$46,600	$0	$0	$600	$0	$46,000		☑	☑	☒
3.5	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 5 - City Trade and Logistics Facilities]*	N/A		06/30/13	12/31/19	Const 21%	06/30/20	$99,400	$0	$0	$3,500	$0	$95,900	$19,955	☑	☑	☒
4	4	ALA	Metropolitan Transportation Commission	880	I-880 Reconstruction, 29th & 23rd Avenues, Oakland *[SHOPP/TCIF]*	08/06/13	04/30/14		07/31/17	Const 65%	08/31/18	$97,912	$73,000	$4,200	$7,387	$6,325	$80,000	$53,577	☑	☑	☒
10	10	SJ	San Joaquin Council of Governments	4	State Route 4 West Crosstown Freeway Extension Stage 1	06/11/13	12/16/13		12/01/16	Const 96%	12/01/17	$165,678	$69,458	$4,000	$10,400	$44,600	$106,678	$76,459	☑	☑	☒
11	10	SJ	Port of Stockton / Contra Costa County		San Francisco Bay to Stockton Ship Channel Deepening Project	05/23/12	06/29/12		11/30/13	Const 97%	06/30/14	$15,000	$7,200	$100	$500	$0	$14,400	$5,476	☑	☑	☒
15.01	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Phase I - Archaeological Services]*	10/26/11	08/22/11		09/30/17	Const 92%	10/31/18	$4,000	$4,000	$0	$0	$0	$4,000		☑	☑	☒
15.02	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Phase II - Trench and Fiber Optic relocation]*	10/26/11	07/23/12		09/30/17	Const. 92%	10/31/18	$302,758	$233,778	$0	$34,021	$33,034	$235,703	$319,321	☑	☑	☒
15.12	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Motebello Corridor - Match]*	N/A		11/30/19	11/30/22	Env. 100% Des. 100% RW Const.	05/31/23	$142,000	$0		$8,738	$28,771	$40,872		☑	☑	☑
21	7	LA	City of Commerce		Washington Boulevard Widening & Reconstruction	06/25/14	12/02/14		03/01/16	Const 95%	07/01/16	$32,000	$5,800	$39	$2,524	$3,198	$26,239	$18,795	☑	☑	☒
23	7	LA	Port of Long Beach	710	Gerald Desmond Bridge Replacement *[Design-Build] [SHOPP/TCIF]*	06/22/11	10/01/12		06/27/16	Const 77%	09/26/16	$1,336,061	$299,795	$11,862	$38,239	$324,700	$961,260	$700,359	☑	☒	☒
35	12	ORA	Orange County Transportation Authority		State College Boulevard Grade Separation	06/11/13	02/04/14		08/01/16	Const 95%	08/01/19	$74,644	$35,890	$305	$3,595	$19,092	$51,652	$46,184	☑	☑	☒
46	8	RIV	City of Banning		Sunset Avenue Grade Separation	06/11/13	12/03/13		02/28/16	Const 95%	08/01/16	$33,042	$8,278	$900	$2,300	$1,142	$28,700	$25,537	☑	☑	☒
53	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	06/11/13	12/10/13		06/01/16	Const 96%	11/30/16	$51,609	$17,673	$563	$3,700	$1,923	$45,423	$43,230	☑	☑	◆
54	8	RIV	City of Riverside	215	March Inland Cargo Port Airport - I-215 Van Buren Boulevard - Ground Access Improvements	10/26/11	08/13/12		04/30/14	Const 99%	09/30/14	$66,776	$8,835	$3,463	$4,786	$7,000	$51,527	$37,897	☑	☑	☒
61	8	SBD	San Bernardino Associated Governments		ACE South Milliken Avenue Grade Separation	06/11/13	12/03/13		06/01/16	Const 99%	02/01/17	$75,649	$21,846	$750	$4,745	$5,221	$64,933	$51,689	☑	☑	☒
68.2	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Segment 2 - SR 11 and Commercial Vehicle Enforcement Facility]*	N/A		10/30/13	06/30/16	Des 35% Const	10/30/18	$245,400	$0	$0	$17,500	$52,000	$175,900	$0	☑	☑	☒
68.3	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Segment 3 - East Otay Mesa Land POE]*	N/A		09/30/13	03/31/16	Des 35% Const	04/30/18	$336,900	$0	$0	$10,000	$41,900	$285,000	$0	☑	☑	☒
89	4	SOL	Northern California Trade Corridors Coalition	80/ 680/ 12	Solano I-80/680/12 Connector *[SHOPP/TCIF]*	08/06/13	03/19/14		01/31/16	Const 99%	01/31/17	$101,580	$22,847	$3,500	$8,880	$23,160	$66,040	$62,168	☑	☑	☒
91	7	VEN	Ventura County Transportation Commission	101	Route 101 Improvements	06/11/13	11/21/13		08/10/15	Const 99%	12/08/15	$46,525	$10,346	$1,600	$5,197	$500	$39,228	$38,208	☑	◆	☒
92.3	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 3 - Washington Overpass]*	N/A		06/01/13	07/01/13	Env 100% Des 100% RW 100%	12/01/13	$1,540	$0	$0	$0	$0	$1,540		☑	☑	◆
92.4	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 4 - Loop Track]*	N/A		01/15/14	08/15/14	Env 100% Des 100% RW 100%	12/01/14	$1,124	$0	$3	$100	$5	$1,016		☑	☑	◆
95	7	LA	Alameda Corridor East Construction Authority		ACE Puente Avenue Grade Separation	03/20/14	06/23/14		09/30/17	Const 79%	03/31/18	$99,019	$48,000	$300	$9,090	$32,868	$56,761	$36,188	☑	☑	☑
96	7	LA	Alameda Corridor East Construction Authority		ACE Fairway Drive Grade Separation	06/25/14	10/27/14		06/30/18	Const 33%	12/31/18	$142,213	$71,000	$300	$8,456	$38,655	$94,802	$33,426	☑	☑	☑

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Allocated Projects

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Awarded / Begin Construction
Allocated but Not Awarded

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99	12	ORA	Orange County Transportation Authority		Raymond Avenue Grade Separation	01/29/14	02/04/14		07/15/18	Const 88%	07/15/21	$112,190	$11,890	$0	$5,370	$34,901	$71,919	$60,011	☑	☑	☑
103	4	SOL	City of Fairfield		Fairfield/Vacaville Intermodal Station - New track and Grade Separation	08/20/14	11/18/14		11/01/16	Const 91%	03/01/17	$22,600	$11,000	$0	$0	$0	$22,600	$21,654	☑	☑	☒
105	5	MON	City of Salinas	101	Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension	01/22/15	07/07/15		07/28/15	Const 60%	07/26/16	$4,300	$1,700	$0	$0	$0	$4,300	$2,351	☑	☑	☒
108.1	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program *[Phase 1 - Berth/Wharf Improvements]*	03/26/15	06/18/15		05/12/17	Const 95%	05/31/18	$45,115	$8,401	$2,600	$2,549		$39,966	$42,265	☑	☑	☒
108.2	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program *[Phase 2 - On-Dock Railyard]*	06/30/16	01/09/17		11/30/16	Const 75%	12/31/17	$6,083	$1,132	$0	$357		$5,726	$1,704	☑	☑	☒
109	8	SBD	San Bernardino Associated Governments	10	I-10 Pepper Avenue Interchange	05/28/15	01/06/16		08/17/17	Const 99%	8/17/18	$10,111	$1,158	$64	$561	N/A	$9,486	$8,348	☑	☑	☑
110	8	SBD	Southern California Regional Rail Authority		Hellman Avenue Crossing Improvements	06/30/16	11/02/16		12/31/16	Const 5%	12/31/17	$3,580	$1,790		$200		$3,380	$16,523	☑	☑	☒
111	7	LA	Southern California Regional Rail Authority		Citrus Avenue Crossing Improvements	06/30/16	12/09/16		04/30/18	Const 30%	04/30/19	$3,485	$1,455	$250	$325		$2,910	$37	☑	☑	☒
112	7	LA	Southern California Regional Rail Authority		Ramona Boulevard Crossing Improvements	06/30/16	12/09/16		04/30/18	Const 10%	4/30/19	$3,485	$1,455	$250	$325		$2,910	$26	☑	☑	☒
113	7	LA	Southern California Regional Rail Authority		Control Point Soledad Speed Increase Project	06/30/16	11/18/16		04/30/18	Const 5%	04/30/19	$6,648	$2,708	$616	$616		$5,416		☑	☑	☒
114	7	LA	Alameda Corridor East Construction Authority		Fullerton Road Grade Separation Project	12/09/15	03/28/16		9/30/2019	Const 17%	03/30/20	$145,184	$35,060	$0	$11,107	$32,123	$101,954	$15,435	☑	☑	☑
115.1	4	ALA	Port of Oakland		Cool Port Oakland Project	06/30/16	09/28/17	08/01/16	06/30/17	Const 0%	10/1/17	$8,605	$5,000	$105	$300	$0	$8,200	$900	☑	☑	☒
115.2	4	ALA	Port of Oakland		Cool Port Oakland Project	06/30/16	09/28/17	08/01/16	10/01/17	Const 0%	10/01/17	$83,300	$0	$0	$1,700	$0	$81,600		☑	☑	☒
118	11	SD	San Diego Association of Governments		San Elijo Lagoon Double Track	06/30/16	02/01/17		09/16/18	Const 18%	09/17/23	$70,254	$4,343	$1,378	$7,669	$1,585	$59,622		☑	☑	☒
119	10	SJ	Port of Stockton		Navy Drive Widening	06/30/16	07/11/17	07/01/16	10/01/17	Const 0%	06/01/18	$6,813	$2,000	$200	$650	$0	$5,963	$500	☑	☑	☒
120	8	SBD	SBCAG		Monte Vista Ave Grade Separation	08/17/16	07/12/17	02/07/17	05/01/19	Env 100% Des RW 100% Const	3/5/2020	$26,685	$2,113	$0	$0	$0	$26,685		☑	☑	☒
121	7	LA	Port of Long Beach		Middle Harbor Terminal Redevelopment Project Phase 2	06/28/17	11/21/17	12/01/17	09/30/20	Const 0%	11/30/2020	$156,355	$15,436	$0	$0	$0	$156,355		☑	☑	☑
122	12	ORA	Orange County Transportation Authority		I-405 HOV Lane [Design-Build]	10/19/16	01/13/17	01/31/17	08/31/26	Const 0%	8/31/2027	$1,506,136	$7,771	$84,622	$269,052	$298,651	$853,771	$6	☑	☑	☒
126	3	PLA	Northern California Trade Corridors Coalition/Placer County Transportation Planning Agency		I-80/SR-65 Interchange Phase 1 - Third Lane Project	08/16/17		11/14/17	11/01/20	Env % Des % RW % Const %	12/02/23	$11,900	$3,600				$11,900		☑	☑	☑
												$ 6,008,900	**$ 1,232,099**					**$ 4,222,668**			

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Completed Projects

Phase Complete
Behind Schedule

☑ No Known Scope, Budget, or Schedule Impact
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2	4	CC	Caltrans / BNSF		Richmond Rail Connector	12/31/16	10/01/15	09/30/17	06/30/17		$22,650	$10,880	$300	$550	$4,590	$17,210	$15,883	☒	
3.2	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 2 - Rail Access Improvements and Manifest Yard]*	03/30/17	12/31/15	09/30/17	09/30/17		$74,600	$65,800	$100	$8,700	$0	$65,800	$69,264	☒	
3.6	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 6 - Unit Train Support Rail Yard]*	03/30/17	07/01/16	09/30/17	09/30/17		$20,000	$0	$0	$5,000	$0	$15,000	$19,428	☒	
5	4	ALA	Metropolitan Transportation	580	I-580 Eastbound Truck Climbing Lane *[SHOPP/TCIF]*	12/31/16	12/01/15	07/29/17	06/30/17		$44,903	$44,903	$2,490	$5,140	$105	$37,168	$54,894	☒	
6	6	KER	Caltrans / BNSF		Tehachapi Trade Corridor Rail Improvement	12/31/16	03/31/17	04/30/18	06/30/17		$26,040	$12,270	$9,500	$1,000	$0	$15,540	$12,270	☒	
9.1	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation *[Phase 1 - Initial Project]*						$80,636	$25,266	$3,143	$8,349	$0	$69,145	$69,145	☑	FDR/SFDR Approved
9.2	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation *[Phase 2 - West Ped-Bicycle Tunnel Ramps]*						$3,747	$0	$0	$0	$0	$3,747	$3,747	☑	FDR/SFDR Approved
12	4	SOL	Metropolitan Transportation Commission	80	I-80 Eastbound Cordelia Truck Scales Relocation *[SHOPP/TCIF]*	03/31/15	12/31/15	12/31/15	09/30/15		$88,392	$38,292	$6,800	$12,200	$7,500	$61,892	$60,520	☒	
15.3	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Brea Canyon Grade Separation - Match]*	08/31/08	08/31/10	08/31/10	02/31/09		$38,922	$0	$0	$538	$9,708	$28,676		☒	Segmented project. Requested FDR/SFDR to conform with updated policy.
15.6	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Ramona Boulevard Grade Separation - Match]*	04/30/08	05/31/10	05/31/10	10/30/08		$14,965	$0	$0	$34	$2,959	$11,972		☒	Segmented project. Requested FDR/SFDR to conform with updated policy.
15.7	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Reservoir Street Grade Separation - Match]*	07/31/08	09/30/11	09/30/11	01/31/09		$12,480	$0	$0	$0	$1,125	$11,355		☒	Segmented project. Requested FDR/SFDR to conform with updated policy.
15.8	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Sunset Avenue Grade Separation - Match]*	12/31/10	06/31/12	06/31/12	06/30/11		$35,208	$0	$0	$339	$3,226	$31,643		☒	Segmented project. Requested FDR/SFDR to conform with updated policy.
15.9	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Temple Avenue Train Diversion - Match]*	03/30/10	12/31/14	12/31/14	09/30/10		$45,177	$0	$0	$540	$2,923	$41,714		☒	Segmented project. Requested FDR/SFDR to conform with updated policy.
17	7	LA	City of Santa Fe Springs		ACE: Gateway-Valley View Grade Separation Project					02/12/16	$63,997	$18,012	$0	$4,000	$15,281	$44,716	$40,959	☑	FDR approved
18	7	LA	Southern California Regional Rail Authority		New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains						$14,700	$7,200	$0	$1,500	$0	$13,200	$9,742	◆	FDR/SFDR Approval pending audit.
19	7	LA	Port of Los Angeles	47/110	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening	06/30/16	06/30/16	05/01/17	03/30/17		$40,773	$13,205	$700	$5,568	$0	$34,505	$31,296	☒	
20	7	LA	Port of Los Angeles	110	I-110 Freeway & C Street Interchange Improvements	06/30/17	04/30/17	10/15/19	12/30/17		$39,385	$8,300	$801	$3,491	$0	$35,093	$25,990		
22	7	LA	Port of Los Angeles		South Wilmington Grade Separation					11/01/15	$74,844	$15,021	$520	$6,631	$0	$67,693	$51,827	☑	FDR approved
24	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier F Support Yard)					06/30/16	$29,129	$4,093	$88	$4,265	$0	$24,776	$29,129	☑	FDR approved
25	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Track Realignment at Ocean Boulevard)					06/30/16	$44,756	$16,216	$4,270	$2,850	$0	$37,636	$34,233	☑	FDR approved
32.1	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) *[Segment 1 - Berth 200 Rail Yard Improvements]*					05/31/16	$111,956	$40,718	$6	$7,980	$0	$103,970	$91,527	☑	FDR approved
32.2	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) *[Segment 2 - Berth 200 Rail Yard Track Connections]*	12/31/16	01/01/15	03/31/17	06/30/17		$24,611	$9,423	$0	$1,000	$0	$23,611	$19,381	☒	
34	12	ORA	Orange County Transportation Authority	91	State Route 91 Connect Aux. Lanes through Interchange on Westbound State Route 91 between State Routes 57 and I-5	12/01/15	11/01/16	11/01/16	06/30/16		$62,977	$27,227	$1,400	$6,234	$7,066	$48,277	$40,703	☒	
36	12	ORA	Orange County Transportation Authority		Placentia Avenue Undercrossing					01/30/15	$72,843	$9,548	$21	$3,401	$15,371	$54,050	$34,558	☑	FDR approved
37	12	ORA	Orange County Transportation Authority		Orangethorpe Avenue Grade Separation	12/31/16	07/01/19	12/31/16	06/30/17		$108,595	$41,632	$631	$8,292	$24,863	$74,809	$56,956	☒	
38	12	ORA	Orange County Transportation Authority		Kraemer Boulevard Undercrossing					01/30/15	$53,185	$15,513	$631	$5,043	$9,382	$38,129	$40,099	☑	FDR approved

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PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	FORECAST END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Actual End Const)	SFDR DUE DATE (Six months after Actual End Closeout)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED) (x 1,000)	DESIGN COST (PSE)(x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	FDR/SFDR STATUS	COMMENTS - CTC ACTIONS DURING QUARTER
40	12	ORA	Orange County Transportation Authority		Lakeview Avenue Overcrossing	06/30/17	12/01/18	06/30/17	12/30/17		$87,873	$27,629	$631	$7,867	$39,688	$39,687	$36,142		
41	12	ORA	Orange County Transportation Authority		Tustin Avenue / Rose Drive Overcrossing	12/31/16	09/01/18	08/31/16	06/30/17		$88,175	$30,862	$601	$7,085	$32,245	$48,244	$38,947	☒	
42	8	RIV	City of Riverside		Columbia Avenue Grade Separation						$33,003	$4,953	$143	$1,657	$6,800	$24,403	$21,594	☑	FDR/SFDR Approved
43	8	RIV	City of Corona		Auto Center Drive Grade Separation	09/30/15	05/30/14	10/30/16	03/30/16		$32,675	$16,000	$630	$1,370	$2,720	$27,955	$16,026	☒	
44	8	RIV	City of Riverside		Magnolia Avenue Grade Separation - UPRR						$50,248	$17,288	$160	$2,500	$23,500	$24,088	$24,322	☑	FDR/SFDR Approved
45	8	RIV	City of Riverside		Iowa Avenue Grade Separation					06/01/15	$32,000	$13,000	$500	$1,500	$5,500	$24,500	$19,528	☑	FDR Approved.
47	8	RIV	City of Riverside		Streeter Avenue Grade Separation					02/20/17	$36,000	$15,500	$1,500	$1,000	$7,500	$26,000	$23,048	☑	FDR Approved.
48	8	RIV	Riverside County		Avenue 56 Grade Separation	06/30/17	10/15/16	10/15/16	12/30/17		$29,394	$12,802	$295	$2,268	$3,289	$23,542	$35,600		
50	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing	06/30/17	12/15/16	12/15/16	12/30/17		$30,806	$13,247	$502	$2,843	$7,385	$20,076	$20,105		
51	8	RIV	City of Riverside		Riverside Avenue Grade Separation					06/30/17	$32,154	$10,434	$1,047	$1,453	$6,892	$22,762	$20,713	☑	FDR Approved.
56	8	SBD	San Bernardino Associated Governments	10	Route 10 Cherry Avenue Interchange Reconstruction	05/07/16	06/30/14	11/08/16	11/23/16		$77,806	$30,773	$935	$5,822	$9,503	$61,546	$58,007	☒	
58	8	SBD	San Bernardino Associated Governments	10	Route 10 Riverside Ave Interchange Reconstruction						$31,170	$9,837	$0	$2,185	$1,723	$27,262	$27,262	☑	FDR/SFDR Approved
59	8	SBD	San Bernardino Associated Governments		ACE Glen Helen Parkway Grade Separation					05/19/16	$25,885	$7,172	$0	$2,650	$6,400	$16,835	$18,038	☑	FDR Approved.
63	8	SBD	San Bernardino Associated Governments		Palm Avenue Grade Separation	06/02/15	09/01/15	12/23/16	12/02/15	06/02/16	$22,597	$1,900	$774	$2,024	$8,320	$11,479	$11,245	☒	Agency is working on FDR
64	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation	09/18/15	05/01/16	12/30/16	03/18/16	09/19/16	$31,154	$8,276	$0	$4,409	$4,792	$21,953	$22,260	☒	
66	7	VEN	City of Oxnard	101	Route 101 Rice Avenue Interchange Reconstruction					12/21/16	$73,597	$14,194	$3,458	$3,766	$26,594	$39,779	$36,445	☑	FDR Approved.
67	11	SD	San Diego Association of Governments	905	State Route 905					02/11/18	$82,953	$66,804	$0	$499	$0	$82,454	$81,329	☑	FDR Approved
68	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Parent - Environmental Programming for Entire Corridor]*		04/01/18	04/01/18			$12,300	$0	$12,300	$0	$0	$0	$0	☑	Segmented project. Requested FDR/SFDR to conform with updated policy.
68.1	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Segment 1 - SR 11/SR 905 Freeway to Freeway Connectors]*					03/30/18	$112,625	$71,625	$0	$7,300	$33,700	$71,625	$64,978	☑	FDR Approved
69	11	SD	Port of San Diego	5/15	Bay Marina Drive at I-5 At-Grade Improvements					06/03/15	$3,172	$792	$440	$345	$20	$2,367	$1,956	☑	FDR Approved. Agency is working on SFDR.
70	11	SD	Port of San Diego		10th Avenue/Harbor Drive At-Grade Improvements				03/30/15	09/30/15	$4,551	$748	$1,121	$880	$186	$2,364	$1,759	☒	FDR approval pending.
72	11	SD	Port of San Diego	5	Civic Center Drive at Harbor Drive and I-5 At-Grade Improvements					06/03/15	$2,193	$361	$531	$300	$37	$1,325	$1,956	☑	FDR Approved. Agency is working on SFDR.
74	11	SD	San Diego Association of Governments		Southline Rail Improvements - San Ysidro Yard Expansion	07/31/16	04/02/15	01/31/17	01/31/17		$40,460	$25,900	$540	$2,482	$6,870	$30,568	$25,900	☒	
75.1	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 1 - Aerial Cabling]*	07/15/12	09/30/12	07/31/14	01/31/13		$4,458	$4,458	$0	$0	$0	$4,458	$4,458	☒	Segmented project. Requested FDR/SFDR to conform with updated policy.
75.2	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 2 - Signaling for Reverse Running and Initial Track Improvements]*	06/30/14	10/31/13	07/30/15	12/01/14		$10,431	$10,010	$0	$0	$0	$10,431	$10,010	☒	Segmented project. Requested FDR/SFDR to conform with updated policy.
75.3	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 3 - Palomar Siding and Mainline Track*	07/03/15	12/21/15	08/24/16	01/03/16		$3,445	$3,445	$0	$0	$0	$3,445	$3,445	☒	Segmented project. Requested FDR/SFDR to conform with updated policy.
75.4	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 4 - Final Palomar Siding and System Upgrades]*	11/30/16	01/01/16	02/28/17	05/30/17		$30,591	$21,621	$220	$8,750	$0	$21,621	$21,621	☒	Segmented project. Requested FDR/SFDR to conform with updated policy.

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
Completed Projects

Phase Complete
Behind Schedule

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	FORECAST END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Actual End Const)	SFDR DUE DATE (Six months after Actual End Closeout)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED) (x 1,000)	DESIGN COST (PSE)(x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	FDR/SFDR STATUS	COMMENTS - CTC ACTIONS DURING QUARTER
76	11	SD	San Diego Association of Governments		LOSSAN N Rail Corridor at Sorrento						$44,000	$10,800	$2,024	$3,774	$2,553	$35,649	$35,649	☑	FDR/SFDR Approved
77	11	IMP	Imperial Valley Association of Governments	78/ 111	Brawley Bypass State Route 78/111					11/30/16	$70,305	$43,122	$1,206	$6,500	$18,569	$44,030	$43,058	☑	FDR Approved. Agency is working on SFDR.
81	10	SJ	Northern California Trade Corridors Coalition		Sperry Road Extension					06/30/16	$56,582	$23,582	$1,000	$5,000	$7,000	$43,582	$36,935	☑	FDR Approved. Agency is working on SFDR.
82	4	CC	Northern California Trade Corridors Coalition		Marina Bay Parkway Grade Separation	06/30/16	06/01/15	09/30/16	12/30/16		$42,180	$18,975	$500	$2,780	$100	$38,800	$39,011	☒	
83	8	SBD	Caltrans / BNSF / UP		Colton Crossing Project						$83,477	$27,847	$3,689	$5,570	$433	$73,785	$73,784	☑	FDR/SFDR Approved
84	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation	09/30/16	01/30/16	03/06/17	06/30/17		$58,725	$23,583	$0	$4,657	$11,053	$43,016	$34,004		FDR approval pending.
85	8	RIV	Riverside County		Avenue 52 Grade Separation	06/30/16	09/01/15	09/30/16	12/30/16	06/30/17	$29,866	$10,000	$2,668	$0	$3,000	$24,198	$27,848	☒	Agency is working on FDR
86	7	LA	Port of Los Angeles		Alameda Corridor West Terminus Intermodal Railyard -West Basin Railyard Extension	04/30/16	02/28/17	04/30/17	10/30/16		$72,987	$20,712	$0	$3,292	$0	$69,695	$72,751	☒	
87.1	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 1	04/24/14	05/31/15	06/30/16	10/24/14		$26,695	$12,705	$0	$1,285	$0	$25,410	$39,166	☒	Segmented project. Requested FDR/SFDR to conform with updated policy.
87.2	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 2	03/30/17	09/30/18	03/30/18	06/30/17		$143,000	$26,664	$0	$8,470	$0	$134,530	$105,684	☒	Segmented project. Requested FDR/SFDR to conform with updated policy.
88	7	LA	Alameda Corridor East Construction Authority		Baldwin Avenue Grade Separation						$71,625	$27,739	$0	$1,902	$41,930	$27,739	$27,738	☑	FDR/SFDR Approved
90	7	VEN	Ventura County Transportation Commission / Alameda		Hueneme Road Widening					03/31/17	$2,924	$1,462	$0	$0	$0	$2,924	$2,618	☒	FDR Approved
92.1	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase I - UPRR Track Improvements]*		06/30/12		09/30/12		$7,500	$0	$0	$0	$0	$7,500		☑	Segmented project. Requested FDR/SFDR to conform with updated policy.
92.2	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 2 - Cemex Track/Unit Track 2]*	01/25/12	06/28/12		07/25/12		$1,800	$0	$0	$100	$0	$1,700		☑	Segmented project. Requested FDR/SFDR to conform with updated policy.
92.5	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 5 - Pioneer Bluff Bridge]*					09/24/17	$10,561	$9,678	$210	$653	$20	$9,678	$11,350	☑	FDR Approved
93	11	SD	San Diego Association of Governments		Sorrento Valley Double Track	06/30/16	11/01/20	11/01/20	12/30/16		$36,381	$12,994	$3,352	$1,653	$345	$31,031	$27,083	☒	
94	4	SCL	Metropolitan Transportation Commission	101	US-101 Freeway Performance Initiative (FPI) *[SHOPP/TCIF]*	10/30/15	10/24/15	10/30/16	04/30/16		$24,764	$13,840	$2,120	$2,120	$67	$20,457	$16,174	☒	
97	3	YUB	Yuba County	70	SR 70 / Feather River Boulevard Interchange	11/30/15	06/01/16	06/01/16	05/30/16		$19,350	$4,361	$900	$950	$1,000	$16,500	$15,185	☒	
98	3	SAC	Northern California Trade Corridors Coalition	50	Natoma Overhead Widening and Onramp Improvements *[SHOPP/TCIF]*	04/21/16	12/01/17	12/01/17	06/30/17		$8,459	$7,959	$125	$198	$253	$7,883	$6,583	☒	
100	8	SBD	San Bernardino Associated Governments	10	Tippecanoe Interchange Improvements, Phase II	06/30/17	08/01/17	11/24/17	12/30/17		$57,811	$8,691	$0	$5,189	$34,175	$18,447	$17,118		
101	10	SJ	San Joaquin Council of Governments /Caltrans	99	State Route 99 Ramp Improvements *[SHOPP/TCIF]*	03/22/16	05/01/16	03/31/18	09/22/16		$2,973	$2,333	$130	$400	$110	$2,333	$2,730	☒	
102	7	LA	Port of Los Angeles		TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair	05/31/17	08/30/17	05/31/18	03/30/18		$5,681	$2,841	$0	$376	$0	$5,305	$8,484		
104	11	SD	San Diego Association of Governments	905/ 125	State Route 905/State Route 125 Northbound Connectors					03/30/18	$21,692	$16,099	$0	$2,700	$800	$18,192	$15,111	☑	FDR Approved
106	7	LA	Southern California Regional Rail Authority		Vincent Siding at CP Quartz and 2nd Platform at Vincent Grade/Acton	03/31/17	04/30/17	6/30/2018	12/30/2017		$17,400	$8,200	$350	$650	$0	$16,400	$7,296		
107	10	SJ	San Joaquin Council of Governments /Caltrans	99	Southbound State Route 99 from Hammer Lane to Fremont Street Interchanges Ramp Metering *[SHOPP/TCIF]*	02/12/17	08/24/17		09/30/17		$2,000	$2,000	$0	$0	$0	$2,000	$6,089	☒	
											$ 3,189,925	**$ 1,199,337**					**$ 4,137,430**		

Trade Corridors Improvement Fund Delivery Report
Benefits for Active Projects

No actual since projects are either in construction or not allocated
Project not allocated

Legend
I=Identified benefit
Y=Achieved benefit

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	Safety		Velocity		Throughput		Reliability		Congestion Reduction		Emissions Reduction	
						Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
3.1	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 1-Environmental Remediation]*	I		I		I		I		I		I	
3.3	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 3 - City Site Prep Work and Backbone Infrastructure 3]*	I		I		I		I		I		I	
3.4	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 4 - Recycling Facilities]*	I		I		I		I		I		I	
3.5	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 5 - City Trade and Logistics Facilities]*	I		I		I		I		I		I	
4	4	ALA	Metropolitan Transportation Commission	880	I-880 Reconstruction, 29th & 23rd Avenues, Oakland *[SHOPP/TCIF]*	I		I		I		I		I		I	
10	10	SJ	San Joaquin Council of Governments	4	State Route 4 West Crosstown Freeway Extension Stage 1	I		I		I		I		I		I	
11	10	SJ	Port of Stockton / Contra Costa County		San Francisco Bay to Stockton Ship Channel Deepening Project	I				I		I		I		I	
15.01	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Phase I - Archaeological Services]*	I		I		I		I		I		I	
15.02	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Phase II - Trench and Fiber Optic relocation]*	I		I		I		I		I		I	
15.12	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Motebello Corridor - Match]*	I		I		I		I		I		I	
21	7	LA	City of Commerce		Washington Boulevard Widening & Reconstruction	I		I		I		I		I		I	
23	7	LA	Port of Long Beach	710	Gerald Desmond Bridge Replacement *[Design-Build] [SHOPP/TCIF]*	I		I		I		I		I		I	
35	12	ORA	Orange County Transportation Authority		State College Boulevard Grade Separation	I		I		I		I		I		I	
46	8	RIV	City of Banning		Sunset Avenue Grade Separation	I		I		I		I		I		I	
53	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	I		I		I		I		I		I	
54	8	RIV	City of Riverside	215	March Inland Cargo Port Airport - I-215 Van Buren Boulevard - Ground Access Improvements	I		I		I		I		I		I	
61	8	SBD	San Bernardino Associated Governments		ACE South Milliken Avenue Grade Separation	I		I		I		I		I		I	

Trade Corridors Improvement Fund Delivery Report
Benefits for Active Projects

No actual since projects are either in construction or not allocated
Project not allocated

Legend
I=Identified benefit
Y=Achieved benefit

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	Safety		Velocity		Throughput		Reliability		Congestion Reduction		Emissions Reduction	
						Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
68.2	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Segment 2 - SR 11 and Commercial Vehicle Enforcement Facility]*	I		I		I		I		I		I	
68.3	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Segment 3 - East Otay Mesa Land POE]*	I		I		I		I		I		I	
89	4	SOL	Northern California Trade Corridors Coalition	80/ 680/ 12	Solano I-80/680/12 Connector *[SHOPP/TCIF]*												
91	7	VEN	Ventura County Transportation Commission	101	Route 101 Improvements	I				I		I		I			
92.3	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 3 - Washington Overpass]*	I				I				I		I	
92.4	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 4 - Loop Track]*	I				I				I		I	
95	7	LA	Alameda Corridor East Construction Authority		ACE Puente Avenue Grade Separation	I		I		I		I		I		I	
96	7	LA	Alameda Corridor East Construction Authority		ACE Fairway Drive Grade Separation	I		I		I		I		I		I	
99	12	ORA	Orange County Transportation Authority		Raymond Avenue Grade Separation	I		I		I		I		I		I	
103	4	SOL	City of Fairfield		Fairfield/Vacaville Intermodal Station - New track and Grade Separation	I				I		I		I		I	
105	5	MON	City of Salinas	101	Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension	I				I				I			

Trade Corridors Improvement Fund Delivery Report
Benefits for Active Projects

No actual since projects are either in construction or not allocated
Project not allocated

Legend
I=Identified benefit
Y=Achieved benefit

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	Safety		Velocity		Throughput		Reliability		Congestion Reduction		Emissions Reduction	
						Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
108.1	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program *[Phase 1 - Berth/Wharf Improvements]*	I		I		I		I		I		I	
108.2	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program *[Phase 2 - On-Dock Railyard]*	I		I		I		I		I		I	
109	8	SBD	San Bernardino Associated Governments	10	I-10 Pepper Avenue Interchange					I				I		I	
110	8	SBD	Southern California Regional Rail Authority		Hellman Avenue Crossing Improvements	I		I		I		I		I		I	
111	7	LA	Southern California Regional Rail Authority		Citrus Avenue Crossing Improvements	I		I		I		I		I		I	
112	7	LA	Southern California Regional Rail Authority		Ramona Boulevard Crossing Improvements	I		I		I		I		I		I	
113	7	LA	Southern California Regional Rail Authority		Control Point Soledad Speed Increase Project	I		I		I		I		I		I	
114	7	LA	Alameda Corridor East Construction Authority		Fullerton Road Grade Separation Project	I		I		I		I		I		I	
115.1	4	ALA	Port of Oakland		Cool Port Oakland Project	I		I		I				I		I	
115.2	4	ALA	Port of Oakland		Cool Port Oakland Project	I		I		I				I		I	
117	8	RIV	Riverside County		ACE: Avenue 66/UP Railroad Grade Separation Bypass	I		I		I		I		I		I	
118	11	SD	San Diego Association of Governments		San Elijo Lagoon Double Track	I		I		I		I		I		I	
119	10	SJ	Port of Stockton		Navy Drive Widening	I		I		I		I		I		I	
120	8	SBD	SBCAG		Monte Vista Ave Grade Separation	I		I		I		I		I		I	
121	7	LA	Port of Long Beach		Middle Harbor Terminal Redevelopment Project Phase 2	I				I		I		I		I	
122	12	ORA	Orange County Transportation Authority		I-405 HOV Lane [Design-Build]	I		I		I		I		I		I	
123	12	ORA	Orange County Transportation Authority		San Juan Creek Bridge Replacement	I		I		I		I		I		I	

Trade Corridors Improvement Fund Delivery Report
Benefits for Active Projects

No actual since projects are either in construction or not allocated
Project not allocated

Legend
I=Identified benefit
Y=Achieved benefit

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	Safety		Velocity		Throughput		Reliability		Congestion Reduction		Emissions Reduction	
						Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
124	4	SON	Northern California Trade Corridors Coalition/Sonoma County Transportation Authority		US-101 Marin Sonoma Narrows HOV Lane Project Phase 2	I		I		I		I		I		I	
125	7	LA	Alameda Corridor East Construction Authority		Durfee Avenue Grade Separation Project	I		I		I		I		I		I	
126	3	PLA	Northern California Trade Corridors Coalition/Placer County Transportation Planning Agency		I-80/SR-65 Interchange Phase 1 - Third Lane Project			I		I		I					

Trade Corridors Improvement Fund Delivery Report
Benefits for Completed Projects

No benefit was reported in baseline and/or acutal
Segmented project, benefits will be calculated once all phases are complete

Legend
I=Identified benefit
Y=Achieved benefit
P=Pending, benefits will be captured at Supplemental Final Delivery Report

☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	FDR/SFDR STATUS	Safety		Velocity		Throughput		Reliability		Congestion Reduction		Emissions Reduction	
							Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
2	4	CC	Caltrans / BNSF		Richmond Rail Connector	☒	I								I		I	
3.2	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 2 - Rail Access Improvements and Manifest Yard]*	☒	I		I		I		I		I		I	
3.6	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 6 - Unit Train Support Rail Yard]*	☒	I		I		I		I		I		I	
5	4	ALA	Metropolitan Transportation Commission	580	I-580 Eastbound Truck Climbing Lane *[SHOPP/TCIF]*	☒	I		I		I		I		I		I	
6	6	KER	Caltrans / BNSF		Tehachapi Trade Corridor Rail Improvement	☒	I		I		I		I		I		I	
9.1	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation *[Phase 1 - Initial Project]*	☑	I	Y	I	Y			I	Y			I	Y
9.2	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation *[Phase 2 - West Ped-Bicycle Tunnel Ramps]*	☑	I	Y	I	Y			I	Y			I	Y
12	4	SOL	Metropolitan Transportation Commission	80	I-80 Eastbound Cordelia Truck Scales Relocation *[SHOPP/TCIF]*	☒	I		I		I		I		I		I	
15.3	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Brea Canyon Grade Separation - Match]*	☑	I		I		I		I		I		I	
15.6	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Ramona Boulevard Grade Separation - Match]*	☑	I		I		I		I		I		I	
15.7	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Reservoir Street Grade Separation - Match]*	☑	I		I		I		I		I		I	
15.8	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Sunset Avenue Grade Separation - Match]*	☑	I		I		I		I		I		I	
15.9	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Temple Avenue Train Diversion - Match]*	☑	I		I		I		I		I		I	
17	7	LA	City of Santa Fe Springs		ACE: Gateway-Valley View Grade Separation Project	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	Y
18	7	LA	Southern California Regional Rail Authority		New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains	◆	I		I		I		I		I		I	
19	7	LA	Port of Los Angeles	47/110	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening	☒	I		I		I		I		I		I	
20	7	LA	Port of Los Angeles	110	I-110 Freeway & C Street Interchange Improvements		I		I		I		I		I		I	
22	7	LA	Port of Los Angeles		South Wilmington Grade Separation	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	TBD by 2030.
24	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier F Support Yard)	☑	I	P	I	P	I	Y	I	P	I	P	I	P
25	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Track Realignment at Ocean Boulevard)	☑	I	Y	I	P	I	Y	I	P	I	P	I	P

Trade Corridors Improvement Fund Delivery Report
Benefits for Completed Projects

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PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	FDR/SFDR STATUS	Safety		Velocity		Throughput		Reliability		Congestion Reduction		Emissions Reduction	
							Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
32.1	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) *[Segment 1 - Berth 200 Rail Yard Improvements]*	☑	I		I		I		I		I		I	
32.2	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) *[Segment 2 - Berth 200 Rail Yard Track Connections]*	☒	I		I		I		I		I		I	
34	12	ORA	Orange County Transportation Authority	91	State Route 91 Connect Aux. Lanes through Interchange on Westbound State Route 91 between State Routes 57 and I-5	☒	I		I		I		I		I		I	
36	12	ORA	Orange County Transportation Authority		Placentia Avenue Undercrossing	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	Y
37	12	ORA	Orange County Transportation Authority		Orangethorpe Avenue Grade Separation		I		I		I		I		I		I	
38	12	ORA	Orange County Transportation Authority		Kraemer Boulevard Undercrossing	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	Y
40	12	ORA	Orange County Transportation Authority		Lakeview Avenue Overcrossing		I		I		I		I		I		I	
41	12	ORA	Orange County Transportation Authority		Tustin Avenue / Rose Drive Overcrossing	☒	I		I		I		I		I		I	
42	8	RIV	City of Riverside		Columbia Avenue Grade Separation	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	Y
43	8	RIV	City of Corona		Auto Center Drive Grade Separation	☒	I		I		I		I		I		I	
44	8	RIV	City of Riverside		Magnolia Avenue Grade Separation - UPRR	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	Y
45	8	RIV	City of Riverside		Iowa Avenue Grade Separation	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	Y
47	8	RIV	City of Riverside		Streeter Avenue Grade Separation	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	Y
48	8	RIV	Riverside County		Avenue 56 Grade Separation		I		I		I		I		I		I	
50	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing		I		I		I		I		I		I	
51	8	RIV	City of Riverside		Riverside Avenue Grade Separation	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	Y
56	8	SBD	San Bernardino Associated Governments	10	Route 10 Cherry Avenue Interchange Reconstruction	☒	I		I		I		I		I		I	
58	8	SBD	San Bernardino Associated Governments	10	Route 10 Riverside Ave Interchange Reconstruction	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	Y

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							Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
59	8	SBD	San Bernardino Associated Governments		ACE Glen Helen Parkway Grade Separation	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	Y
63	8	SBD	San Bernardino Associated Governments		Palm Avenue Grade Separation	☒	I		I		I		I		I		I	
64	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation	☒	I		I		I		I		I		I	
66	7	VEN	City of Oxnard	101	Route 101 Rice Avenue Interchange Reconstruction	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	Y
67	11	SD	San Diego Association of Governments	905	State Route 905	☑	I	P	I	P	I	P	I	P	I	P	I	P
68	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Parent - Environmental Programming for Entire Corridor]*	☑	I		I		I		I		I		I	
68.1	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Segment 1 - SR 11/SR 905 Freeway to Freeway Connectors]*	☑	I	Y	I	P	I	P	I	P	I	P	I	P
69	11	SD	Port of San Diego	5/15	Bay Marina Drive at I-5 At-Grade Improvements	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	P
70	11	SD	Port of San Diego		10th Avenue/Harbor Drive At-Grade Improvements	☒	I	P	I	P	I	P	I	P	I	P	I	P
72	11	SD	Port of San Diego	5	Civic Center Drive at Harbor Drive and I-5 At-Grade Improvements	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	P
74	11	SD	San Diego Association of Governments		Southline Rail Improvements - San Ysidro Yard Expansion	☒	I		I		I		I		I		I	
75.1	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 1 - Aerial Cabling]*	☒	I		I		I		I		I		I	
75.2	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 2 - Signaling for Reverse Running and Initial Track Improvements]*	☒	I		I		I		I		I		I	
75.3	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 3 - Palomar Siding and Mainline Track*	☒	I		I		I		I		I		I	
75.4	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 4 - Final Palomar Siding and System Upgrades]*	☒	I		I		I		I		I		I	
76	11	SD	San Diego Association of Governments		LOSSAN N Rail Corridor at Sorrento	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	Y
77	11	IMP	Imperial Valley Association of Governments	78/ 111	Brawley Bypass State Route 78/111	☑	I	P	I	Y	I	P	I	P	I	P	I	P

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							Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
81	10	SJ	Northern California Trade Corridors Coalition		Sperry Road Extension	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	Y
82	4	CC	Northern California Trade Corridors Coalition		Marina Bay Parkway Grade Separation	☒	I								I		I	
83	8	SBD	Caltrans / BNSF / UP		Colton Crossing Project	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	Y
84	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation		I		I		I		I		I		I	
85	8	RIV	Riverside County		Avenue 52 Grade Separation	☒	I		I		I		I		I		I	
86	7	LA	Port of Los Angeles		Alameda Corridor West Terminus Intermodal Railyard -West Basin Railyard Extension	☒	I		I		I		I		I		I	
87.1	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 1	☒	I		I		I		I		I		I	
87.2	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 2	☒	I		I		I		I		I		I	
88	7	LA	Alameda Corridor East Construction Authority		Baldwin Avenue Grade Separation	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	Y
90	7	VEN	Ventura County Transportation Commission / Alameda		Hueneme Road Widening	☒	I	Y		Y	I	Y	I	Y	I	Y	I	Y
92.1	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase I - UPRR Track Improvements]*	☑	I				I				I		I	
92.2	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 2 - Cemex Track/Unit Track 2]*	☑	I				I				I		I	
92.5	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 5 - Pioneer Bluff Bridge]*	☑	I	P			I	P			I	P	I	P
93	11	SD	San Diego Association of Governments		Sorrento Valley Double Track	☒	I		I		I		I		I		I	
94	4	SCL	Metropolitan Transportation Commission	101	US-101 Freeway Performance Initiative (FPI) *[SHOPP/TCIF]*	☒					I				I			
97	3	YUB	Yuba County	70	SR 70 / Feather River Boulevard Interchange	☒	I				I							
98	3	SAC	Northern California Trade Corridors Coalition	50	Natoma Overhead Widening and Onramp Improvements *[SHOPP/TCIF]*	☒	I		I		I		I		I		I	
100	8	SBD	San Bernardino Associated Governments	10	Tippecanoe Interchange Improvements, Phase II		I		I		I		I		I		I	
101	10	SJ	San Joaquin Council of Governments /Caltrans	99	State Route 99 Ramp Improvements *[SHOPP/TCIF]*	☒	I		I		I		I		I		I	
102	7	LA	Port of Los Angeles		TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair		I		I		I		I		I		I	

Trade Corridors Improvement Fund Delivery Report
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PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	FDR/SFDR STATUS	Safety		Velocity		Throughput		Reliability		Congestion Reduction		Emissions Reduction	
							Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual	Baseline	Actual
104	11	SD	San Diego Association of Governments	905/ 125	State Route 905/State Route 125 Northbound Connectors	☑	I	Y	I	Y	I	Y	I	Y	I	Y	I	Y
106	7	LA	Southern California Regional Rail Authority		Vincent Siding at CP Quartz and 2nd Platform at Vincent Grade/Acton		I		I		I		I		I		I	
107	10	SJ	San Joaquin Council of Governments /Caltrans	99	Southbound State Route 99 from Hammer Lane to Fremont Street Interchanges Ramp Metering *[SHOPP/TCIF]*	☒	I		I		I		I		I		I	

TCIF Project Action Plan Report
First Quarter FY 2017-18

Each project in the program is being monitored at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. Listed below are project action plans that have been identified to address known scope, cost, or schedule issues on projects.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
3.3	4	ALA	N/A	*City of Oakland* Outer Harbor Intermodal Terminals (OHIT) Segment 3 – City Site Prep Work and Backbone Infrastructure	$176,341	$247,241	Schedule Budget
3.4	4	ALA	N/A	*City of Oakland* Outer Harbor Intermodal Terminal (OHIT) Segment 4 – Recycling Facilities	$0	$46,600	Schedule
3.5	4	ALA	N/A	*City of Oakland* Outer Harbor Intermodal Terminals (OHIT) [Segment 5 - City Trade & Logistics Facilities]	$0	$99,400	Budget

Project Action Plan:
#3.3: Construction cost has increased due to pricing for construction coming in higher than originally anticipated due primarily to the cost and quality of available soils required for import as well as additional environmental remediation requirements.

#3.4: The Project milestone schedule for Segment 4 has changed from baseline agreement as a result of extenuated difficulty effectuating a rail easement exchange with Burlington Northern Santa Fe Railway in addition to having to renegotiate price and terms with the Port of Oakland for the sale of an adjoining the 1.6 acre parcel (the “Inner Claw) which will provide primary and emergency access as well as additional on-site parking at the southern end of the North Gateway parcel to and from the East Burma Road for one of the two proposed Recycling Facilities. The rail easement has been resolved, executed and recorded. The purchase and sale agreement with the Port will be concluded by the end of May 2017and begin construction prior to the end of the second quarter of 2018. Construction is currently scheduled to be complete prior to the end of the fourth quarter of 2019 and closeout prior to the end of the second quarter 2020.

#3.5: The City of Oakland has notified the CTC in presentations and communications that there will be a funding increase in the future. The money is coming from the Alameda County Transportation Commission (ACTC) in the amount of $41 million. The agreement is partially executed but currently not signed by all parties. Once the agreement is fully executed the City will include the information in the quarterly reports.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
4	4	ALA	880	I-880 Reconstruction, 29th & 23rd Avenues, Oakland	$97,912	$73,000	Schedule

Project Action Plan: Construction has been delayed approximately one year due to Buy America issues. Project was awarded 4/30/14, construction is 4 year duration plus1 year plant establishment. Project is scheduled to complete construction 4/30/19.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
10	10	SJ	4	State Route 4 West Crosstown Freeway Extension Stage 1	$69,458	$165,678	Schedule

Project Action Plan:
#10: There were significant delays to the construction schedule as a result of utilities that were not relocated before construction started.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
11	10	SJ	N/A	San Francisco Bay to Stockton Ship Channel Deepening Project	$7,200	$15,000	Schedule

Project Action Plan:
#11: No change from previous report.
Due to US Army Corps of Engineers scheduling of annual over dredging, annual contract specifications require work to commence in the Sacramento River, the Stockton Deep Water Channel work is scheduled to be the last reach of the contract. In order to maximize work in the annual dredging window, the Port has solicited for a supplemental Operations and Maintenance over dredging contract to advance the dredging work typically delayed by the USACOE contractor to the end of the dredging season. The dredging contractor hired by the Port may operate under the supplemental contract within the Stockton Deep Water Channel while the USACOE contractor is working in the Sacramento River.

Once the USCOE contractor locates to the Stockton Deep Water Channel, by Federal Regulations, the Port supplemental contractor must cease operations and allow the USACOE contractor to dredge under the USACOE contract.

The supplemental over dredging contract will enable the Port to meet the revised completion date.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
21	7	LA	N/A	Washington Boulevard Widening & Reconstruction	$5,800	$32,000	Schedule

Project Action Plan:
#21: No change from previous report.
The end of construction date has changed due to delays in relocating utility poles prior to the start of construction. After a six month delay with the utility company, the contractor was approved to start working on the south side of the project site in order to allow utility pole relocation work on the north end. The original delay has not produced any additional cost to the projected project budget. The estimated end of construction date is revised from April 30, 2016 to November 11, 2017.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
23	7	LA	710	Gerald Desmond Bridge Replacement	$299,795	$1,336,061	Schedule Budget

Project Action Plan:
#23: Gerald Desmond Bridge (Also in the CMIA program) – $47,960,000 in additional SHOPP were allocated at the October 2016 CTC meeting. The funds will be used for Redesign of the tower - Construction Capital and Capital Outlay Support oversight to complete the project. The Main Span Bridge Released for Construction design is delayed as well as the main towers construction, the estimated end of construction date is February 15, 2019.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
35	12	ORA	N/A	State College Boulevard Grade Separation	$35,890	$74,644	Schedule

Project Action Plan:
#35: The bid advertisement date and subsequent start of construction were delayed due to the Buy America issues and approval of the Construction and Maintenance (C&M) Agreement by BNSF Railway. The start of construction was further delayed due to untimely completion of advanced utility relocations by various utility agencies. The estimated end of construction date is revised from August 1, 2016 to June 30, 2018.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
46	8	RIV	N/A	Sunset Avenue Grade Separation	$8,278	$33,042	Schedule

Project Action Plan:
#46: Construction is almost complete. However, three years have been added to the End Construction date due to a 3-year re-vegetation establishment requirement.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
53	8	RIV	N/A	Grade Separation at Magnolia Avenue Railroad Grade Crossing – BNSF	$17,673	$51,609	Schedule

Project Action Plan:
#53: The End Construction date was delayed due to punch list items. Construction Contract Acceptance is Board of Supervisors approval.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
54	8	RIV	N/A	March Inland Cargo Port Airport-I-215 Van Buren Blvd-Ground Access Improvements	$66,766	$8,835	Schedule

Project Action Plan:
#54: The End Construction date was delayed due to processing landscape maintenance agreements and to complete the plant establishment activities. All construction items are now complete and accepted. Construction Contract Acceptance is awaiting Relief of Maintenance document processing.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
61	8	SBD	N/A	ACE South Milliken Avenue Grade Separation	$21,846	$75,649	Schedule

Project Action Plan:
#61: The End Construction date was delayed due to issues with providing power to a service cabinet. Remaining items on the project include punch list items, fiber optic conduit, and cable installation. The estimated end of construction date is December 31, 2017

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
68.2	11	SD	11	Segment 2 – SR 11 and Commercial Vehicle Enforcement Facility	$0	$245,400	Schedule

Project Action Plan:
#68.2: No change from previous report.
Project delivery is delayed from FY 2016-17 to 2017-18 in order to gain time to achieve consensus in some areas, including the Intelligent Transportation Systems concept of operations on both sides of the border (i.e., flexible lanes, Port of Entry approach lanes), and agreements for the proposed facility regarding operations, maintenance and staffing commitments.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
68.3	11	SD	11	Segment 3 – East Otay Mesa Land Port of Entry	$0	$336,900	Schedule

Project Action Plan:
#68.3: No change from previous report.
Project delivery is delayed from FY 2016-17 to 2017-18 in order to gain time to achieve consensus in some areas, including the Intelligent Transportation Systems concept of operations on both sides of the border (i.e., flexible lanes, Port of Entry approach lanes), and agreements for the proposed facility regarding operations, maintenance and staffing commitments.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
89	4	SOL	80 680 12	Solano I-880/680/12 Connector	$22,847	$101,580	Schedule Budget

Project Action Plan:
#89: The construction support cost increase is due to constructability issues. During construction, the proposed abutment piles and wing walls, shown on the plans, were identified to be in conflict with the temporary retaining wall. Since this work was on the critical path of the project schedule, multiple re-design alternatives were studied to determine a cost effective solution with minimal delays. This resulted in the need for work re-sequencing. The new construction sequencing has changed the critical path of the project and has added 93 working days to the project schedule. As a result of these additional working days, more resources are needed in order to perform the additional construction administration work associated with the construction delay. In addition to the constructability issue delay, other schedule delays were a result of Buy American issues, a Bid Protest, and Plant Establishment Period not taken into account.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
91	7	LA	101	Route 101 Improvements	$10,346	$46,525	Schedule

Project Action Plan:
#91: Construction completion was delayed due to additional work needed on a retaining wall/sound wall because of field conditions. The additional work had to be evaluated and designed. This work affected the overall project schedule. Approval of additional Local funds held suspended construction completion for approximately 6 months. The new CCA, including Plant Establishment Period is the end of November 2017.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
103	4	SOL		Fairfield/Vacaville Intermodal Station-New track and Grade Separation	$11,000	$22,600	Schedule Budget

Project Action Plan:
#103: The End Construction date was delayed due the project having both PTA and TCIF funding on two separate contracts. The PTA contract was set to expire October 31, 2016, but was amended and extended to match the TCIF funding. The estimated end of construction date is November 31, 2017.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
105	5	MON	101	Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension	$1,700	$4,300	Schedule

Project Action Plan:
#105: The schedule change is due to conflicts with Overhead PG&E Utility lines. The 60kV overhead wire brought about a vertical clearance conflict with the proposed 6' surcharge over the ground for consolidation. The consolidation method for the soil was modified to avoid the vertical clearance issue. Additional soils tested were done to design for new consolidation method and final report was completed February 2016. The contractor and resident engineer are working on the schedule to reduce the critical path to shorten the time for construction. Additionally, the new settlement method is mitigating time lost.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
108.1	10	SJ	99	YTI Terminal Enhancement & Truck Trip Reduction Program [Phase 1 - Berth/Wharf Improvements]	$8,401	$45,115	Schedule

Project Action Plan:
#108.1: The End Construction date was delayed due to punch list items. The estimated end of construction date is October 1, 2017

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
108.2	10	SJ	99	YTI Terminal Enhancement & Truck Trip Reduction Program [Phase 2 - On-Dock Railyard]	$1,132	$6,083	Schedule

Project Action Plan:
#108.2: Project received allocation on June 29, 2016. Dates for construction start and end were revised from first quarter of 2017 to second Quarter of 2017. The dates were modified based on the tenant's request. Project was awarded on January 9, 2017. The tenant requested to delay construction until mid-April for operation and scheduling purposes. Pre-construction meeting with the Contractor was held on 4/6/17. Notice to Proceed is scheduled for 4/19/17.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
110	8	SB	N/A	Hellman Avenue Crossing Improvements	$1,790	$3,580	Schedule

Project Action Plan:
#110: The City of Ranchos Cucamonga's schedule is delayed due to complications with contract negotiation. The projected notice to proceed (NTP) date is changed from 12/31/16 to 04/01/17 due to the delay of the receipt of the fully executed funding agreement. Caltrans does not have delegated authority and was dependent on the Division of Procurement and Contracts to execute agreement.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
111	7	LA	N/A	Citrus Avenue Crossing Improvements	$1,455	$3,485	Schedule

Project Action Plan:
#111: The notice to proceed date was changed due to delay of the receipt of the fully executed funding agreement. Caltrans does not have delegated authority and was dependent on the Division of Procurement and Contracts to execute agreement. The overall project construction end schedule remains the same. The project was awarded on December 9, 2016.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
112	7	LA	N/A	Ramona Boulevard Crossing Improvements	$1,455	$3,485	Schedule

Project Action Plan:
#112: The notice to proceed date was changed due to delay of the receipt of the fully executed funding agreement. Caltrans does not have delegated authority and was dependent on the Division of Procurement and Contracts to execute agreement. The overall project construction end schedule remains the same. The project was awarded on December 9, 2016.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
113	7	LA	N/A	Control Point Soledad Speed Increase Project	$2,708	$6,648	Schedule

Project Action Plan:
#113: The notice to proceed date changed due to delay of the receipt of the fully executed funding agreement. Caltrans does not have delegated authority and was dependent on the Division of Procurement and Contracts to execute agreement. The project was awarded on December 9, 2016. The overall project construction end schedule remains the same.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
115.1	4	ALA	N/A	Cool Port Oakland Project	$5,000	$8,605	Schedule
115.2	4	ALA	N/A	Cool Port Oakland Project	$0	$83,300	Schedule

Project Action Plan:
#115.1 and 115.2: The schedule to award the contract has been delayed because of two factors. The first, negotiations with relocating the tenant have taken longer than anticipated. Second, the construction schedule is reliant on the Union Pacific Railroad that is reviewing and approving the rail design which needs to be finalized before requesting bids.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
118	11	SD	N/A	San Elijo Lagoon Double Track	$4,343	$70,254	Schedule

Project Action Plan:
#118: The schedule to award the contract has been delayed. The project is one of six pilot projects in the State. It is utilizing the Construction Management/General Contractor (CM/GC) best value procurement rather than the typical low bid method. The final contract negotiations for the project have taken longer than anticipated. Contract was awarded February 2017 and construction has begun.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
119	10	SJ	N/A	Navy Drive Widening	$2,000	$6,813	Schedule

Project Action Plan:
#119: The project is currently behind schedule. The agency has advertised the project and is currently in the bid phase.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
120	8	SBD		Monte Vista Ave Grade Separation	$2,113	$26,685	Schedule

Project Action Plan:
#120: The project is currently behind schedule. The agency advertised the project on April 10, 2017 and awarded the project in July 12, 2017.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
122	12	ORA		I-405 HOV Lane	$7,771	$1,506,136	Schedule

Project Action Plan:
#122: The project is currently behind schedule. The project received allocation October 19, 2016 and the agency awarded the project January 13, 2017.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 65

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 – February 1, 2018

Reference No.: 3.7
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: James E. Davis, Chief
Division of Project Management

Subject: **FISCAL YEAR 2017-18 – FIRST QUARTER – PROJECT DELIVERY REPORT**

SUMMARY:

The California Department of Transportation (Department) will present the Division of Project Management's Fiscal Year (FY) 2017-18 Project Delivery Report, for the first quarter, to the California Transportation Commission (Commission) at its January 31-February 1, 2018 meeting, as in informational item.

BACKGROUND:

The purpose of the quarterly Project Delivery Report is to provide the Commission with project delivery information on transportation projects for which the Department was fully responsible for development and construction management. This report is intended to cover the reporting requirements specified by Government Code Sections 14526.6 and 14527.16.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

First Quarter
Fiscal Year 2017-18
Project Delivery Report

Quarterly Report to the California Transportation Commission

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Executive Summary

Introduction

The California Department of Transportation (Caltrans) delivers transportation capital programs that preserve, protect, and enhance performance of the state highway system. Operational improvement projects help the existing highway system function more efficiently. System preservation projects, such as bridge rehabilitation and pavement rehabilitation, help the highway system last longer and decrease maintenance costs. Safety projects reduce fatalities and serious injuries resulting from traffic accidents. System expansion projects reduce congestion by adding lanes or constructing new highways.

Purpose

This report provides project delivery information on transportation projects for which Caltrans was fully responsible for development and construction management.

Performance Measures

Measuring and reporting performance on project milestones shows how well Caltrans is meeting its commitments to deliver projects as promised in its primary work programs: the State Transportation Improvement Program (STIP), the State Highway Operation and Protection Program (SHOPP), and for locally funded projects where Caltrans is the implementing agency.

Performance Measure Summary – 1st Quarter Fiscal Year 2017-18									
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	11	13	85%	79	14%	78	99%	80%	✓
Projects Approved	49	76	64%	267	18%	265	99%	90%	✓
Right of Way: Projects Certified									
Projects Certified	31	31	100%	281	11%	280	99%	100%	
Allocation Funds Committed (millions)	$77	NA	NA	$213	36%	$213	100%	100%	✓
Delivery: Projects Designed and Ready for Construction									
Projects Designed and Ready for Construction	26	28	93%	282	9%	281	99%	100%	
Capital Value Ready for Allocation (millions)	$114	$121	94%	$2,398	5%	$2,389	99%	100%	
Construction: Projects Constructed									
Projects Constructed	30	52	58%	227	13%	226	99%	95%	✓
Legend									
✓ It is expected that Caltrans will meet the delivery goal									

Performance Measure Summary – 1st Quarter Fiscal Year 2017-18									
Measure	Year-To-Date thru 1st Quarter			Annual Commitment		Year-End Projection		Goal	Status
	Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent	
Closeout Costs									
State Transportation Improvement Program Costs (millions)	$164	$169	97%	NA	NA	NA	NA	< 100%	✓
State Highway Operation and Protection Program Costs (millions)	$397	$407	97%	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. 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 – 13 of 1,340 Total Projects or 1%				
Greater Than 120% Allocations	9	$41	$24	Within 6 months
Supplementals to Award	4	$12	$3	Within 6 months
During Construction – 24 of 531 Total Projects or 5%				
COS Supplementals	11	$83	$12	Within 2 years
Supplementals to Complete Construction	10	$567	$126	Within 2 years
Partnership Projects - Local Agency Implementing Agency	3	$1,048	$110	After completion
Post-Construction – 12 of 1,177 Total Projects or 1%				
COS Supplementals	2	$9	$0.2	Within 1 year
Supplementals to Closeout	8	$373	$22	Within 1 year
Right of Way Adjustments	2	$21	$12	After completion
Total	**49**	**$2,154**	**$309**	

County	Route	Description	Program	Programmed Budget ($1,000's)	Risk Component	Risk Level	Risk Trend	HQ Risk Description
Pre-Construction - Delivery Year Delays: 35 projects on the FY 17/18 Contract For Delivery at risk of missing the delivery year								
SUT	020	Sutter Bypass Widening & Rehab	SHOPP	$30,765	Fiscal Year Delivery	Very High	New	Permits, right of way condemnation, utility relocation
COL	020	Colusa Rehab	SHOPP	$13,500	Fiscal Year Delivery	High	Same as Previous	Time extension granted for utility relocation and right of way acquisition
YOL	016	Yol 16 SIP at Co Rd 79 & Esparto to I-505	SHOPP	$37,299	Fiscal Year Delivery	High	Same as Previous	Right of way acquisition, utility relocation, and permits
YUB	020	Loma Rica Rd./Spring Valley Road Widening & Rehab	SHOPP	$17,420	Fiscal Year Delivery	High	New	Right of way acquisition
YOL	275	Yol-275 Tower Br Fender Replc 3F550 [0313*137]	SHOPP	$14,916	Fiscal Year Delivery	High	New	Permits
SON	001	Gleason Realignment	SHOPP	$46,800	Fiscal Year Delivery	High	New	Permits and right of way acquisition
NAP	128	Capell Creek Bridge Replacement	SHOPP	$18,885	Fiscal Year Delivery	High	New	Right of way acquisition
SF	101	04-3E602_SF-101 CAPM AC RESURFACING AND CURB RAMPS	SHOPP	$5,261	Fiscal Year Delivery	High	New	Utilities
SF	001	04-4K110_SF 01 REHABILITATE ROADWAY AND UPGRADE TRAFFIC SIGNALS	SHOPP	$27,379	Fiscal Year Delivery	High	New	Utilities
SBT	025	Rte Deficiency Corrections	SHOPP	$9,235	Fiscal Year Delivery	High	New	Right of way acquisition
RIV	074	Riv 74 Hemet Raised Median Curb	SHOPP	$40,916	Fiscal Year Delivery	High	Same as Previous	Right of way acquisition and condemnation
SBD	010	SBd 10 Santa Ana River Br Seismic Retrofit	SHOPP	$31,233	Fiscal Year Delivery	High	Same as Previous	Permit delays; geotechnical drilling and analysis delays
LAK	029	Lake 29/Hartmann Road Roundabout	SHOPP	$896	Right of Way Capital	Medium	New	Right of way acquisition
SAC	VAR	Various routes - seismic retrofit.	SHOPP	$38,681	Fiscal Year Delivery	Medium	New	Permits
MRN	001	IN MARIN COUNTY NEAR MILL VALLEY AT 0.1 MILE EAST OF TENNESSE VALLEY R	SHOPP	$4,833	Fiscal Year Delivery	Medium	New	Utilities
SCR	017	PASATIEMPO SHOULDER WIDENING	SHOPP	$10,057	Fiscal Year Delivery	Medium	New	Redesign due to recent storm damage
FRE	269	Route 269 Bridge Project	SHOPP	$27,500	Fiscal Year Delivery	Medium	New	Permits
RIV	074	RIV 74 RECONSTRUCT SIDEWALKS AND CURB RAMPS & DRIVEWAYS	SHOPP	$3,849	Fiscal Year Delivery	Medium	Same as Previous	Right of way acquisition
SBD	010	SBD 10 Redlands Rehab (WB Only)	SHOPP	$48,292	Fiscal Year Delivery	Medium	New	Permits
VAR	VAR	ADA curb ramps	SHOPP	$3,482	Fiscal Year Delivery	Low	New	Electrical redesign for ADA ramp
SON	116	SON 116/Llano Rd LT	SHOPP	$10,668	Fiscal Year Delivery	Low	New	Permits
SON	001	SON-1 soldier pile wall and RSP	SHOPP	$8,310	Fiscal Year Delivery	Low	New	Coastal permits
SAC	005	Installation of fiber optic cable	SHOPP	$0	Fiscal Year Delivery		Same as Previous	Project delivered and time extension to award processed

County	Route	Description	Program	Programmed Budget ($1,000's)	Risk Component	Risk Level	Risk Trend	HQ Risk Description
Pre-Construction - Delivery Year Delays: 35 projects on the FY 17/18 Contract For Delivery at risk of missing the delivery year								
RIV	074	Riv 74 Raised Curb Median	SHOPP	$12,999	Fiscal Year Delivery	High	New	Redesign due to public opposition to project, environmental and maintenance agreement delays.
SBD	062	SBd/Riv 62 Widen shoulders, add Rumble Strips & Signals	SHOPP	$6,164	Fiscal Year Delivery	High	Same as Previous	Right of way delays with BLM; condemnation
SD	094	SD 94 REALIGN NEAR FREEZER RD	SHOPP	$7,876	Fiscal Year Delivery	High	New	Right of way delays, unresponsive owners
SBD	395	SBD 395 CONSTRUCT 4' MEDIAN BUFFER	SHOPP	$24,895	Fiscal Year Delivery	Medium	New	Permits and right of way acquisition
SBD	095	SBd 95 Shoulder Widening & Rumble Strips Installation	SHOPP	$6,225	Fiscal Year Delivery	Medium	Same as Previous	Right of way agreement delays with BLM
SJ	099	RIPON BRIDGE REHAB	SHOPP	$23,563	Fiscal Year Delivery	Medium	New	Permits, railroad right of way acquisition and foundation report delay
TUO	108	SR108 INTERSECTION IMPROVEMENT	SHOPP	$6,672	Fiscal Year Delivery	Medium	New	At risk design
SD	805	805 SWEETWATER BRIDGE IMPROVEMENTS	Future SHOPP	$0	Construction Capital	Medium	New	Project needs to be programmed for Construction
SBD	395	SBD 395 PHASE 1 (Segs 5, 6, 7, 8)	Local	$55,191	Fiscal Year Delivery	Low	New	Permits
SBD	127	SBD 127 Near Baker Widen Shoulder and Rumble Strips	SHOPP	$2,476	Fiscal Year Delivery	Low	New	Permits and right of way acquisition
SBD	247	SBd 247 Near Lucerne Valley Widen Shoulder and Rumble Strips	SHOPP	$2,859	Fiscal Year Delivery	Low	Same as Previous	Utility delays
SBD	330	hSBD 330 REPAIR/REPLACE CULVERTS	SHOPP	$5,115	Fiscal Year Delivery	Low	New	Permits

County	Route	Description	Program	Programmed Budget ($1,000's)	Risk Component	Risk Level	Risk Trend	HQ Risk Description
Pre-Construction - Greater Than 120% Allocations: 9 projects with a programmed budget of $41M and risks between $22M to $24M								
LA	405	405 - Ramps at Getty Ctr Dr	SHOPP	$14,830	Construction Capital	Very High	New	Additional funds needed for additional utilities and street widening for bicycle lane
LA	405	405 - Ramps at Getty Ctr Dr	SHOPP	$2,930	Construction Support	Very High	New	Additional funds needed for additional utilities and street widening for bicycle lane
STA	005	WESTLEY REST AREA	SHOPP	$5,477	Construction Capital	Very High	New	A PCR is being developed to combine 4 other projects into 1 to reduce the duration of construction time. PCR may not be approved.
SJ	099	VICTOR ONRAMP	SHOPP	$1,296	PS&E	Very High	New	Additional funds are requested to address nonstandard vertical clearance.
MEN	162	Rodeo Creek Slide II	SHOPP	$7,630	Construction Capital	High	Same as Previous	Geotech data revealed larger than anticipated slope failure
ED	050	Meyers Intersection Improvements	SHOPP	$3,445	Construction Capital	High	New	Roundabout requires more fill than anticipated, adjustments to access points for bicycles, bicycle trail adjustments, and new overhead sign
SJ	205	SR205 SMART CORRIDOR - PHASE 2	SHOPP	$16	Right of Way Capital	High	New	27 parcels need to be acquired to accommodate the ramp bypass lanes.
SCL	085	Route 85-Deck Overlay	SHOPP	$4,319	Construction Capital	Medium	New	Unresponsive bidders, high bids, project will be readvertised
LA	110	Paint LA River Bridge	SHOPP	$900	Construction Capital	Medium	New	Due to use of U-bit truck to install scaffolding and platform below the bridge, additional resources are needed in construction support for traffic control.
Pre-Construction - Supplementals to Award: 4 projects with a programmed budget of $12M and risks between $1M to $3M								
MON	068	MON 68 Traffic Management System	SHOPP	$3,220	Construction Capital	High	New	Winning bid rejected and additional funds required to award
MON	068	Pacific Grove centerline rumble strip	SHOPP	$2,900	Construction Capital	High	New	Winning bid greater than G-12 capacity, supplemental funds or repackaging required.
KER	005	Buttonwillow SRRA Sewer Upgrade	SHOPP	$2,350	Construction Capital	High	New	Only received 2 bids, both were high due to remote locaiton and speciality work. Analysis ongoing.
KIN	198	Hanford Armona Roundabout	SHOPP	$3,200	Construction Capital	Low	New	Supplemental funds may be required above G-12 capacity

County	Route	Description	Program	Programmed Budget ($1,000's)	Risk Component	Risk Level	Risk Trend	HQ Risk Description
During Construction - COS Supplementals: 11 projects with a programmed budget of $83M and risks between $0.4M to $12M								
SJ	004	SR 4 CROSSTOWN RAMP EXTENSION	Bond	$12,200	Construction Capital	High	Same as Previous	Contractor claims, delays due to utilities not relocated prior to construction
SJ	099	SOUTH STOCKTON 6-LANE WIDENING	BOND	$7,000	Right of Way Support	High	Same as Previous	Dispose of excess parcels
SJ	099	SOUTH STOCKTON 6-LANE WIDENING	BOND	$20,000	Construction Capital	High	Same as Previous	Address claims for delays due to utility relocation and railroad agreement
MER	005	ERRECA REST AREA REHAB	SHOPP	$2,271	Construction Capital	High	New	More appurtenances for waste water recycle system were identified during the design phase for this advanced waste water treatment system.
SM	001	CAPM	SHOPP	$1,120	Construction Capital	Medium	New	Potential cost risk due to additional construction season
TUL	099	Betty Drive Interchange	STIP	$5,000	Construction Capital	Medium	Same as Previous	Working days increased due to complicated stage construction
SBD	138	SBd 138 Widening (West of 15)(PHASE 1a)	STIP	$10,700	Construction Capital	Medium	Same as Previous	Additional funds may be needed for plant establishment period
SM	101	Broadway IC - CT AAA	STIP	$8,000	Construction Capital	Low	Decreased	Electrical tower knocked down during construction resulting in unanticipated freeway closure costs
VAR	099	San Joaquin River 6-Lane	Bond	$8,500	Construction Capital	Low	Same as Previous	Additional labor compliance effort due to subcontractor issues with payroll. Additional effort required for mitigation work in river basin.
TUL	099	Tulare to Goshen North Segment 6-Lane	BOND	$8,200	Construction Capital	Low	Same as Previous	Claims
LA	047	Schuyler Heim Bridge Replacement	SHOPP MAJOR	$0	Construction Support	Low	New	Supplemental funds were approved at the March 2016 CTC meeting

County	Route	Description	Program	Programmed Budget ($1,000's)	Risk Component	Risk Level	Risk Trend	HQ Risk Description
During Construction - Supplementals to Complete Construction: 10 projects with a programmed budget of $567M and risks between $0M to $126M								
LA	047	Schuyler Heim Bridge Replacement	SHOPP	$270,200	Construction Capital	Very High	Same as Previous	Additional funds for Construction Capital may be needed based on the latest Risk Management and Exposure (RME) Report as of December 2016. The report indicates that additional funds are needed (50% confidence level) to complete construction. The Department is currently considering and analyzing options to complete construction.
SHA	005	Antlers Br Replacement	SHOPP	$134,150	Construction Capital	High	Same as Previous	Contractor claims, arbitration likely
FRE	041	41 Seismic Retrofit	SHOPP	$4,679	Construction Capital	High	Same as Previous	Change orders and claims
LA	018	Replace bridge deck LA-18	SHOPP	$3,732	Construction Capital	High	Same as Previous	Repairs to damaged local road caused by traffic detour
SJ	132	VERNALIS SR 132 REHAB	SHOPP	$37,511	Fiscal Year Delivery	High	New	Construction contract delayed for six months due to excessive moisture
ALA	080	Phase 2 - SFOBB Warehouse	SHOPP	$16,500	Construction Capital	Medium	Same as Previous	Delay and additional requirements from State Fire Marshall. District and BATA have a tentative agreement to address increases
SBD	015	SBd 15 phase 2 & Enhancements (Const Only)	STIP	$74,690	Construction Capital	Medium	Increased	Delays due to constructability issues, environmental concerns, and utility relocation; rail road flagging cost increases
TUL	190	Reservation Road Roundabout	SHOPP	$3,421	Construction Capital	Low	Same as Previous	Plant establishment
FRE	168	Auberry Road Roundabout	SHOPP	$3,213	Construction Capital	Low	Same as Previous	Claims
KER	099	Famoso SR 46/99 Bridge	SHOPP	$19,375	Construction Capital	Low	New	Additional funds needed
During Construction-Partnership Projects - Local Agency Implementing Agency: 3 project components with a programmed budget of $1,048M and risks between $25M to $110M								
LA	710	Gerald Desmond Bridge Replacement	SHOPP	$45,000	Construction Capital	Very High	New	Additional IQA support needed to supplement consultant work.
SF	101	Presidio Parkway P3	SHOPP	$966,500	Construction Capital	High	Same as Previous	Landscape commitments in the Presidio
SF	101	Presidio Parkway P3	SHOPP	$37,392	Construction Capital	High	Same as Previous	Landscape commitments
Post-Construction - COS Supplementals: 2 projects with a programmed budget of $9M and risks between $0 to $0.2M								
VAR	099	Goshen to Kingsburg Replacement Planting	Bond	$700	Construction Capital	Medium	Same as Previous	Project extended due to drought policy to complete mitigation planting
MAD	099	SR99/Avenue 12 Interchange	Bond	$8,000	Construction Capital	Low	Same as Previous	Additional funds may be needed for mitigation work. Mitigation work delayed due to drought.

County	Route	Description	Program	Programmed Budget ($1,000's)	Risk Component	Risk Level	Risk Trend	HQ Risk Description
Post-Construction - Supplementals to Closeout: 8 projects with a programmed budget of $373M and risk between $0.6M to $22M								
TUL	099	Goshen to Kingsburg 6-lane	Bond	$75,863	Construction Capital	Very High	Same as Previous	Claims
SBD	015	JPOE I TRUCK INSPECT STA - SBD 15	SHOPP	$40,753	Construction Capital	Very High	Same as Previous	Claims
SOL	080	EB Truck Scales	SHOPP	$52,192	Construction Capital	High	Same as Previous	Claims
SON	101	MSN B2/B4	Bond	$79,500	Construction Capital	High	Same as Previous	Claims
MON	VAR	Roadside Safety improvements, MON County	SHOPP	$2,209	Construction Capital	Medium	Same as Previous	Claims
TUL	099	Tulare to Goshen North Segment 6-Lane	Bond, STIP	$38,700	Construction Capital	Medium	Same as Previous	Claims
SJ	005	NORTH I-5 REHAB	SHOPP	$53,056	Construction Capital	Medium	Same as Previous	Claims
ORA	074	12-0E310 - I5/SR74 Interchange	STIP	$30,231	Construction Capital	Medium	Same as Previous	Claims
Pre-Construction - COS Supplementals: 4 projects with a programmed budget of $3M and risks between $0.2M to $13M								
SJ	004	SJ BRIDGE MAINTENANCE	SHOPP	$490	PA&ED	Very High	New	Utilities and permits
LA	057	Lane Replacement	SHOPP	$1,800	PS&E	High	New	The project scope was changed from a Capital Preventive Maintenance Project (CAPM) to Resurfacing and Restoration (2R).
SJ	012	LODI ADA IMPROVEMENTS	SHOPP	$495	PS&E	High	New	Electrical Design was not included in the initial programming of the project.
FRE	033	Firebaugh ADA	SHOPP	$240	Right of Way Support	Low	New	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.
Post-Construction - Right of Way Adjustments: 2 projects with a programmed budget of $21M and risks between $5M to $12M								
STA	219	219 4-LANE WIDENING PHASE II	Bond	$15,150	Right of Way Capital	High	Same as Previous	Litigation and final judgements for eminent domain actions
SBD	138	SBd 138 Widening (West of 15)(PHASE 1a)	STIP	$6,000	Right of Way Capital	Medium	Same as Previous	Litigation and final judgements for eminent domain actions

Milestone Performance Report

Project Approval, Environmental Documents

Draft Environmental Documents Completed Summary

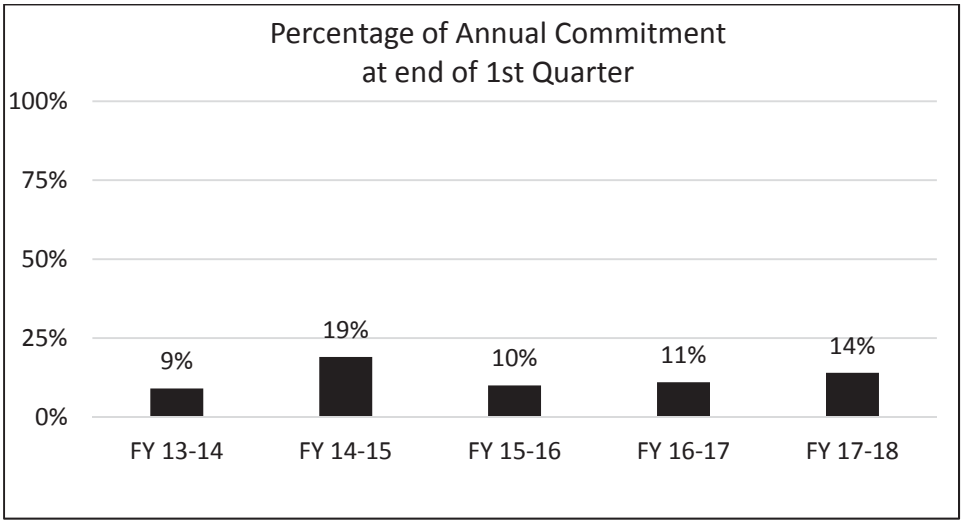
The project team conducts environmental studies to analyze the effect of various project alternatives. The result of the studies is an environmental document. The type of environmental document depends on the significance of the impacts.

In fiscal year 2017-18, Caltrans committed to deliver 79 draft environmental documents. Through the end of the first quarter, fiscal year 2017-18, Caltrans completed a total of 11, or 14 percent of the annual commitment.

Measure: Draft Environmental Documents Completed – 1st Quarter FY 2017-18

Fiscal Year 2017-18

Year-to-Date thru 1st Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
11	13	85%	79	14%	78	99%	80%



Project Approval Summary

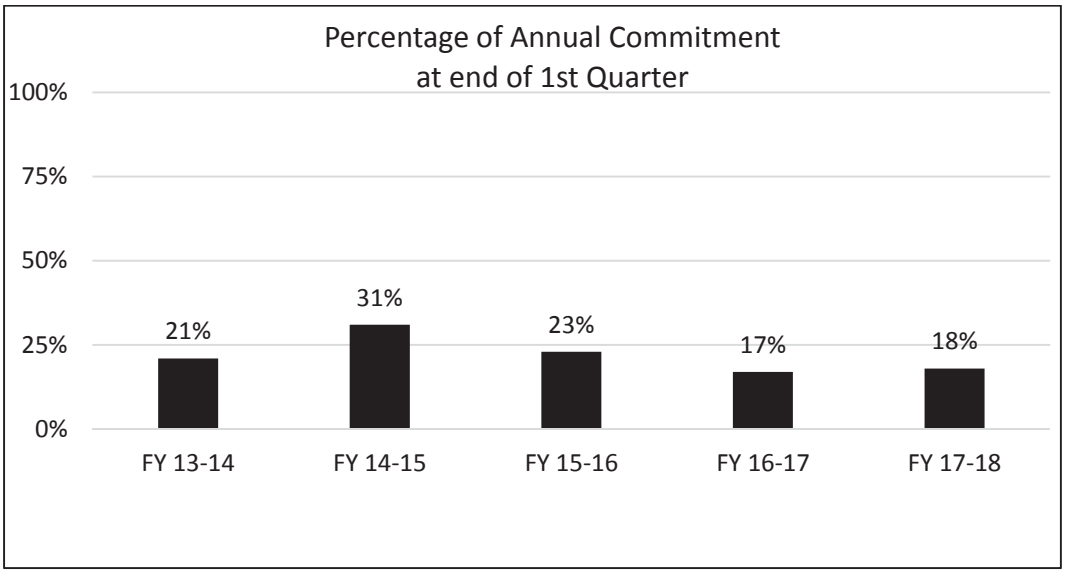
Project approval is also commonly referred to as "PA&ED," which is an abbreviation for the Project Approval and Environmental Document project milestone. Project approval is achieved when the Project Report has been signed. The Project Report includes the selection of the preferred project alternative and includes the project's environmental document.

In fiscal year 2017-18, Caltrans committed to deliver 267 project approvals and environmental documents. Through the end of the first quarter, fiscal year 2017-18, Caltrans approved a total of 49, or 18 percent of the annual commitment.

Measure: Projects Approved, Environmental Documents – 1st Quarter FY 2017-18

Fiscal Year 2017-18

Year-to-Date thru 1st Quarter			Annual Commitment		Year-End Projection		Goal
Approved	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
49	76	64%	267	18%	265	99%	90%



Right of Way: Projects Certified

Projects Certifications Summary

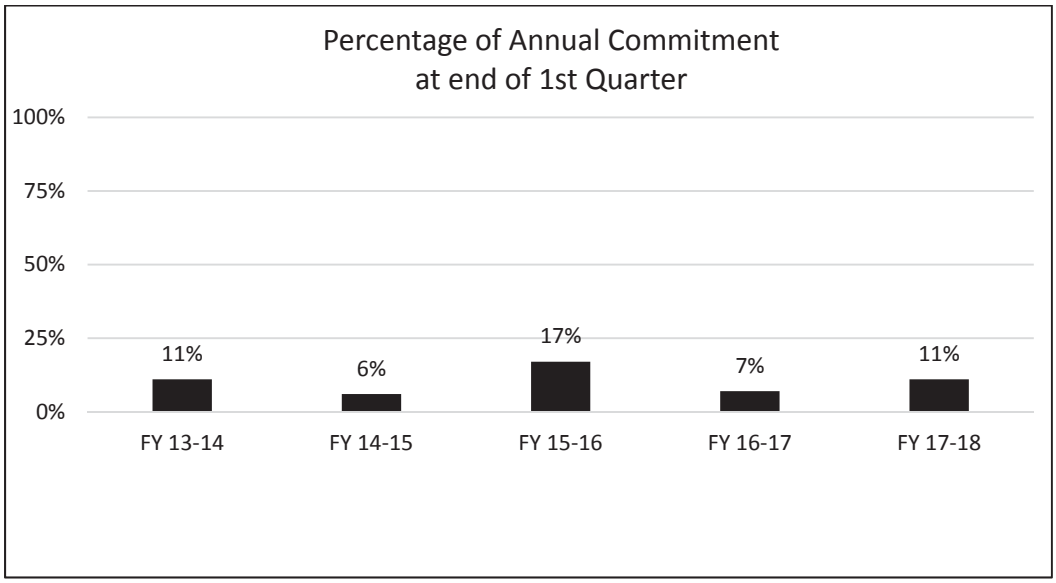
Right of way certification is achieved when all needed properties have been obtained, either by easement or acquisition, and all railroad and utility constraints are cleared.

In fiscal year 2017-18, Caltrans committed to certify right of way for 281 projects. Through the end of the first quarter, fiscal year 2017-18, Caltrans certified a total of 31 projects, or 11 percent of the annual commitment.

Measure: Projects Certified – 1st Quarter Fiscal Year 2017-18

Fiscal Year 2017-18

Year-to-Date thru 1st Quarter			Annual Commitment		Year-End Projection		Goal
Certified	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
31	31	100%	281	11%	280	99%	100%



Allocated Funds Committed

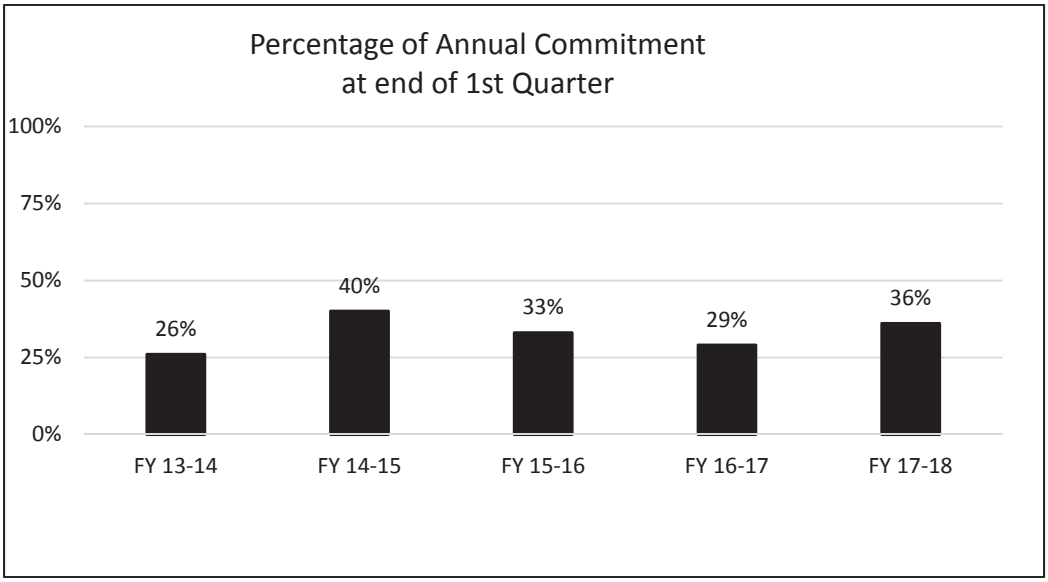
The Division of Right of Way prepares an annual right of way capital plan and receives an annual allocation approved by the California Transportation Commission. Caltrans reports quarterly how funds have been committed against the plan and prepares a report for the Commission after the year has closed.

For fiscal year 2017-18, 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 $213 million. Through the end of the first quarter, fiscal year 2017-18, Caltrans committed $77 million, or 36 percent of the annual right of way allocation approved by the Commission.

Measure: Allocated Funds Committed – 1st Quarter Fiscal Year 2017-18

Fiscal Year 2017-18 (millions)

Annual Commitment			Year-End Projection		Goal
Committed	**Plan**	**Percent**	**Forecast**	**Percent**	**Percent**
$77	$213	36%	$213	100%	100%



Right of Way Capital Plan

The table below shows different categories of planned right of way capital expenditures for fiscal year 2017-18. 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)	$	39.6	$	22.0	56%
State Highway Operation and Protection Program (SHOPP)	$	47.4	$	14.8	31%
Subtotal - Capital Projects	$	87.0	$	36.8	42%
Other Categories					
Post-certification	$	36.4	$	2.5	7%
Permit Fees	$	1.0	$	0.5	50%
Damage to Property (Inverse)	$	43.1	$	36.8	85%
Coordinated Border Infrastructure Program (CBI)	$	45.0	$	0.0	0%
Subtotal - Other Categories	$	125.5	$	39.8	32%
TOTAL	**$**	**212.5**	**$**	**76.6**	**36%**

Delivery: Projects Designed and Ready for Construction

Contract to Deliver Summary

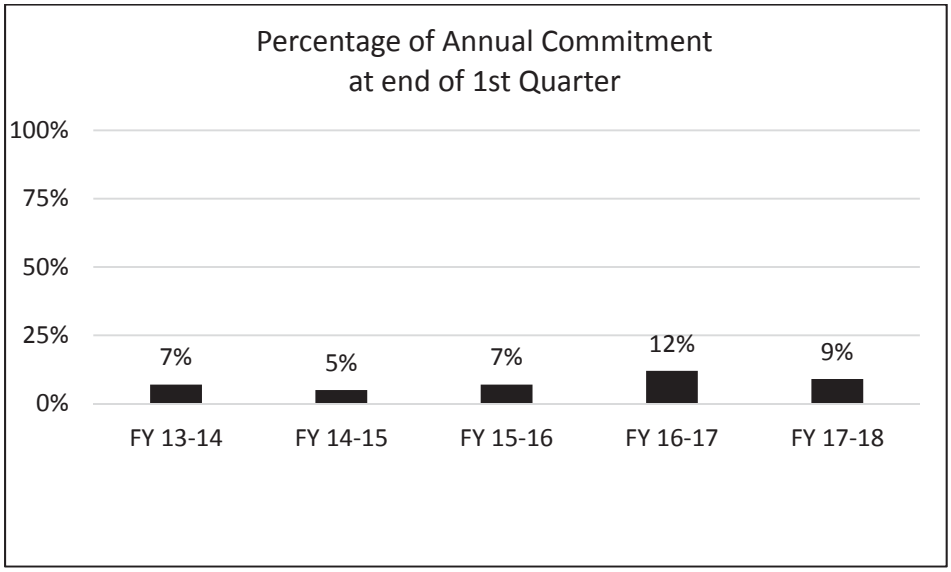
Each year since fiscal year 2005–06, the Caltrans Director has signed a Contract for Delivery with each of our 12 District Directors committing to deliver projects ready for construction. The Contract for Delivery includes a list of major state highway projects for which Caltrans will complete project plans, specifications and estimates and secure rights-of-way and permits in that fiscal year. This allows Caltrans to advertise and award construction contracts and begin construction.

In fiscal year 2017-18, Caltrans committed in the Contract for Delivery to deliver 282 projects ready for construction, valued at $2.4 billion. Through the end of the first quarter, Caltrans delivered 26 projects, or 9 percent of the annual commitment, with an estimated value of $110.0 million.

Measure: Projects Designed and Ready for Construction – 1st Quarter FY 2017-18

Fiscal Year 2017-18 Contract For Delivery

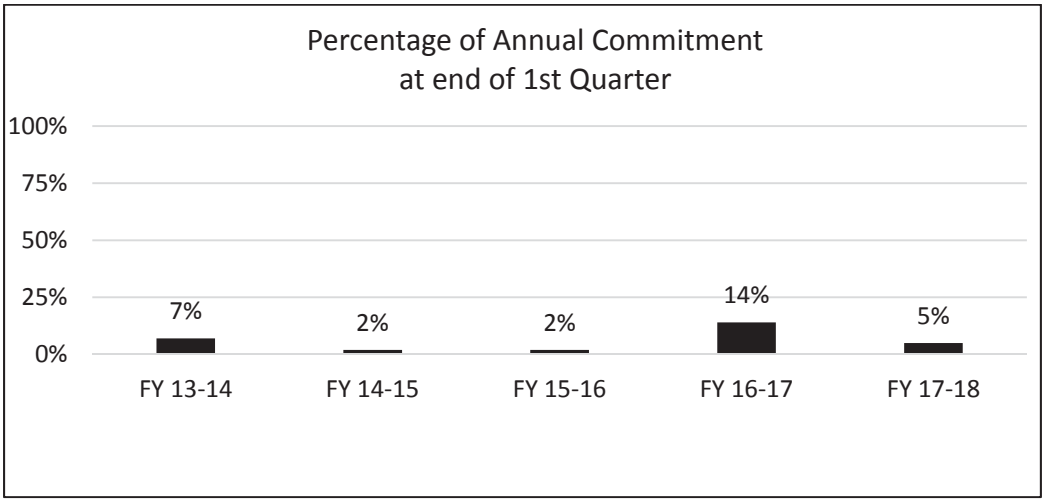
Year-to-Date thru 1st Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
26	28	93%	282	9%	281	99%	100%



Measure: Contract Value Delivered – 1st Quarter Fiscal Year 2017-18

Fiscal Year 2017-18 Contract for Delivery (millions)

Year-to-Date thru 1st Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
$110	$121	91%	$2,398	5%	$2,389	99%	100%



Contract For Delivery Support Costs

FY 2017-18 Year to Date Contract for Delivery Support Costs

Projects Completed	Programmed Support Budget (millions)	Expended (millions)
26	$39.1	$27.0

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 2017-18, Caltrans has:
- *Delivered 36 additional projects with an estimated value of $142.5 million*
- *The sum of all projects delivered from all program funding sources is 62 projects, valued at $252.8 million*

Program Delivery by Capital Funding Programs

	Contract Value Committed (millions)	Contract Value Delivered (millions)	% Contract Value Delivered	CFD Projects Committed	Projects Delivered	Projects Delivered
State Transportation Improvement Program* (STIP)	$ 7.4	$ 2.0	27%	1	1	100%
Amended STIP		$ 0				
Advanced STIP		$ 0				
Subtotal – **STIP**		$ 2.0	100%	1	1	
State Highway Operation and Protection Program* (SHOPP)	$ 2,328.0	$ 106.0	5%	26	24	92%
Amended SHOPP		$ 29.0			1	
Prior Year SHOPP CFD		$ 56.1			4	
Minor Program (SHOPP)		$ 4.0			5	
Emergency Response – G-11 (SHOPP)		$ 24.0			14	
Subtotal - **SHOPP**		$ 219.1			47	
Partnership (Local and regional funding contributions) *	$ 60.8	$ 2.3	87%	1	1	100%
Maintenance Program		$ 29.4			12	
Total Delivery **All Program Funds**		$ 252.8	100%	28	62	

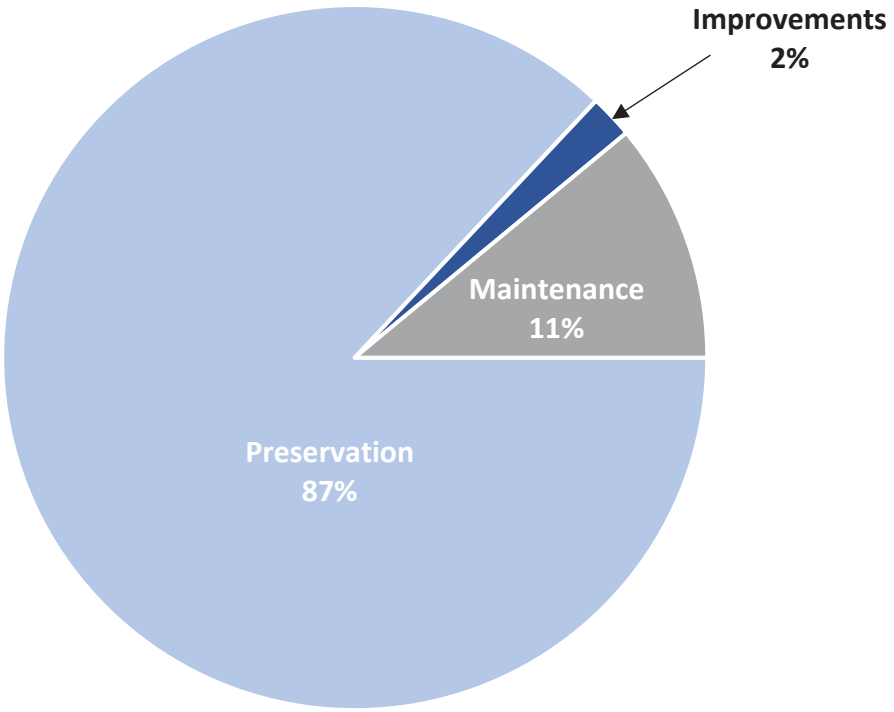
** Programs that are included in the Director's Contract for Delivery.*

Delivery Outcomes

The table and chart below provide a distribution of transportation program dollars on projects that have been delivered to construction in Fiscal Year 2017-18. The projects include planned projects as well as additional projects for emergency response, program amendments, Maintenance Program, and Minor Program contracts.

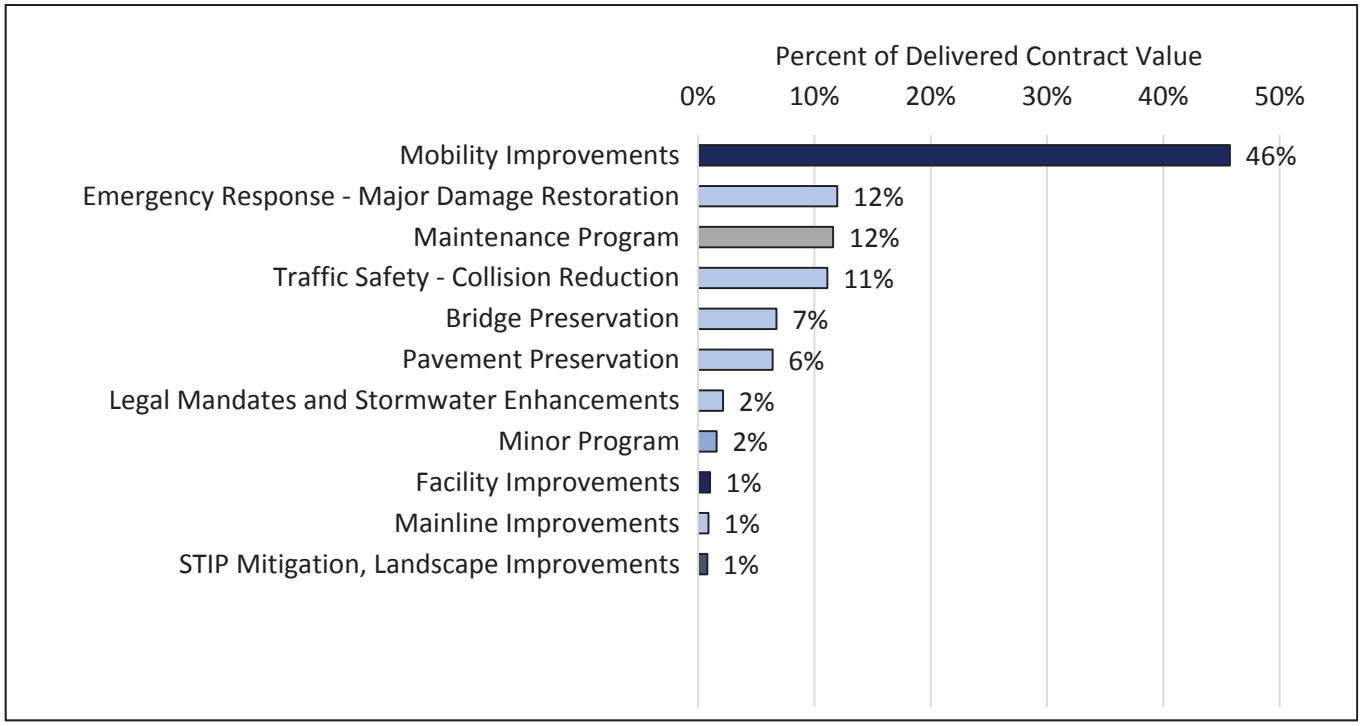
Projects Designed and Ready for Construction
Contract Value by Program Funding

Transportation Programs	Projects	Program Dollars (millions)	Percent of Major Programs	Percent of All Programs
Preservation Programs				
State Highway Operation & Protection Program (SHOPP)	29	$ 191.2	87%	76%
Emergency Response – G-11 (SHOPP)	14	$ 24.0	11%	9%
Minor Program (SHOPP)	5	$ 4.0	2%	2%
Subtotal - Preservation Programs (SHOPP)	49	$ 219.1	100%	87%
Improvement Programs				
Regional Improvement Program (STIP-RIP)		$	-	-
Interregional Improvement Program (STIP-IIP)	1	$ 2	50%	1%
Partnership Programs (Local & local federal funds)	1	$ 2.3	50%	1%
Proposition 1B Bond Programs		$ -	-	-
Subtotal - Improvement Programs	2	$ 4.2	100%	2%
Maintenance Program	12	$ 29.4		11%
Total	**62**	**$ 252.8**		**100%**



Projects Designed and Ready for Construction
Outcomes (Percent) by Contract Value

The bar chart below shows the distribution by percentage of construction contract values for categories of project improvements (outcomes) on projects delivered to construction in fiscal year 2017-18.



Improvement Programs **Preservation Programs** **Maintenance Program**

Projects: 62 **Capital Value: $252.8 Million**

Construction: Projects Constructed

Projects Constructed Summary

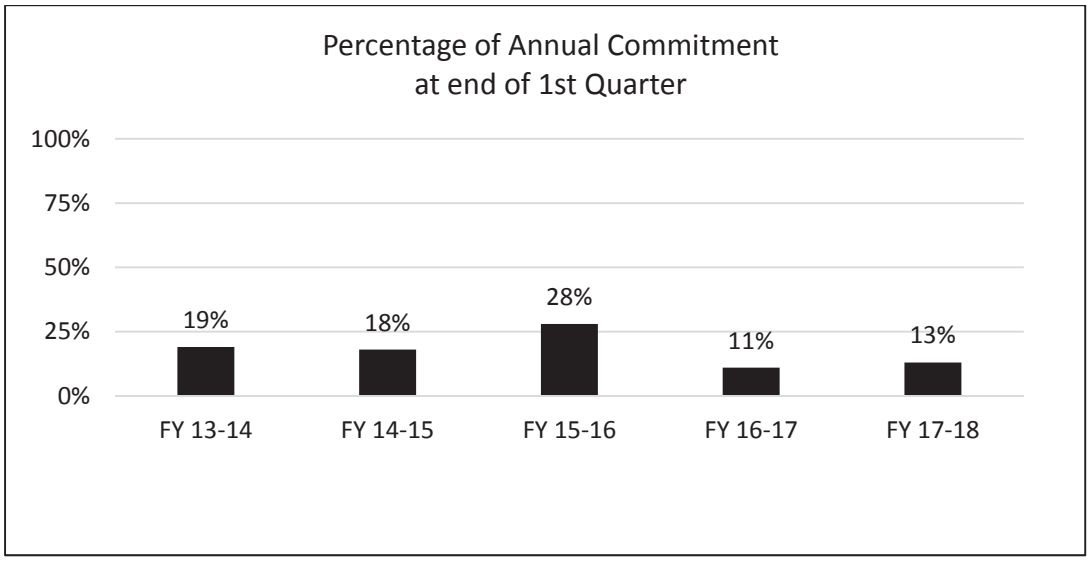
Construction entails building improvements as shown on the contract plans. Caltrans oversees the contractor's work and administers the contract by authorizing payments to the contractor for completed work. The contract is complete when the contract has been accepted by the state resident engineer.

- *In fiscal year 2017-18, Caltrans committed to complete construction of 227 projects. Through the end of the first quarter, fiscal year 2017-18, Caltrans has completed 30, or 13 percent of the annual commitment.*
- *At the end of the first quarter, fiscal year 2017-18, Caltrans had 907 projects valued at $9.1 billion under construction.*

Measure: Projects Constructed – 1st Quarter Fiscal Year 2017-18

Fiscal Year 2017-18

Year-to-Date thru 1st Quarter			Annual Commitment		Year-End Projection		Goal
Constructed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
30	52	58%	227	13%	226	99%	95%



Construction Program Quarterly Status Notes (all contracts)*

Contractor Payments: $986 million has been paid to contractors in fiscal year 2017-18.
Under Construction: 907 construction contracts valued at $9.1 billion are under construction.
Claims: Caltrans has 37 construction contracts in post-contract acceptance with notice of potential claims in the amount of $41.0 million.
Arbitration: Caltrans has 31 contracts in arbitration with claims valued at $157.0 million.
**As of October 2, 2017*

Arbitration – Five Year Trend

	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18 End of Q1
Cases Filed	16	16	14	20	6
Cases Resolved	24	14	6	16	7
Contracts in Arbitration (End of Q1)	18	20	28	32	31

Construction Outcomes

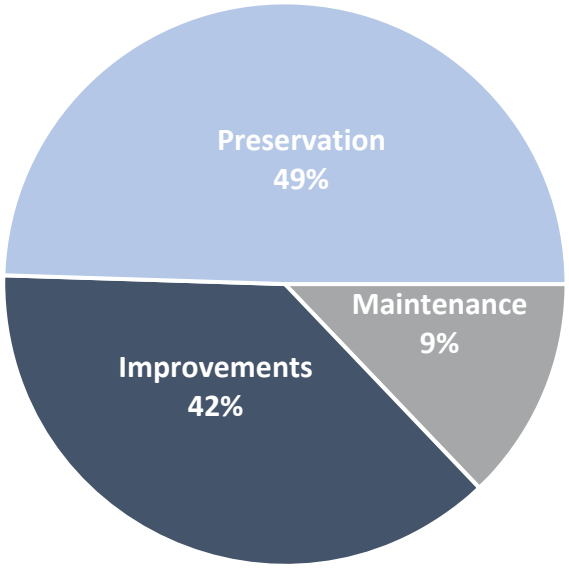
The table and chart below provides a distribution of transportation program dollars on projects for which construction contracts have been accepted in fiscal year 2017-18. The contracts include planned projects as well as additional projects for emergency response, program amendments, major maintenance program, and minor program contracts.

Projects Constructed
Contract Value by Program Funding

Transportation Programs	Projects	Program Dollars (millions)	Percent of Major Programs	Percent of All Programs
Preservation Programs				
State Highway Operation & Protection Program (SHOPP)	56	$ 221.1	70%	35%
Emergency Response – Major Damage Restoration (SHOPP)	40	$ 84.6	27%	13%
Minor Program (SHOPP)	14	$ 8.5	3%	1%
Subtotal - Preservation Programs (SHOPP)	110	$ 314.2	100%	49%
Improvement Programs				
Regional Improvement Program		$ 0	0%	0%
Interregional Improvement Program		$ 0	0%	0%
SHOPP Funds on Improvement Projects		$ 49.3	21%	8%
Partnership Programs (Local & local federal funds)		$ 39.1	16%	6%
Proposition 1B Bond Programs		$ 151.3	63%	24%
Subtotal - Improvement Programs	5	$ 239.7	100%	38%
Maintenance Program	42	$ 81.0		13%
Total	**157**	**$ 634.9**		**100%**

Projects Constructed

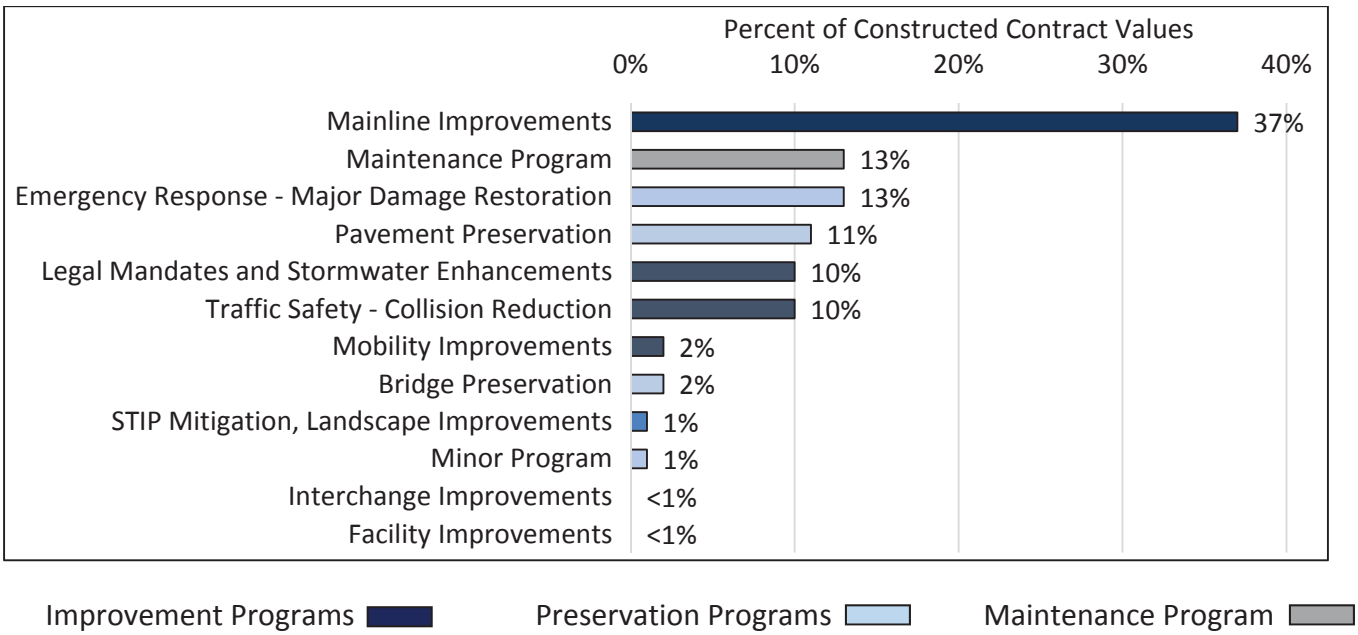
Contract Value by Program Funding (continued)



Projects Constructed

Outcomes (Percent) by Contract Value

The bar chart below shows the distribution by percentage of construction contract values for categories of project improvements (outcomes) on construction contracts completed in fiscal year 2017-18.



Projects: 157 **Capital Value: $ 635.0 Million**

Closeout Costs

Closeout Costs Summary

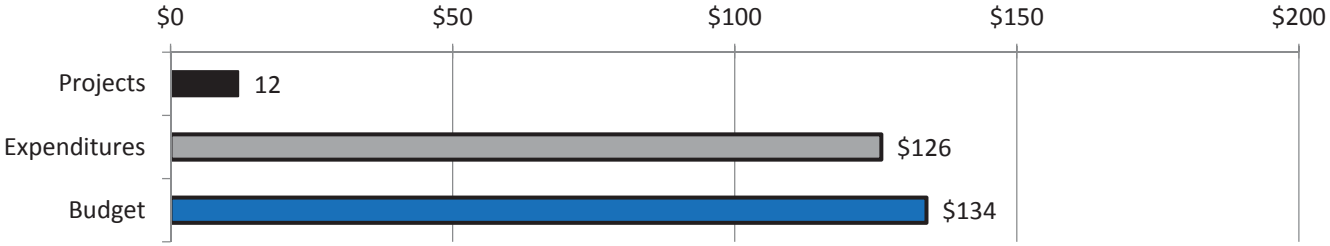
Pursuant to State Transportation Improvement Program guidelines and statutory requirements, Caltrans is reporting project closeout by comparing actual costs to final approved budgets. In consultation with Commission staff, project closeout reporting reflects projects where the construction contract was accepted (completed) two quarters ago.

- *Through the end of the first quarter, fiscal year 2017-18, Caltrans has closed out 12 State Transportation Improvement Program projects. The final approved budget for these projects was $134 million. The actual cost to complete these projects was $126 million, or 97 percent of the final approved budget.*
- *Through the end of the first quarter, fiscal year 2017-18, Caltrans has closed out 78 State Highway Operation and Protection Program projects. The final approved budget for these projects was $392 million. The actual cost to complete these projects was $376 million, or 97 percent of the final approved budget.*

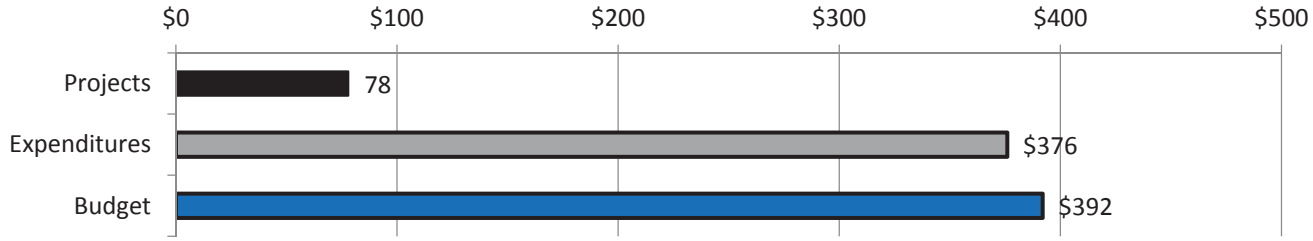
Measure: Program Costs – 1st Quarter Fiscal Year 2017-18

Program	Budget (millions)	Expended (millions)	Savings (millions)	Percent Expended	Goal
STIP	$134	$126	$8	94%	< 100%
SHOPP	$392	$376	$16	96%	< 100%

State Transportation Improvement Program[1] Closeout – Program Costs (millions)



State Highway Operation and Protection Program Closeout – Program Costs (millions)



Commission Initial Allocation, Final Approved Costs, and Expended Costs for Allocated Construction Components

The table below provides a comparison between the Commission's initial allocation, final approved state only costs and expended costs for projects that completed construction in the first quarter of Fiscal Year 2017-18 as required by Government Code 14525.5. This provides an indication of how adjustments subsequently made after the initial vote (Commission approved supplemental funds or Caltrans delegated funding authority) compare to the initial allocated amounts for each program. The costs in this table do not include non-state funds. The table below is generated from the projects listed in Appendix A and Appendix B of this report.

STIP and SHOPP Program Closeout – Construction Costs ($1,000s)

	Construction Support[1]			Construction Capital		
Program	**Initial Allocation**	**Final Approved Budget[3]**	**Expended**	**Initial Allocation**	**Final Approved Budget[3]**	**Expended**
STIP	679	1,734	1,622	4,200	9,554	6,020
CMIA	9,120	9,120	9,123	33,350	33,350	33,348
RTE99	700	700	813	5,000	3,752	3,088
TCIF	3,511	3,511	2,689	16,510	12,588	10,655
SHOPP[2]	0	0	0	354,161	320,003	296,588
OTHER[5]	1,517	462	1,514	37,179	36,104	37,872

[1] *Construction Support totals reported: Government Code 14525.5 requires the Commission to allocate construction support for STIP funds, and requires Caltrans to report on allocated construction components.*

[2] *SHOPP construction support was not allocated by the Commission until July 1, 2016, therefore it is not reported on this page. SHOPP construction support is provided in this report in program budget information reported on the previous page, and in the appendix in support information for each project listed.*

[3] *Final Approved Budget is the sum of all approved commission allocations plus delegated G-12 adjustments.*

[4] *In accordance with CMIA guidelines, Caltrans is seeking local funding to address CMIA over-expenditures. CMIA expenditure adjustments will be made when local funding becomes available.*

[5] *Program "OTHER" includes Locally Generated and Federal Discretionary funds.*

Appendix

(A) Caltrans Fiscal Year 2017-18 State Transportation Improvement Program Project Closeout

(B) Caltrans Fiscal Year 2017-18 State Highway Operation and Protection Program Project Closeout

(C) Caltrans Fiscal Year 2017-18 Capital Outlay Support G-12 Request Summary

(D) Caltrans Fiscal Year 2017-18 Watch List: Retired Risks

(A) Caltrans Fiscal Year 2017-18
State Transportation Improvement Program[1]
Project Closeout

Project Description			Support ($1,000's)			Capital ($1,000's)		Total ($1,000's)		Delivery Year		
			Original Budget[3]	Approved Budget[2]	Actual Costs	Approved Budget[2]	Actual Costs	Approved Budget[2]	Actual Costs	Original	Actual	Years Early, Delayed, or On-time
1st Quarter												
SUT	099	Sut-99 Landscaping 0F8903 [03*115]	$ -	$ 250	$ 146	$ -	$ 747	$ 250	$ 893	08/09	09/10	(1) Delayed
VAR	198	Hanford Tree Planting	$ -	$ 897	$ 944	$ 1,599	$ 1,481	$ 2,496	$ 2,424	11/12	11/12	0 On Time
VAR	099	Goshen to Kingsburg Replacement Planting	$ -	$ 1,192	$ 1,302	$ 3,752	$ 3,088	$ 4,944	$ 4,390	13/14	11/12	2 Early
SBD	210	210/15 NATIVE TREE PLANTING (CCC)	$ -	$ 100	$ 109	$ -	$ 487	$ 100	$ 596	09/10	09/10	0 On Time
RIV	015	15/60 NATIVE TREE PLANTING (CCC)	$ -	$ 230	$ 200	$ -	$ 1,117	$ 230	$ 1,317	08/09	09/10	(1) Delayed
RIV	015	15/91 NATIVE TREE PLANTING (CCC)	$ -	$ 140	$ 108	$ -	$ 474	$ 140	$ 581	08/09	09/10	(1) Delayed
SBD	015	15/10 NATIVE TREE PLANTING (CCC)	$ -	$ 270	$ 230	$ -	$ 1,173	$ 270	$ 1,403	08/09	09/10	(1) Delayed
RIV	091	91/71 NATIVE TREE PLANTING (CCC)	$ -	$ 100	$ 39	$ -	$ 58	$ 100	$ 96	08/09	09/10	(1) Delayed
RIV	015	15 60/91 NATIVE TREE PLANTING (CCC)	$ -	$ 65	$ 40	$ -	$ 218	$ 65	$ 258	08/09	09/10	(1) Delayed
SJ	005	I-5 NORTH STOCKTON WIDENING AND HOV LANES	$ -	$ 27,270	$ 20,815	$ 97,708	$ 93,274	$ 124,978	$ 114,089	10/11	10/11	0 On Time
SD	905	NB CONNECTORS TO SR-125	$ -	$ 6,773	$ 5,902	$ 15,762	$ 12,332	$ 21,506	$ 18,234	14/15	14/15	0 On Time
ORA	091	Rt 91 Wildlife Crossing TE Project	$ -	$ 283	$ 308	$ 331	$ 272	$ 614	$ 580	12/13	12/13	0 On Time
Totals				**$ 30,514**	**$ 23,932**	**$ 103,059**	**$ 102,116**	**$ 133,573**	**$ 126,048**			

[1] *State Transporation Improvement Program includes projects with one or more components funded from State Transportation Improvement Program funds. Includes all contributor funds on all project components.*

[2] *Budget information includes only budget information if expenditures are reflected in State data systems. Excludes local budgets for work implemented by local agencies.*

[3] *New project in 2014 Program Document or later.*

(B) Caltrans Fiscal Year 2017-18
State Highway Operation and Protection
Program Project Closeout

Project Description			Support ($1,000's)			Capital ($1,000's)		Total ($1,000's)		Delivery Year				Construction Output[2]		
			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Years Early, Delayed, or On-time		Original	Actual	Primary Unit
1st Quarter																
HUM	299	Lupton Curve	$ -	$ 1,397	$ 1,495	$ 2,948	$ 2,662	$ 4,345	$ 4,156	14/15	14/15	0	On Time	22	NA	Collisions Reduced
MEN	001	Men-1 3-Bridges	$ 1,125	$ 1,125	$ 727	$ 1,606	$ 1,398	$ 2,731	$ 2,125	15/16	15/16	0	On Time	3	3	Bridge(s)
LAK	VAR	Replace damages due to valley fire	$ 3,825	$ 3,825	$ 2,107	$ 15,000	$ 14,798	$ 18,825	$ 16,905	15/16	15/16	0	On Time	2	2	Location(s)
MEN	175	Embankment and Roadway Repairs	$ 185	$ 185	$ 111	$ 560	$ 238	$ 745	$ 349	16/17	16/17	0	On Time	1	1	Location(s)
MEN	128	76 Culverts - Lower Navarro River Split Project	$ -	$ 4,154	$ 4,193	$ 2,120	$ 1,765	$ 6,274	$ 5,958	11/12	14/15	(3)	Delayed	76	52	Culvert(s)
VAR	VAR	Bridge Deck	$ 934	$ 1,011	$ 1,355	$ 2,983	$ 2,730	$ 3,994	$ 4,085	14/15	14/15	0	On Time	8	8	Bridge(s)
SAC	051	Sacramento Water Reductions	$ 115	$ 115	$ 124	$ 1,616	$ 423	$ 1,731	$ 546	15/16	15/16	0	On Time	11	11	Location(s)
VAR	VAR	Drought relief measures	$ 55	$ 55	$ 103	$ 286	$ 229	$ 341	$ 332	15/16	15/16	0	On Time	2	2	Location(s)
VAR	080	Nev/Pla 80 Dead Tree Removal	$ 405	$ 405	$ 303	$ 4,400	$ 1,292	$ 4,805	$ 1,595	15/16	15/16	0	On Time	1	1	Location(s)
ED	089	ED 89 Emerald Fire Repair	$ 112	$ 112	$ 50	$ 1,380	$ 457	$ 1,492	$ 507	16/17	16/17	0	On Time	1	1	Location(s)
YOL	016	Yolo 16 Culvert Repair	$ 51	$ 51	$ 96	$ 310	$ 128	$ 361	$ 224	16/17	16/17	0	On Time	1	1	Location(s)
YOL	128	Yolo 128 Slipout Repair	$ 65	$ 65	$ 89	$ 300	$ 113	$ 365	$ 203	16/17	16/17	0	On Time	1	1	Location(s)
PLA	193	Pla 193 Sinkhole Repair	$ 111	$ 111	$ 20	$ 345	$ 230	$ 456	$ 250	16/17	16/17	0	On Time	1	1	Location(s)
PLA	193	Curve Improvement	$ -	$ 6,099	$ 6,925	$ 11,029	$ 6,826	$ 17,128	$ 13,751	11/12	14/15	(3)	Delayed	80	NA	Collisions Reduced
SCL	009	SCL Bridge rail Replacement	$ -	$ 1,590	$ 2,147	$ 2,051	$ 1,792	$ 3,641	$ 3,939	14/15	14/15	0	On Time	568	568	Linear Feet
SM	001	Nickname Required	$ 150	$ 150	$ 93	$ 600	$ 250	$ 750	$ 343	15/16	15/16	0	On Time	1	1	Location(s)
SCL	152	Nickname Required	$ 250	$ 250	$ 279	$ 1,010	$ 364	$ 1,260	$ 643	15/16	15/16	0	On Time	1	1	Location(s)
ALA	580	North Flynn Rd Slipout (WB)	$ -	$ 3,415	$ 3,375	$ 7,907	$ 7,601	$ 11,322	$ 10,976	13/14	14/15	(1)	Delayed	1	1	Location(s)
CC	VAR	Upgrade metal beam guardrail transition railings_80 locations	$ -	$ 1,377	$ 1,561	$ 3,209	$ 2,720	$ 4,586	$ 4,281	14/15	14/15	0	On Time	30	NA	Collisions Reduced
CC	680	Upgrade metal beam guardrail transition railings_7 locations	$ 693	$ 693	$ 1,070	$ 368	$ 273	$ 1,061	$ 1,343	14/15	14/15	0	On Time	30	NA	Collisions Reduced
SM	101	Roadside Paving	$ -	$ 600	$ 1,061	$ 1,037	$ 933	$ 1,637	$ 1,994	14/15	14/15	0	On Time	11	11	Location(s)
SCL	152	SCL Environmental and Species Mitigation: F.M.	$ -	$ 330	$ 189	$ -	$ -	$ 330	$ 189	12/13	16/17	(4)	Delayed	1	1	Bridge(s)
NAP	029	Troutdale Creek	$ -	$ 4,300	$ 6,828	$ 1,625	$ 5,150	$ 5,925	$ 11,978	13/14	13/14	0	On Time	1	1	Bridge(s)
SLO	101	Tassajara Mitigation Planting	$ -	$ 563	$ 393	$ -	$ 112	$ 563	$ 505	12/13	12/13	0	On Time	NA	NA	NA
SB	101	Maria Ygnacio CAPM	$ -	$ 2,641	$ 3,276	$ 10,732	$ 10,370	$ 13,373	$ 13,646	14/15	14/15	0	On Time	27.4	27.4	Lane Miles
MON	001	Monterey to Marina CAPM	$ -	$ 2,622	$ 2,284	$ 8,017	$ 7,340	$ 10,639	$ 9,624	15/16	14/15	1	Early	29.7	36	Lane Miles
MON	VAR	Roadside Safety improvements, MON County	$ -	$ 1,492	$ 1,997	$ 2,806	$ 2,383	$ 4,298	$ 4,380	14/15	14/15	0	On Time	70	162	Location(s)
VAR	VAR	EFA Contract #05A1831	$ 150	$ 150	$ 321	$ 500	$ 484	$ 650	$ 805	15/16	15/16	0	On Time	22	22	Location(s)
VAR	VAR	EFA Contract #05A1832	$ 205	$ 205	$ 434	$ 600	$ 532	$ 805	$ 966	15/16	15/16	0	On Time	16	16	Location(s)
FRE	168	Prather Curve Correction	$ -	$ 2,120	$ 2,821	$ 3,134	$ 2,629	$ 5,254	$ 5,450	13/14	14/15	(1)	Delayed	28	28	Collisions Reduced
LA	170	170 Vanowen	$ -	$ 1,200	$ 1,109	$ 1,943	$ 1,854	$ 3,143	$ 2,962	12/13	12/13	0	On Time	18.9	39.7	Acres Treated/Pollutant
LA	210	210 REHAB	$ -	$ 8,500	$ 10,582	$ 46,224	$ 42,603	$ 54,724	$ 53,185	14/15	14/15	0	On Time	51.2	51.2	Lane Miles
LA	005	LA-5, Upgrade Irrigation System	$ 176	$ 240	$ 231	$ 1,200	$ 1,180	$ 1,440	$ 1,411	14/15	14/15	0	On Time	305	305	Location(s)

Project Description			Support ($1,000's)			Capital ($1,000's)		Total ($1,000's)		Delivery Year			Construction Output[2]		
			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit
1st Quarter															
LA	002	LA-2, Upgrade irrigation systems	$ 500	$ 500	$ 602	$ 2,500	$ 1,048	$ 3,000	$ 1,650	15/16	15/16	0 On Time	18	18	Location(s)
VEN	126	VEN-126 Upgrade irrigation systems	$ 370	$ 370	$ 324	$ 1,850	$ 1,850	$ 2,220	$ 2,174	14/15	14/15	0 On Time	7	7	Location(s)
VEN	101	VEN-101 Upgrade irrigation systems	$ 600	$ 600	$ 513	$ 3,000	$ 3,000	$ 3,600	$ 3,513	14/15	14/15	0 On Time	7	7	Location(s)
LA	134	LA-134, Upgrade Irrigation Systems	$ 520	$ 520	$ 484	$ 2,600	$ 910	$ 3,120	$ 1,394	14/15	14/15	0 On Time	20	20	Location(s)
LA	105	LA-105, Upgrade Irrigation System	$ 420	$ 420	$ 512	$ 2,100	$ 2,076	$ 2,520	$ 2,589	15/16	15/16	0 On Time	24	24	Location(s)
LA	057	LA-57, Upgrade Irrigation System	$ 460	$ 460	$ 456	$ 2,300	$ 1,639	$ 2,760	$ 2,096	15/16	15/16	0 On Time	9	9	Location(s)
LA	110	Upgrade Irrigation Systems	$ 260	$ 260	$ 334	$ 1,300	$ 1,160	$ 1,560	$ 1,494	15/16	15/16	0 On Time	29	29	Location(s)
LA	091	LA 91 Upgrade Irrigation Syst.	$ 400	$ 400	$ 594	$ 2,000	$ 1,290	$ 2,400	$ 1,884	15/16	15/16	0 On Time	6	6	Location(s)
LA	060	LA 60 Upgrade Irrigation Syst.	$ 240	$ 240	$ 393	$ 1,200	$ 1,194	$ 1,440	$ 1,587	15/16	15/16	0 On Time	10	10	Location(s)
SBD	015	SBd 15 Roadside Safety Improvements	$ -	$ 720	$ 725	$ 1,026	$ 839	$ 1,746	$ 1,564	15/16	15/16	0 On Time	18	18	Location(s)
RIV	010	Riv 10 Roadside Worker Safety Improvements	$ -	$ 1,012	$ 1,006	$ 1,478	$ 1,272	$ 2,490	$ 2,278	14/15	14/15	0 On Time	62	62	Location(s)
SBD	015	SBd 15 Roadside Safety Improvements	$ -	$ 720	$ 633	$ 967	$ 831	$ 1,687	$ 1,463	15/16	15/16	0 On Time	23	23	Location(s)
RIV	095	RIV 95 COLD PLANE	$ -	$ 2,372	$ 1,807	$ 16,230	$ 13,044	$ 18,602	$ 14,851	13/14	13/14	0 On Time	73	73	Lane Miles
RIV	074	Riv 74 install Traffic Signal at Hemet Street	$ -	$ 1,116	$ 970	$ 457	$ 269	$ 1,573	$ 1,240	15/16	15/16	0 On Time	8	8	Collisions Reduced
RIV	074	RIV-74 & VARIOUS ROUTES - PEDESTRIAN PUSH BOTTONS	$ 785	$ 785	$ 452	$ 319	$ 265	$ 1,104	$ 717	14/15	14/15	0 On Time	90	90	Collisions Reduced
SBD	210	SBD 210 UPGRADE TO "SMART" IRRIGATION CONTROLLERS	$ 454	$ 454	$ 523	$ 1,310	$ 1,189	$ 1,764	$ 1,713	15/16	15/16	0 On Time	51	52	Location(s)
VAR	VAR	SBD VAR UPGRADE IRRIGATION SYSTEMS	$ 454	$ 454	$ 486	$ 1,937	$ 1,478	$ 2,391	$ 1,965	15/16	15/16	0 On Time	6	6	Location(s)
SBD	015	SBD 15 TRAFFIC CONTROL	$ 195	$ 195	$ 166	$ 900	$ 222	$ 1,095	$ 387	16/17	16/17	0 On Time	1	1	Location(s)
SBD	040	SBD 40 REPLACE CHANNEL	$ 320	$ 320	$ 323	$ 1,455	$ 650	$ 1,775	$ 973	16/17	16/17	0 On Time	1	1	Location(s)
RIV	015	RIV 15 REMOVAL OF BURNED TREES, EROSION CONTROL	$ 210	$ 210	$ 228	$ 480	$ 363	$ 690	$ 592	16/17	16/17	0 On Time	1	1	Location(s)
INY	127	Shoshone CAPM	$ 845	$ 1,300	$ 1,285	$ 11,103	$ 9,819	$ 12,403	$ 11,104	15/16	14/15	1 Early	42	42	Lane Miles
INY	395	Little Lake Thin Blanket	$ 745	$ 745	$ 638	$ 2,919	$ 2,519	$ 3,664	$ 3,157	14/15	14/15	0 On Time	34	34	Lane Miles
VAR	VAR	Inyo Kern CMS	$ 678	$ 678	$ 824	$ 1,253	$ 1,176	$ 1,931	$ 2,001	14/15	14/15	0 On Time	4	4	Field Elements
STA	005	STANISLAUS COUNTY MONITORING STATIONS	$ 1,234	$ 1,234	$ 1,448	$ 3,144	$ 2,645	$ 4,378	$ 4,093	14/15	14/15	0 On Time	110	123	1000 Vehicle Hours/Yr
SJ	005	NORTH I-5 REHAB	$ -	$ 7,924	$ 12,323	$ 53,057	$ 52,375	$ 60,981	$ 64,698	11/12	11/12	0 On Time		28	Lane Miles
TUO	108	OLD SONORA MAINTENANCE HAZ WASTE CLEANUP	$ -	$ 359	$ 683	$ 299	$ 302	$ 658	$ 985	13/14	14/15	(1) Delayed	1	1	Location(s)
STA	099	STA 99 CONVENTIONAL LIGHTING	$ 1,093	$ 1,093	$ 969	$ 2,553	$ 2,280	$ 3,646	$ 3,249	15/16	15/16	0 On Time	107	107	Collisions Reduced
SJ	099	SJ 99 Arch Road to Hammer Lane Pavement Preservation	$ -	$ 946	$ 1,891	$ 5,857	$ 5,069	$ 6,803	$ 6,960	14/15	14/15	0 On Time	12	30	Field Elements
SJ	004	CROSSTOWN VIADUCT BRIDGE MAINTENANCE	$ 1,562	$ 1,562	$ 1,695	$ 6,547	$ 5,845	$ 8,109	$ 7,540	14/15	14/15	0 On Time	1	1	Bridge(s)
MER	059	D10 PEDESTRIAN SAFETY IMPROVEMENTS	$ 100	$ 100	$ 495	$ -	$ 130	$ 100	$ 625	14/15	14/15	0 On Time	96	15	Collisions Reduced
SD	008	I-8 2ND/GREENFIELD POST CONST LANDSC	$ -	$ 544	$ 1,140	$ 1,652	$ 1,545	$ 2,196	$ 2,685	11/12	12/13	(1) Delayed	4562	NA	1000 Vehicle Hours/Yr
SD	067	SR-67 ROUTE 8 TO SD RIVER BR R&R	$ -	$ 4,665	$ 6,114	$ 12,525	$ 11,478	$ 17,190	$ 17,592	11/12	13/14	(2) Delayed	28	29	Lane Miles
SD	005	29930 - REPAIR PILE CAP & COLUMNS AND TREAT DECK W/ METHACRYLATE	$ 1,236	$ 1,401	$ 1,203	$ 1,491	$ 1,264	$ 2,892	$ 2,467	15/16	15/16	0 On Time	2	2	Bridge(s)
SD	805	I-805-PM27.0- RECYCLED WATER	$ 225	$ 225	$ 208	$ -	$ 440	$ 225	$ 648	15/16	15/16	0 On Time	2	2	Location(s)
SD	VAR	UPGRADE BRIDGE RAIL END TREATMENTS 5,8,52	$ -	$ 2,434	$ 2,324	$ 3,041	$ 2,409	$ 5,475	$ 4,733	15/16	14/15	1 Early	225	120	Collisions Reduced
SD	079	SD-79 BRIDGE RAIL UPGRADE	$ -	$ 1,510	$ 1,783	$ 1,557	$ 1,472	$ 3,067	$ 3,254	14/15	14/15	0 On Time	1057	1400	Linear Feet
SD	067	DRAINAGE IMPROVEMENTS AND HFST	$ -	$ 1,920	$ 1,943	$ 2,940	$ 2,825	$ 4,860	$ 4,768	15/16	15/16	0 On Time	445	446	Collisions Reduced
SD	VAR	805/905 - CONSTRUCT RECYCLED WATER CONVERSION SYSTEMS	$ 1,150	$ 1,150	$ 693	$ -	$ 2,916	$ 1,150	$ 3,609	14/15	14/15	0 On Time	2	1	Location(s)
SD	VAR	INSTALL SMART CONTROLLER SYSTEMS	$ 460	$ 460	$ -	$ 1,800	$ 1,783	$ 2,260	$ 1,783	15/16	15/16	0 On Time	84	84	Location(s)
SD	VAR	DIRECTOR'S ORDER TREE REMOVAL #3	$ 95	$ 95	$ 91	$ 530	$ 362	$ 625	$ 453	15/16	15/16	0 On Time	1	1	Location(s)
SD	VAR	DIRECTOR'S ORDER TREE REMOVAL #4	$ 90	$ 90	$ 79	$ 442	$ 387	$ 532	$ 465	15/16	15/16	0 On Time	1	1	Location(s)
SD	094	POTRERO WILD FIRE REPAIR	$ 300	$ 300	$ 190	$ -	$ 797	$ 300	$ 987	15/16	15/16	0 On Time	1	1	Location(s)
SD	015	SD-015 CULVERT FAILURE	$ 400	$ 400	$ 192	$ -	$ 521	$ 400	$ 713	16/17	16/17	0 On Time	1	1	Location(s)
ORA	091	Rt 91 Roadside Worker Safety Project	$ -	$ 407	$ 397	$ 853	$ 606	$ 1,260	$ 1,003	15/16	15/16	0 On Time	30	30	Acres
ORA	005	Remove and replace defected pump	$ 120	$ 120	$ 315	$ -	$ 674	$ 120	$ 989	15/16	15/16	0 On Time	1	1	Location(s)
Totals				**$ 94,938**	**$ 108,204**	**$ 296,815**	**$ 268,085**	**$ 391,753**	**$ 376,290**						

[1] *New project in 2014 Program Document or later.*
[2] *New project in 2016 Program Document or later.*

Project Description	Support ($1,000's)			Capital ($1,000's)		Total ($1,000's)		Delivery Year			Construction Output[2]		
	Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Years Early, Delayed, or On-time	Original	Actual	Primary Unit
1st Quarter													

FY 2017-18 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%	15	19%	$ 12,273	$ 7,328	$ (4,945)	(40%)
80% to 120%	36	46%	$ 42,036	$ 42,473	$ 437	1%
> 120%	27	35%	$ 40,629	$ 58,403	$ 17,774	44%
Total	**78**	**100%**	**$ 94,938**	**$ 108,204**	**$ 13,266**	**14%**

(C) Caltrans Fiscal Year 2017-18
Capital Outlay Support G-12 Request Summary

The table below summarizes G-12 funding requests for the Capital Outlay Support program for FY 2017-18.

Month	SHOPP		STIP		Total[1]	
	No. of Projects	Increase ($1,000's)	No. of Projects	Increase ($1,000's)	No. of Projects	Increase ($1,000's)
July	15	$ 1,770.0	0	$ -	15	$ 1,770
August	18	$ 2,762.0	1	$ 22,000	19	$ 24,762
September	22	$ 3,653.0	0	$ -	22	$ 3,653
October	-	-	-	-	-	-
November	-	-	-	-	-	-
December	-	-	-	-	-	-
January	-	-	-	-	-	-
February	-	-	-	-	-	-
March	-	-	-	-	-	-
April	-	-	-	-	-	-
May	-	-	-	-	-	-
June	-	-	-	-	-	-
Year-to-Date End of 4th Quarter[2]	**55**	**$ 8,185**	**1**	**$ 22,000**	**56**	**$ 30,185**

[1] The above table summarizes COS G-12 increases only. Any COS Savings are reported in the Project Delivery Report at project closeout (see Appendix A and Appendix B).

[2] Per the June 28-29, 2017 CTC Meeting, book item Tab 98 and Tab 100 were approved to baseline the budgets for pre-construction support phases programmed in the 2016 SHOPP. Therefore, G-12 limits were reset, leaving $0 to report for FY 16-17.

(D) Watch List: Retired Risks

County	Route	Description	Program	Programmed Budget ($1,000's)	Risk Component	Risk Level	Risk Trend	HQ Risk Description
HUM	254	Avenue Culvert Rehab	SHOPP	$140	PS&E	-	Retired	Risk removed due to CTC allocation in June
HUM	254	Avenue Culvert Rehab	SHOPP	$513	PA&ED	-	Retired	Risk removed due to CTC allocation in June
LAK	175	Lak 175 -Middletown Shoulders	SHOPP	$582	Right of Way Support	-	Retired	Risk removed due to CTC allocation in June
HUM	101	South Fork Eel River Bridge #04-1	SHOPP	$1,625	PA&ED	-	Retired	Risk removed due to CTC allocation in June
HUM	101	Rehab Safety Roadside	SHOPP	$412	PA&ED	-	Retired	Risk removed due to CTC allocation in June
MEN	VAR	3 MEN Bridges Scour Mitigation	SHOPP	$146	Right of Way Support	-	Retired	Risk removed due to CTC allocation in June
HUM	254	254 Three Culverts	SHOPP	$208	PA&ED	-	Retired	Risk removed due to CTC allocation in June
MEN	162	Rodeo Creek Slide II	SHOPP	$2,060	PA&ED	-	Retired	Risk removed due to CTC allocation in June
LAK	029	Lake 29 Expressway - Safety	SHOPP	$700	Right of Way Support	-	Retired	Risk removed due to CTC allocation in June
LAK	029	Lake 29 Expressway - Safety	SHOPP	$2,500	PS&E	-	Retired	Risk removed due to CTC allocation in June
SAC	099	Sac-99 Seismic Widening Br Rail U	SHOPP	$3,500	PS&E	-	Retired	Risk removed due to CTC allocation in June
NEV	174	Nev 174, Ped. Curb Ramps Upgrad	SHOPP	$180	PA&ED	-	Retired	Risk removed due to CTC allocation in June
ED	050	Camino Safety Project	SHOPP	$2,500	PA&ED	-	Retired	Risk removed due to CTC allocation in June
YOL	016	Capay & Esparto Impvs 4F170 [03	SHOPP	$140	Right of Way Support	-	Retired	Risk removed due to CTC allocation in June
SCL	880	SCL 880 Concrete Median Barrier	SHOPP	$400	PS&E	-	Retired	Risk removed due to CTC allocation in June
MRN	001	Lagunitas Creek Bridge	SHOPP	$1,400	PS&E	-	Retired	Risk removed due to CTC allocation in June
MRN	001	Lagunitas Creek Bridge	SHOPP	$685	Right of Way Support	-	Retired	Risk removed due to CTC allocation in June
VAR	VAR	Enhance Crosswalk	SHOPP	$310	PS&E	-	Retired	Risk removed due to CTC allocation in June
ALA	080	SFOBB Maintenance Training Faci	SHOPP	$5,000	PS&E	-	Retired	Risk removed due to CTC allocation in June
TUL	190	State Route 190 Lairds Rehab	SHOPP	$1,760	Right of Way Support	-	Retired	Risk removed due to CTC allocation in June
TUL	190	State Route 190 Lairds Rehab	SHOPP	$2,400	PS&E	-	Retired	Risk removed due to CTC allocation in June
LA	405	Restore Truck Weight Station	SHOPP	$1,400	PS&E	-	Retired	Risk removed due to CTC allocation in June
VAR	101	LA 110 ADA	SHOPP	$400	PS&E	-	Retired	Risk removed due to CTC allocation in June
LA	405	405 - Ramps at Getty Ctr Dr	SHOPP	$60	Right of Way Support	-	Retired	Risk removed due to CTC allocation in June
LA	405	405 - Ramps at Getty Ctr Dr	SHOPP	$2,120	PS&E	-	Retired	Risk removed due to CTC allocation in June
LA	005	Ramp/ADA Ramp Repair	SHOPP	$1,630	PS&E	-	Retired	Risk removed due to CTC allocation in June
MER	152	MERCED SEISMIC RESTORATION	SHOPP	$982	PA&ED	-	Retired	Risk removed due to CTC allocation in June
ALP	004	MOUNTAIN COUNTIES BRIDGE RA	SHOPP	$496	PA&ED	-	Retired	Risk removed due to CTC allocation in June
MER	140	MER 140 GUARDRAIL UPGRADE	SHOPP	$1,442	PA&ED	-	Retired	Risk removed due to CTC allocation in June
SJ	004	SJ CULVERTS	SHOPP	$199	Right of Way Support	-	Retired	Risk removed due to CTC allocation in June
TUO	108	SR108 INTERSECTION IMPROVEM	SHOPP	$1,225	PA&ED	-	Retired	Risk removed due to CTC allocation in June
SD	008	I-8 SAFETY TAYLOR TO I-5 SPLIT	SHOPP	$2,405	PS&E	-	Retired	Risk removed due to CTC allocation in June
PLA	065	80/65 Aux Lane	SHOPP	$21,700	Fiscal Year Delivery	-	Retired	Project Delivered
NAP	128	SR 128 CONN CREEK BRIDGE REPL	SHOPP	$17,903	Fiscal Year Delivery	-	Retired	Project Delivered
CC	580	Scofield Seismic Retrofit	SHOPP	$8,500	Fiscal Year Delivery	-	Retired	Project Delivered
VAR	VAR	Install 26 Miles of Fiber Optics Tru	SHOPP	$41,425	Fiscal Year Delivery	-	Retired	Project Delivered
SLO	001	Piedras Blancas Realignment Off-S	SHOPP	$12,000	Fiscal Year Delivery	-	Retired	Project was split into 3 projects due to need to p
LA	005	5 @ 10/60 Lands 16/17	SHOPP	$7,672	Fiscal Year Delivery	-	Retired	Project Delivered
LA	110	Pavement Rehab & CAP M	SHOPP	$40,000	Fiscal Year Delivery	-	Retired	Project Delivered
CC	580	Scofield Seismic Retrofit	SHOPP	$4,460	Construction Capital	-	Retired	Awarded using G-12 capacity
SJ	005	SJ I-5 MVP & ROADSIDE PAVING	SHOPP	$470	PS&E	-	Retired	Determined project was eligible for G-12
TUL	190	State Route 190 Lairds Rehab	SHOPP	$17,000	Construction Capital	-	Retired	Project awarded
TUL	198	VISALIA 2R REHAB	SHOPP	$23,850	Construction Capital	-	Retired	Project awarded
SAC	080	I-80 Across the Top	Bond	$0	Construction Capital	-	Retired	Awarded using G-12 capacity
ALA	580	AC RESURFACING & SLAB REPLAC	SHOPP	$0	Construction Capital	-	Retired	Supplemental funds approved
SLO	101	Santa Fe UC Bridge Rail Replacem	SHOPP	$995	Construction Capital	-	Retired	Construction completed
FRE	198	Cali Aqueduct deck replacement	SHOPP	$2,568	Construction Capital	-	Retired	Construction completed
SBD	138	SBd 138 Widening (West of 15)(P	STIP	$0	Construction Capital	-	Retired	Savings from construction capital sufficient to handle claims from delays
SAC	VAR	High Friction Surface Treatment	SHOPP	$2,355	Construction Capital	-	Retired	Project closeout completed
KER	046	Route 46 Conventional Highway S	STIP	$0	Right of Way Capital	-	Retired	Risk removed due to CTC allocation in June

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 66

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 – February 1, 2018

Reference No.: 2.5e.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Amarjeet Benipal
District 3 - Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 03-6913)**
RESOLUTION FP-17-08

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department's) request for additional $3,737,000 for the State Highway Operation Protection Program (SHOPP) Mobility project (PPNO 6913) on State Route 99, in Sacramento County, to be awarded?

RECOMMENDATION

The Department recommends that the Commission allocate $3,737,000 for the previously approved SHOPP Mobility project (PPNO 6913) on State Routes 99, in Sacramento County, to be awarded.

Component	Programmed Amount	Initial Commission Allocation	Department Authorized G-16-12 Allotment	Total Allotment	Department Supplemental Allocation Request	Revised Commission Allocation	% Request Over Initial Commission Allocation
Capital	$16,300,000	$16,334,000	$0	$16,334,000	$3,737,000	$20,071,000	22.9%
Support	$4,300,000	$4,300,000	$0	$4,300,000	$0	$0	$0
		Total Supplemental Allocation Request			$3,737,000		

RESOLUTION:

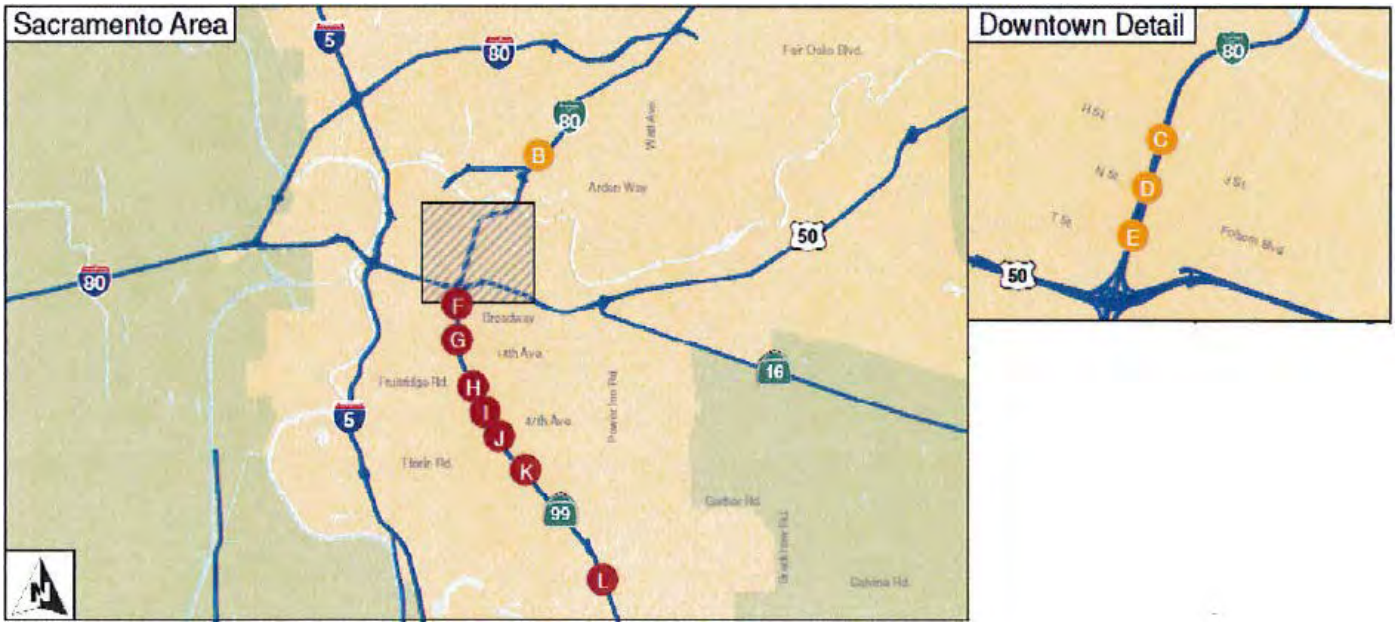
Resolved, that $3,737,000 be allocated from the Budget Act of 2017 Budget Act Items 2660-308-0890 to provide funds to award the construction contract for the SHOPP project to install ramp meters on State Routes 99 and 51, in Sacramento County.

PROJECT LOCATION

This project consists of operational improvements that include widening ramps and installing ramp meters at 14 on-ramp locations along State Routes 99 and 51 in Sacramento County. Eleven of those locations are shown below, with three of the locations having two ramps for a total Performance Measure of 14 "Field Elements" added. The Performance Measure goal for this project in the 2016 SHOPP is fourteen locations.

Installation of the meters at these ramps will also include widening for High Occupancy Vehicle (HOV) bypass lanes and California Highway Patrol (CHP) enforcement areas at eight on-ramps, and Maintenance Vehicle Pullouts (MVP) at all locations. The existing ramps will be rehabilitated to provide a 20-year design pavement section and the shoulders and metal beam guard railing will both be upgraded to current standards. Also, new Closed Circuit Television (CCTV) cameras will be installed at two locations, while existing CCTV cameras will be relocated at four locations.

Bids for the project have been opened, and the bidders have been evaluated. If this request for additional funding is approved, the contract could be awarded, and construction could begin in March 2018 and would be expected to be completed by December 2018.



FUNDING STATUS:

This project is funded with 100 percent SHOPP funding. It was programmed for $16,300,000 in construction capital, and at the May 2017 Commission meeting, an allocation of $16,334,000 was approved.

The four bids that were received were all very close. The requested Supplemental Allocation of $3,737,000 would allow this contract to be awarded to the apparent low bidder.

REASON(S) FOR COST INCREASE:

The estimate for this contract was completed in March 2017. The statewide contract cost database was used to determine expected unit prices for the bid items in the contract. The lump sum electrical items were also estimated using tools that analyze historical costs to estimate unit prices for individual items of work. The approved funding of $16,334,000 at the May 2017 Commission meeting was a result of this estimate. After the funds were allocated in May, an air quality conformity analysis needed to be completed which delayed the advertisement by three months. The contract was then advertised on September 25, 2017, and after a 10 week advertisement period, bids were opened on December 6, 2017, nine months after the original estimate was completed.

There were four bidders on this project. The four bids that were received were all very close, but they were all higher than the engineer's estimate.

There were many items that contributed to the increase. The biggest items were the Ramp Meter System, Rubberized Asphalt, Mobilization, Concrete Retaining Walls, Minor Concrete, and Traffic Control. The Department reached out to the two lowest bidders to request justification for the bid items that were the most significantly different from the Engineer's Estimate. In addition, the Department has solicited input from its design team, electrical engineers, as well as the construction engineers.

After consulting with the aforementioned parties, it was concluded that the most significant reason for the overages was the spread out of the multiple locations of work included in this project. The project cost was estimated using data from larger projects that had ramp meters as part of larger scope of work intended for mainline rehabilitation. These projects had higher production rates and lower overhead (mobilization, etc.) than this project. However, with 14 separate locations on this project, it is apparent that the contractor placed a higher value on certain bid items to account for the multiple locations rather than lower production rates. This higher value was reflected in specific bid items such as: earthwork, paving, concrete, electrical, and retaining wall work; all of these items of work have separate crews jumping to many different locations. This is the largest project with a scope of only ramp meter construction that the Department has put out in this area of the State in recent years, and it is apparent that higher unit prices should have been used for many of the items of work on this project. The Department considered the multiple locations when developing the estimate, based on similar projects in the region, but certain items in the estimate were determined to be undervalued compared to the bid prices that were received.

After evaluating the bids and bidders, and prior to requesting additional funding, the Department considered rejecting bids and re-advertising the project. Because there appeared to be sufficient bidding competition, the bids were all so similar, and the bids did not show any evidence of mathematical or material unbalancing, it is believed that a re-advertisement without re-scoping will not result in significantly lower bids.

The Department also considered rejecting bids and re-scoping the project by reducing the number of locations. It is assumed that eliminating locations would result in lower bids, however this option is not in the best interest of the State because the ramps in the project were chosen as one connected corridor in the congested Sacramento metropolitan area, and all ramps on this corridor will need to be metered to provide effective congestion relief. As such, if the Department chose to eliminate ramps from the scope of work of this project, they would need to be added to future projects, which would require further support costs and would result in the same or higher construction costs.

Given the complexity of the project, the need for the improvements, the fact that there were no irregularities in the bids, and the understanding that overall construction commodity prices are increasing, the Department feels that it would be in the State's best interest to allocate additional funds for this project to award the contract as it was bid. Additionally, this project will be used to when estimating future projects more accurately.

CONSEQUENCES:

The Department has determined that additional funds are needed to award the construction contract and the additional funds requested are in the best interest of the state.

The Department has exercised all feasible measures to minimize costs in carrying out work related to this project and has determined that this request is well-supported and is the only viable alternative available.

If this request for an additional $3,737,000 in Construction Capital is not approved, the Department will not be able to award this construction contract. The consequences of not completing this project would mean that the ramp configurations will remain unchanged. The existing facilities within the project limits will experience an increase in traffic congestion and vehicle delay and will not be able to accommodate traffic demands due to development and growth of the population in the surrounding areas. As a result, the Department will likely need to re-program a similar project, requiring additional support resources to re-produce the same project.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(2)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-17-08**
$3,737,000 Department of Transportation SACOG Sacramento 03-Sac-99 15.7/23.8	In and near the city of Sacramento, on Routes 51 and 99 from Cosumnes River Boulevard to 0.2 mile east of Arden Way Undercrossing at various locations. Outcome/Output: Install ramp meters. Supplemental funds are needed to Award. Total revised amount $20,071,000	03-6913 SHOPP/2017-18 302-0042 SHA 302-0890 FTF 20.20.201.315 SHOPP/2017-18 302-0890 FTF 20.20.201.315 0316000080 4 0F351	$327,000 $16,007,000	 $3,737,000	$327,000 $16,007,000 $3,737,000

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Tab 67

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 – February 1, 2018

Reference No.: 2.5e.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Amarjeet S. Benipal
District 3 - Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 03-4296)**
RESOLUTION FP-17-09

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department's) request for additional $1,174,000 for the State Highway Operation Protection Program (SHOPP) Facilities project (PPNO 4296) on Interstate 80 (I-80), in Nevada County, to be awarded?

RECOMMENDATION

The Department recommends that the Commission allocate $1,174,000 for the previously approved SHOPP Facilities project (PPNO 4296) on I-80, in Nevada County, to be awarded.

Component	Programmed Amount	Initial Commission Allocation	Department Authorized G-16-12 Allotment	Total Allotment	Department Supplemental Allocation Request	Revised Commission Allocation	% Request Over Initial Commission Allocation
Capital	$2,478,000	$2,601,000	$0	$2,601,000	$1,174,000	$3,775,000	45%
Support	$625,000	$700,000	$0	$700,000	$0	$0	0%
		Total Supplemental Allocation Request			$1,174,000		

RESOLUTION:

Resolved, that $1,174,000 be allocated from the Budget Act of 2016, Budget Act Items 2660-303-0042 to provide funds to award the construction contract for the SHOPP project to construct new sand/salt house and demolish the existing sand/salt storage buildings on I-80 in Nevada County.

PROJECT LOCATION

This project proposes to replace the structurally deficient sand and salt storage buildings on I-80 in Floriston, with a combined sand and salt storage structure located between the California Highway Patrol (CHP) Donner Pass Inspection Facility and the California Department of Food and Agriculture (CDFA) Truckee Border Protection Station and demolish the existing facility. The new building must endure the harsh environmental and operational conditions.

FUNDING STATUS:

This project is funded with 100 percent of SHOPP funding. It is programmed for $2,478,000 in construction capital and at the October 2017 Commission meeting, an allocation of $2,601,000 was approved.

Bids for the project have been opened, and the bidders have been evaluated. If funding is approved, the contract could be awarded, construction could begin in April 2018 (winter shutdown between October 2018 and April 2019) and the project would be completed by August 2019.

There were only two bidders on this project. However, both bidders were above the Engineer's Estimate, this request for additional funds will allow the project to be awarded to the lowest bidder including all supplemental work, state-furnished materials, and a 5 percent contingency. The second bidder was $370,000 over the lowest bidder.

REASON(S) FOR COST INCREASE:

The estimate for this contract was completed in August 2017. The statewide contract cost database was used to determine expected unit prices for the bid items in the contract. This project consists of 60 percent "Building Work". Funding for $2,601,000 was approved for this project at the October 2017 Commission meeting was as a result of this estimate.

The project was advertised on November 13, 2017 and had a 5 week advertising period. The bids were opened on December 21, 2017. All of the bids were well above the Engineer's Estimate and over the Department's authorized G-12 allotment adjustment amount of $460,100.

"Building Work" is the item where there was a large discrepancy between the bids received and Engineer's Estimate. The Engineer's Estimate for this lump sum bid item is $1,220,658. The two bids for this bid item were $2,481,098 and $2,785,000, respectively.

The Department has examined the bid results for the proposed construction of the Floriston Sand/Salt building and have come to the following conclusions:

1) During the advertisement period, there were only three bidder inquiries submitted. One of the bidder inquiries requested clarification of the specifications. The other two inquiries were related to licensing and insurance requirements. Based upon the inquiries submitted and the Departments' review of the bid results, the Department remains confident in the high quality of the plans and specifications for the project. The 5 week advertising period is typical and more than adequate for the bidders to prepare competitive bid packages.
2) There were only two bidders that submitted a bid for the project. However, a total of eight contractors requested a set of bid books. Upon review of the list of Plan Holders who did not bid, a majority appeared to be contractors who would have likely been a sub-contractor (i.e. grading, electrical, steel fabrication) to the general contractor.
3) Recent bid openings have indicated that the market may be adding a premium over normal costs. The recent fire damage in the State has increased the demand for building contractors and has resulted in price increases.
4) Local building contractors have stated that they are having a difficult time finding qualified labor/subcontractors to perform work as the building construction market is robust. The proposed salt/sand storage building is designed to accommodate large trucks and equipment within the building and any inadvertent damage from said trucks.

The Department also reviewed the bid results for possible "mathematical or material unbalancing" in accordance with Code of Federal Regulations and found no evidence of material unbalancing or irregularities.

With the upward trending bids and bidding environment, it is apparent that the Engineer's Estimate for this project was too low. The Department has determined that it is in the best interest of the State to proceed with awarding the contract to the apparent low bidder due to the following reasons:

- Rejecting bids and re-advertising will require additional support costs.
- The time to complete the re-advertisement process will eliminate the possibility of replacing the salt and sand house structures during the 2018 construction season.
- Rejecting bids and re-advertising will push back any major construction to April 2019. The contractors will need to include escalation factors that will further increase bids. The Turner Building Cost Index is currently showing a 5.5 percent annual escalation.
- Delaying the project a construction season will further expose the Department to the risk of the deterioration of the existing salt and sand houses and result in a sediment discharge into the Truckee River.

The best business case is to award this contract as all of the above steps do not remove the risk of a second advertisement yielding bids above the programmed funds. There are over 10,000 homes in California that will be rebuilt over 12-18 months as a result of the 2017 wildfires. This will increase upward pressure on construction prices.

CONSEQUENCES:

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 $1,174,000 in Construction Capital and $0 in Construction Support is not approved, the Department will not be able to award this construction contract. The consequences of not completing this project would mean that the salt and sand house would not be replaced. The existing facilities will continue to deteriorate and may in the future not be useable. The existing facilities will continue to be a water quality concern for the adjacent Truckee River. In 2012, Lahontan Regional Water Quality Control Board issued a citation that required the Department to submit a monitoring plan for the discharge points. As a result, the Department will likely need to re-program a similar project, requiring additional support resources to re-produce the same project.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(3)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-17-09**
$1,174,000 Department of Transportation NCTC Nevada 03-Nev-80 19.1/27.4	In Truckee, at the Donner Pass Inspection Facility (PM 19.1); also in Nevada County at Floriston, at the Floriston sand and salt houses (PM 27.4). Outcome/Output: Construct new sand/salt house and demolish existing. Supplemental funds are needed to Award. Total revised amount $3,775,000	03-4296 SHOPP/2016-17 303-0042 SHA 20.20.201.352 SHOPP/2016-17 303-0042 SHA 20.20.201.352 0313000239 4 3F920	$2,601,000	$1,174,000	$2,601,000 $1,174,000

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Tab 68

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.5e.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Tim Gubbins
District 05 - Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 05-2604)**
RESOLUTION FA-17-10

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for an additional $781,000 for the State Highway Operation Protection Program (SHOPP) Collision Reduction project (PPNO 2604) on State Route 68 in Monterey County to be awarded?

RECOMMENDATION

The Department recommends that the Commission allocate $781,000 for the previously approved SHOPP Mobility project (PPNO 2604) on State Route 68 in Monterey County, to be awarded.

RESOLUTION

Resolved, that $781,000 in Construction Capital be allocated from the Budget Act of 2017, Budget Act Item 2660-302-0890, to provide funds to award the following project.

Component	Programmed Amount	Initial Commission Allocation	Department Authorized G-16-12 Allotment	Total Allotment	Department Supplemental Allocation Request	Revised Commission Allocation	% Request Over Initial Commission Allocation
Capital	$2,900,000	$2,850,000	$0	$2,850,000	$781,000	$3,631,000	27.4%
Support	$ 361,000	$ 361,000	$0	$ 361,000	$0	$ 361,000	0%
		Total Supplemental Allocation Request			$781,000		

PROJECT DESCRIPTION

This safety project will overlay the existing pavement with Open Graded Asphalt Concrete, repair areas of failed pavement, construct centerline rumble strips, construct a concrete barrier Type 60SD and upgrade existing metal beam guardrail near Pacific Grove, from Piedmont Avenue to Scenic Drive, in the county of Monterey.

REASON FOR INCREASE

The cost estimate increase, to award this project, is due to competitive bids ranging from 31.7 percent to 50.5 percent over the Engineer's Estimate (EE). Bid competition was adequate with two contractors submitting bids for this project. The $3,086,885 low bid submitted by Granite Construction Company, is $743,470 over the Engineer's Estimate (EE) of $2,343,315. It has been concluded that the EE was not robust enough and the estimate was undervalued. When the project was voted in August 2017, the EE had been reviewed and confirmed based on historical data of similar projects in the vicinity.

The increase is due to two main factors. First, the EE was undervalued in certain areas, failing to take into account the narrow shoulders and confined work and staging areas available. Details for the three items under these factors are shown below. Secondly, following last year's storms, as well as statewide natural disasters, there are numerous state and local projects currently underway. The limited pool of available contractors bidding on projects near this project location, and the increased labor, equipment and material cost significantly contributed to the higher bids. The Department had reviewed the crude oil index prior to allocation and saw no indication that the EE needed to be adjusted. However, just after bid opening, it was noted that the index was trending higher.

Reason #1 Clearing and Grubbing item
For clearing and grubbing, the EE was $5,000 while the lowest bid came in at $108,891 for clearing and grubbing. Based on discussions with the lowest bidder's estimators, the contractor cited that due to confined areas in the project site, clearing and grubbing would be more laborious and time constrained, and therefore, more costly. Also the EE was based on square footage and did not account for additional costs for limited work access and staging areas.

Reason #2 Traffic Control item
For traffic control, the EE was $180,000 while the lowest bid came in at $563,511, compared to the EE of $180,000. Based on discussions with lowest bidder's estimators, the contractor cited that Route 68 has numerous nonstandard features and high traffic volume (26,500 Average Annual Daily Traffic), and stated that there is night work at locations with varying shoulder widths. Limited access to these work locations and the lack of staging areas in some locations were factored into the bid price of this item based on adding additional crews for safe traffic handling during night work. Also, current economic conditions and high volume of work available to contractors increased costs for labor and materials on selected items of work

Reason #3 Mobilization item
For mobilization, the EE was $117,000 while the lowest bid came in at $290,000. The Department used 5 percent of the project construction cost for mobilization while the lowest bid contractor stated that their practice is to use 10 percent.

The Department did consider repackaging and rebidding the project by removing items of work, including reducing depth of pavement and overlay, or reducing project length. The Department determined that during the additional time needed to repackage the project, the existing road condition may deteriorate further, and may require more drastic maintenance measures.

Another consideration was to remove the concrete barrier at the structure and construct it in another upcoming project in the corridor, however since there has been a concentration of accidents at the structure, it was not pursued.

The Department has reviewed the bid results for possible mathematical or material unbalancing in accordance with 23CFR 635.102, and 23CFR 635.114. The bids appear to be mathematically balanced and found no evidence of material unbalancing of the low bid.

CONSEQUENCES

The Department has determined that re-advertising this project will not result in lower bids and will more than likely result in higher bids. If this allocation request for $781,000 is not approved, the Department will not be able to award this safety project and construction will be delayed.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(4)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-17-10**
$781,000 Department of Transportation TAMC Monterey 05-Mon-68 1.6/L4.1	In and near Monterey, from Piedmont Avenue to 0.1 mile east of Scenic Drive. Outcome/Output: Pavement overlay and install centerline rumble strips. Supplemental funds are needed to Award. Total revised amount $3,631,000	05-2604 SHOPP/2017-18 302-0042 SHA 302-0890 FTF 20.20.201.010 SHOPP/2017-18 302-0890 FTF 20.20.201.010 0515000031 4 1G450	$57,000 $2,793,000	 $781,000	$57,000 $2,793,000 $781,000

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Tab 69

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.5e.(5)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Tim Gubbins
District 05 - Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 05-4019)**
RESOLUTION FA-17-11

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for an additional $640,000 for the State Highway Operation Protection Program (SHOPP) Mobility project (PPNO 4019) on State Route 68 in Monterey County to be awarded?

RECOMMENDATION

The Department recommends that the Commission allocate $640,000 for the previously approved SHOPP Mobility project (PPNO 4019) on State Route 68 in Monterey County, to be awarded.

RESOLUTION

Resolved, that $640,000 in Construction Capital be allocated from the Budget Act of 2017, Budget Act Item 2660-302-0890, to provide funds to award the following project.

Component	Programmed Amount	Initial Commission Allocation	Department Authorized G-16-12 Allotment	Total Allotment	Department Supplemental Allocation Request	Revised Commission Allocation	% Request Over Initial Commission Allocation
Capital	$3,220,000	$1,179,000	$0	$1,179,000	$640,000	$1,819,000	54.0%
Support	$ 290,000	$ 290,000	$0	$ 290,000	$0	$ 290,000	0%
		Total Supplemental Allocation Request			$640,000		

PROJECT DESCRIPTION

This project proposes to install Traffic Management System (TMS) elements at 23 locations along State Route 68 in Monterey County between post miles L4.0 and R18.1. These elements include Closed Circuit Television Cameras (CCTV), Wireless Vehicle Detection Systems (WVDS), and/or Microwave Vehicle Detection Systems (MVDS) installed either on new poles or on existing traffic signal masts or flashing beacon elements.

At the May 2017 Commission meeting, the Commission voted this 2016 SHOPP project for a total Construction Capital cost of $1,179,000 and Construction Support cost of $290,000.

REASON FOR INCREASE

Bids for this project were opened on June 12, 2017. Prior to the vote, the Engineer's Estimate (EE) was reviewed and confirmed. The Department received five bids ranging from 10 percent under to 106 percent above the EE. After extensive work with the apparent low bidder, it was determined that the first low bidder did not make a good faith effort to achieve the minimum required Disadvantaged Business Enterprise (DBE) requirements and was disqualified. The Department then determined that the second bidder had met the requirements for DBE certification. The second lowest bid amount was 50 percent above the EE and exceeded the available project funding by $505,000. A Supplemental Funds Request was submitted for the December Commission Agenda, however, that bidder failed to meet the requirements to extend their bid and was rejected one week prior to the Commission meeting so that request was removed from the agenda.

The Department has determined that the third bidder has met the requirements for DBE certification. The third lowest bid amount is 63.1 percent above the EE and exceeds the available project funding by $640,000.

The Department compared the bid prices with the EE and discussed reasons for the higher prices with the third bidder. In general, the response was that the overall bid was higher as the project is spread over 23 different locations. Two major items that accounted for the majority of the cost increase are "Traffic Monitoring Station System" and "Modifying Existing Electrical System". While the EE did consider the 23 different locations, and the efficiencies contractors may encounter as a result, historically there have not been many projects with this type of work to compare prices of these electrical items. As a result the EE undervalued the two electrical items compared to the bid prices of the third lowest bidder

The Department also reviewed the bid results for the third bidder for possible mathematical of material unbalancing in accordance with the Code of Regulations and found no evidence of material unbalancing or irregularities of the third bid. Based on that review, the Department is prepared to award to this bidder and believes it is unlikely that a substantially lower and qualified bid would be realized if the project was re-advertised.

CONSEQUENCES

The Department has determined that re-advertising this project will not result in lower bids and will likely result in higher bids. If this request for an additional $640,000 is not approved, the Department will not be able to award this SHOPP Transportation Management System project and construction will be delayed.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(5)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-17-11**
$640,000 Department of Transportation TAMC Monterey 05-Mon-68 L4.0/R18.1	Near the cities of Monterey and Salinas, from Route 1 to Spreckels Boulevard. Outcome/Output: Install Traffic Management System (TMS) elements. Supplemental funds are needed to Award. Total revised amount $1,722,600	05-4019 SHOPP/2017-18 302-0042 SHA 302-0890 FTF 20.20.201.315 SHOPP/2017-18 302-0890 FTF 20.20.201.315 0513000142 4 0N190	$64,700 $1,017,900	 $640,000	$64,700 $1,017,900 $640,000

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Tab 70

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.5e. (7)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bijan Sartipi
District 04 - Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 04-0483W)**
RESOLUTION FP-17-13

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for an additional $8,935,000 for the State Highway Operation and Protection Program (SHOPP) Roadway Preservation project (PPNO 04-0483W) on Interstate 880 (I-880) in Alameda County, to be awarded?

RECOMMENDATION

The Department recommends that the Commission allocate $8,935,000 for the previously voted SHOPP Roadway Preservation project (PPNO 04-0483W) on I-880 in Alameda County to be awarded.

RESOLUTION

Resolved, that $8,935,000 in Construction Capital be allocated from the Budget Act of 2017, Budget Act Item 2660-802-3290, to provide funds to award the following project.

Component	Programmed Amount	Initial Commission Allocation	Department Authorized G-16-12 Allotment	Total Allotment	Department Supplemental Allocation Request	Revised Commission Allocation	% Request Over Initial Commission Allocation
Capital	$44,446,000	$46,273,000	$0	*$46,273,000	$8,935,000	$55,208,000	19.3%
Support	$ 6,600,000	$ 6,600,000	$0	$ 6,600,000	$0	$ 6,600,000	0%
		Total Supplemental Allocation Request			$8,935,000		

** Includes $1,8565,277 from Bay Area Infrastructure Financing Authority (BAIFA) for express lanes paving.*

PROJECT DESCRIPTION

On I-880 between Fremont Boulevard in Union City and High Street in Oakland, in Alameda County, the project will resurface the mainline and ramps with asphalt to extend service life and improve ride quality on this 16-mile segment with significant daily traffic.

This scope includes grinding and paving 0.25 foot of rubberized hot mix asphalt on both directions of I-880 and at 15 on and off-ramps, upgrading curb ramps to meet Americans with Disabilities Act (ADA) standards, installing rectangular rapid flashing beacons (RRFB) for cross walks, and modifying electrical systems.

REASON FOR INCREASE

This project was approved for funding August 17, 2017, the contract was advertised on October 16, 2017, and the Department received three bids on 12/13/2017, ranging from 21.3 percent to 32 percent over the Engineer's Estimate (EE).

The Department evaluated the bids, and found no evidence of unbalancing or irregularities. The Department believes there was adequate competition and recommends awarding the contract to the apparent low bidder. To determine the reasons for the cost increase and bidding participation, the Department contacted all three bidders, as well as three other prime contractors who attended the mandatory pre-bid outreach but did not submit bids. The contractors who did not submit bid cited other available work and/or concerns with meeting the high 14 percent disadvantaged business enterprise requirement.

The higher bids are mainly due short 4-hour nightly lane closure window and higher item prices for asphalt, pavement grinding and electrical work. The bidders attributed higher costs of these items to the low paving production within a short 4-hour lane closure each night, higher materials prices, higher demand for electrical, and higher demand for subcontractors due to recent statewide natural disasters.

I-880 corridor links the Port of Oakland, Oakland Airport, Silicon Valley, as well as other interstate and inter-regional routes, and carries high traffic volume. It is critical to limit lane closure window to no more than 4 hours per night to minimize the significant impact of traffic delays. Although the Department considered the high traffic condition and restrictive work hours in the EE before Commission approved funds allocation, the paving and electrical work items were underestimated due to an upward shift in the construction industry and demand for labor. Since the funds were allocated on August 2017, the Statewide Crude Oil Price Index has increased by 33 percent as of December 2017.

Three options for consideration to proceed to construction are: (1) approve supplemental funds to award, (2) reject the bids and re-advertise, or (3) re-program a new project.

The Department recommends the first option to approve supplemental funds to award to deliver timely pavement rehabilitation and minimize further scope and cost changes.

The Department believes re-advertising would not result in lower bids and might even result in higher costs due to a projected increase in construction workload and stronger economy. Reprogramming a new project for future delivery will likely risk further pavement deterioration, cost increase and escalation, and additional support to update contract documents.

CONSEQUENCES

If this allocation request for $8,935,000 is not approved, the Department would not be able to award this SHOPP pavement rehabilitation and ADA improvement project. Construction and timely implementation of express lanes on I-880 by BAIFA would be delayed.

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(7)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-17-13**
$8,935,000 Department of Transportation MTC Alameda 04-Ala-880 11.8/27.5	In and near Fremont, Union City, Hayward, San Leandro, and Oakland from 0.4 mile north of Fremont Boulevard Overcrossing to High Street Separation and Overhead. Outcome/Output: Rehabilitate pavement. Supplemental funds are needed to Award. Total revised amount $55,208,000	04-0483W SHOPP/2017-18 302-0042 SHA 302-0890 FTF 20.20.201.121 SHOPP/2017-18 802-3290 RMRA 20.20.20.121 0413000162 4 4H580	$925,000 $45,348,000	 $8,935,000	$925,000 $45,348,000 $8,935,000

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Tab 71

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.5e.(6)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: John Bulinski
District 08 - Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 0179B) RESOLUTION FA-17-12**

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request for an additional $1,650,000 in Construction Capital for the State Highway Operation Protection Program (SHOPP) Weigh Stations & Weigh-in-Motion Facilities (PPNO 0179B) on Interstate 15 (I-15) in San Bernardino County, to close out the construction contract.

RECOMMENDATION

The Department recommends that the Commission allocate an additional $ 1,650,000 in Construction Capital for the previously approved State Highway Operation Protection Program (SHOPP) Weigh Stations & Weigh-in-Motion Facilities on Interstate 15 (I-15), in San Bernardino County to close out the construction contract.

RESOLUTION

Resolved, that $ 1,650,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-302-0042 and 2660-302-0890, to provide funds to close out the construction contract of the following project.

Component	Programmed Amount	Initial Commission Allocation	Department Authorized G-16-12 Allotment	Total Allotment	Total Expended to Date	Department Supplemental Allocation Request	Revised Commission Allocation	% Request Over Commission Allocation
Capital	$40,233,000	$36,797,000	$3,880,000	$40,677,000	$40,642,000	$1,650,000	$42,327,000	15%
			Total Supplemental Allocation Request			$1,650,000		

PROJECT DESCRIPTION

The location of this project is on southbound Interstate 15 (I-15) just inside the California/Nevada border. The scope of work for the project includes construction of a new truck inspection facility building, a truck inspection area, Weigh-in-Motion scales, communications facilities, new on and off ramps and roadways through the facility, one bridge, and site development for the future adjacent Agricultural Inspection station to the north. California Highway Patrol will be operating the facility.

FUNDING STATUS

Construction was programmed in 2007 for $40,233,000. The project was voted on May 7, 2013 for $36,797,000. A delegated G-12 allocation of $3,629,000 was approved on October 8, 2013 to award the project for the amount of $40,426,000. The remainder of the G-12 funds in the amount of $250,700 was used during construction to take care of some additional unforeseen costs. No other Supplemental funds were requested of the CTC during construction. This remaining supplemental request of $1,650,000 will close out the project.

REASON FOR INCREASE

The construction phase cost estimate increase to close out this project is due to numerous contract claims filed by the contractor, Las Vegas Paving. Elements of entitlement and exposure have been determined by the District that necessitate the utilization of a Confidential Claim Settlement agreement. The Confidential Claim Settlement agreement that has been reached between the District and the contractor, Las Vegas Paving, provides for full and final resolution of all claims on this project.

RISK ANALYSIS

Las Vegas Paving has filed $4,374,854.37 in claims involving delays from changed drinking water quality requirements, water well design modifications to support State Fire Marshal requirements, and utility delays in establishing electrical connections to the new facility. The Department has analyzed the exposure of these claims and has determined that, if these claims were pursued through arbitration, there is substantial risk that the arbitrator may find in favor of the contractor and award a portion, or all, of the claimed amount. Therefore, it is in the best interest of the State to settle these claims as provided for in the Confidential Claim Settlement agreement.

CONSEQUENCES

If this request for an additional $1,650,000 is not approved, construction close-out will be delayed with the risk that the Department would have to pay out potentially higher costs through arbitration for claims filed by the contractor.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(6)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-17-12**
$1,650,000 Department of Transportation SBCTA San Bernardino 08-SBd-15 177.3/181.1	Near Wheaton Springs, from 1.2 miles north of Nipton Road to 0.5 miles south of Yates Well Road. Outcome/Output: Construct commercial vehicle enforcement facility. Supplemental funds are needed to Close-Out. Total revised amount $42,326,700	08-0179B SHOPP/2012-13 302-0890 FTF 304-6064 Prop 1B 20.20.201.321	$9,751,000 $30,675,000		$9,751,000 $30,675,000
		SHOPP/2013-14 304-6064 Prop 1B 20.20.201.321	$250,700		$250,700
		SHOPP/2017-18 302-0042 SHA 302-0890 FTF 20.20.201.321 08000006284 36850		$33,000 $1,617,000	$33,000 $1,617,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 72

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.1a.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **SHOPP AMENDMENT 16H-022**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request to amend the State Highway Operation and Protection Program (SHOPP) under SHOPP Amendment 16H-022?

RECOMMENDATION:

The Department recommends that 23 new capital projects to be amended into the 2016 SHOPP, as detailed in Attachment 1. These amendments, summerized below, would be funded from the Major Damage Restoration, Collision Reduction, Roadway Preservation 2016 SHOPP programming capacity.

2016 SHOPP Summary of New Projects by Category	No.	FY 2016-17 ($1,000)	FY 2017-18 ($1,000)	FY 2018-19 ($1,000)	FY 2019-20 ($1,000)
Major Damage Restoration	16		$55,130	$3,205	
Collision Reduction	6		$2,916	$4,115	$22,834
Roadway Preservation	1			$9,980	
Total Amendments	23		$58,046	$17,300	$22,834

The Department further recommends that the capital projects, detailed in Attachment 2 be amended in the 2016 SHOPP to update cost, scope and schedules and to make other technical changes.

BACKGROUND:

In each even numbered year, the Department prepares a four-year SHOPP which defines major capital improvements necessary to preserve and protect the State Highway System. Periodically, the Department proposes amendments to the SHOPP to address newly identified needs prior to the next programming cycle. Between programming cycles, the Department updates scope, schedule and cost to effectively deliver projects.

Senate Bill 486, approved by Governor September 30, 2014, requires Commission approval of projects amended into the SHOPP.

Attachments

List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration					
1 01-DN-101 14.8/15.1 1127 0118000075 0H700	Near Crescent City, from 1.0 mile to 1.3 miles north of Rudsill Road. Construct retaining walls, repair culvert and downdrain, and install subsurface dewatering system.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $15 $2,200 $10 $7,000 $9,225	201.130 Assembly: 2 Senate: 2 Congress: 2 1 Location(s)
2 01-DN-101 15.1/15.5 1128 0118000074 0H690	Near Klamath, from Wilson Creek Road to 1.7 miles north of Rudisill Road. Repair four existing retaining walls, construct new retaining wall, replace culvert and downdrain, and stabilize roadway.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $0 $3,000 $0 $9,800 $12,800	201.130 Assembly: 2 Senate: 2 Congress: 2 1 Location(s)
3 01-Men-101 R33.0/42.0 4701 0118000101 0H760	Near Ukiah, from 0.2 mile north of West Road to 0.1 mile south of South Willits Overhead bridge. Repair fire damage facilities.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $25 $1,250 $10 $5,000 $6,285	201.130 Assembly: 2 Senate: 2 Congress: 2 1 Location(s)
4 03-But-70 46.0/47.0 2293 0318000012 3H540	Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Restore and repair damaged roadway by raising the existing vertical alignment by approximately five feet and protecting the embankment against future flooding with Rock Slope Protection (RSP) or a retaining structure. PA&ED: 10/11/2019 R/W: 11/10/2020 RTL: 12/05/2020 BC: 06/05/2021 * Phase NOT Authorized.	20-21	PA&ED * PS&E * R/W Sup * Con Sup * R/W Cap * Const Cap Total	$1,700 $4,200 $400 $6,600 $2,120 $43,846 $58,866	201.131 Assembly: 1 Senate: 4 Congress: 1 1 Location(s)
5 03-ED-49 16.9 3153 0318000121 3H990	Near Placerville, at 0.5 mile north of Diana Street. Replace failed culvert, reconstruct embankment, and repair roadway.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $20 $200 $25 $450 $695	201.130 Assembly: 5 Senate: 1 Congress: 4 1 Location(s)

List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued					
6 03-Pla-65 R23.6/R23.8 4900 0318000112 3H940	Near Wheatland, from 0.2 mile south of Bear River Bridge to Bear River Bridge. Repair eroded embankment, replace asphalt dike, and repair roadway.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $10 $180 $10 $540 $740	201.130 Assembly: 6 Senate: 4 Congress: 4 1 Location(s)
7 03-Pla-80 43.5 5136 0318000125 4H010	Near Baxter, at 0.3 mile east of Ridge Road; also at 0.4 mile east of Baxter Overcrossing (PM 47.32); also in Nevada County, near Hinton at 0.4 mile west of Hirschdale Road (PM 21.98). Reconstruct eroded embankment, repair drainage systems, and repair roadway.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $0 $250 $0 $1,000 $1,250	201.130 Assembly: 1 Senate: 1 Congress: 1 3 Location(s)
8 03-Yol-16 4.0 8668 0318000002 3H460	Near Esparto, west of Cache Creek Bridge No. 22 -0019. Install rock fall barrier to stabilize slope and minimize rock fall onto the traveled way. PA&ED: 09/03/2018 R/W: 06/09/2018 RTL: 06/14/2019 BC: 12/01/2019	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$500 $550 $80 $220 $55 $1,800 $3,205	201.131 Assembly: 4 Senate: 3 Congress: 3 1 Location(s)
9 04-Mrn-1 9.8 2021H 0418000059 0Q260	Near Stinson Beach, at Lone Tree Creek. Remove and reconstruct fifty-four inch CSP culvert and repair sinkhole.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $0 $360 $10 $1,100 $1,470	201.130 Assembly: 10 Senate: 3 Congress: 2 1 Location(s)
10 04-Nap-Var Var 0269S 0418000172 0Q910	In Napa, Sonoma, and Lake Counties, at various locaitons. Repair fire damaged facilities.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $0 $2,100 $10 $6,800 $8,910	201.130 Assembly: 2, 4, 10 Senate: 2, 3 Congress: 2, 5 4 Location(s)

List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued					
11 07-LA-210 R11.1/R14.8 5278 0718000110 1XF80	In the city of Los Angeles, from Sundland Boulevard to 0.6 mile east of La Tuna Canyon Road. Repair fire damaged facilities.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $150 $1,250 $0 $4,935 $6,335	201.130 Assembly: 39 Senate: 25 Congress: 28 1 Location(s)
12 07-LA-Var Var 5263 0718000107 1XE30	In Los Angeles County, on Routes 5 and 210 at various locations. Repair drainage systems, reconstruct embankments, and recompact bridge abutment slope.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $50 $120 $50 $375 $595	201.130 Assembly: 36, 38, 39 Senate: 20, 21 Congress: 25, 29 4 Location(s)
13 07-Ven-1 0.8 5279 0718000156 1XF90	In Malibu, at Tonga Street. Remove existing drainage pipe, construct drainage junction box, install a twenty-four inch CSP culvert, and repair sinkhole.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $25 $150 $50 $585 $810	201.130 Assembly: 44 Senate: 27 Congress: 26 1 Location(s)
14 07-Ven-150 20.2 5299 0718000157 1XG00	Near Ojai, about 0.2 mile east of Reeves Road. Replace existing reinforced concrete box culvert with a precast reinforced concrete box culvert and repair roadway.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $25 $125 $25 $500 $675	201.130 Assembly: 19 Senate: 37 Congress: 26 1 Location(s)
15 08-Riv-91 R0.0/R1.1 3009W 0818000061 1J520	In Corona, from Orange/Riverside County line to Green River Drive. Repair embankment and replace MBGR, and culverts.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$80 $150 $50 $350 $10 $1,100 $1,740	201.130 Assembly: 60 Senate: 31 Congress: 42 1 Location(s)
16 10-SJ-99 30.7 3287 1018000103 1J320	In Lodi, at East Pine Street Overcrossing No. 29-0149. Remove and replace damaged girder.	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$20 $80 $0 $600 $0 $1,200 $1,900	201.130 Assembly: 9 Senate: 14 Congress: 9 1 Location(s)

List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Collision Reduction					
1 03-Sac-5 10.8/11.6 5870 0318000015 3H570	Near Elk Grove, from Elk Grove Boulevard Overcrossing to 0.4 mile south of Laguna Boulevard Overcrossing. Extend Elk Grove Boulevard onramp merge lane in the northbound direction. PA&ED: 02/15/2018 R/W: 04/15/2018 RTL: 05/01/2018 BC: 10/15/2018	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$40 $70 $10 $440 $7 $673 $1,240	201.010 Assembly: 9 Senate: 3 Congress: 7 20 Collisions reduced
2 03-Sac-Var Var 3855 0318000128 4H020	In Sacramento, Yolo, Placer, and Glenn Counties on Routes 5, 16, 45, 49, 50, 65, 80, 99, 113, and 174 at various locations. Install traffic operations elements such as queue warning systems, flashing beacons, and lighting, and modify existing signals to new standards. PA&ED: 06/01/2018 R/W: 12/15/2018 RTL: 01/01/2019 BC: 04/02/2019	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$330 $400 $120 $390 $55 $2,820 $4,115	201.010 Assembly: 1, 3, 4, 6, 7, 8 Senate: 1, 3, 4, 6 Congress: 1, 3, 4, 6, 7 125 Collisions reduced
3 05-SLO-46 R17.2/R17.6 2701 0517000017 1H930	Near Paso Robles, at Route 46 West intersection with Vineyard Drive. Construct roundabout. PA&ED: 01/12/2018 R/W: 10/9/2019 RTL: 1/9/2020 BC: 8/19/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $1,895 $105 $1,806 $47 $5,549 $9,402	201.010 Assembly: 35 Senate: 17 Congress: 24 14.0 Collisions reduced
4 07-LA-1 6.0 5239 0717000160 33980	In Long Beach, at Atlantic Avenue. Install protected left-turn signal phases for northbound and southbound movements, and upgrade signal poles, mast arms, and hardware. PA&ED: 11/20/2017 R/W: 7/1/2019 RTL: 9/1/2019 BC: 7/1/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $1,040 $16 $728 $87 $442 $2,313	201.010 Assembly: 70 Senate: 33 Congress: 47 32.0 Collisions reduced

List of New 2016 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs ($1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Collision Reduction, continued					
5 08-SBd-95 40.0/40.4 0238T 0816000072 1E581	Near Needles, from 2.7 miles to 3.1 miles north of Havasu Lake Road. Widen shoulders and install ground-in rumble strips. PA&ED: 4/10/2017 R/W: 2/15/2018 RTL: 6/30/2017 BC: 6/15/2018	17-18	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $0 $0 $550 $0 $1,126 $1,676	201.010 Assembly: 33 Senate: 16 Congress: 8 11 Collisions reduced
6 08-SBd-215 4.8/5.8 3010E 0817000132 1H770	In the city of San Bernardino, from 0.2 mile south of Orange Show Road/ Auto Center Drive to 0.2 mile north of Inland Center Drive. Lane reconfiguration and pavement widening. PA&ED: 1/15/2019 R/W: 2/1/2020 RTL: 4/1/2020 BC: 11/25/2020	19-20	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,065 $1,615 $31 $1,950 $10 $6,448 $11,119	201.010 Assembly: 47 Senate: 20 Congress: 31 123.0 Collision(s) reduced
Roadway Preservation					
1 07-LA-57 R0.0/R4.5 4718 0714000067 30450	In and near Diamond Bar, from the Orange County line to Route 60. Roadway Preservation. (G13 Contingency Project) PA&ED: 7/26/2017 R/W: 4/10/2019 RTL: 6/10/2019 BC: 2/15/2020 * Phase NOT Authorized.	18-19	PA&ED PS&E R/W Sup * Con Sup R/W Cap * Const Cap Total	$0 $9,900 $10 $13,000 $70 $75,920 $98,900	201.122 Assembly: 55 Senate: 29 Congress: 39 44.5 Lane Miles

List of 2016 SHOPP Amendments
(Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs ($1,000)	
1 02-Plu-70 90.3/96.0 3599 0215000086 0H760	In Plumas and Lassen Counties, near Chilcoot, from west of Summit School Drive Road to Route 395 (Lassen PM 0.0/3.9). Roadway rehabilitation. 18 Lane Mile(s)	19-20 201.122	PA&ED	$1,030	$1,030
			PS&E	$900	$900
			R/W Sup	$70	$70
			Con Sup	$1,440	$1,440
			R/W Cap	~~$0~~	**$51**
			Const Cap	$20,547	$20,547
			Total	~~$23,987~~	**$24,038**
2 02-Teh-36 40.3/42.1 3558 0214000024 4G540	In Red Bluff, from east of Baker Road to east of East Sand Slough Bridge. Pavement rehabilitation. 10.1 Lane Mile(s)	19-20 201.121	PA&ED	$700	$700
			PS&E	$650	$650
			R/W Sup	$240	$240
			Con Sup	$1,020	$1,020
			R/W Cap	~~$57~~	**$122**
			Const Cap	$6,600	$6,600
			Total	~~$9,267~~	**$9,332**
3 02-Tri-299 ~~1.9/2.1~~ **1.9/2.3** 3557 0214000031 4G500	Near Salyer, from 0.1 mile ~~west~~ **east** to ~~0.4 mile west~~ **0.6 mile east** of White House Gulch Road. Improve roadside clear recovery zone. 3 Collision(s) Reduced	19-20 201.015	PA&ED	$550	$550
			PS&E	~~$1,220~~	**$1,655**
			R/W Sup	$70	$70
			Con Sup	~~$1,540~~	**$2,135**
			R/W Cap	~~$7~~	**$166**
			Const Cap	~~$2,732~~	**$4,100**
			Total	~~$6,119~~	**$8,676**
4 02-Tri-299 10.9/11.2 3579 0215000019 0H410	Near Burnt Ranch, from 0.4 mile east of Hennessey Road to 0.3 mile west of Burnt Ranch Road. Install rockfall drapery system. 1 Location(s)	19-20 201.150	PA&ED	$200	$200
			PS&E	$470	$470
			R/W Sup	~~$50~~	**$70**
			Con Sup	$500	$500
			R/W Cap	~~$0~~	**$22**
			Const Cap	$2,079	$2,079
			Total	~~$3,299~~	**$3,341**
5 02-Tri-299 43.1/43.3 3592 0215000055 0H690	Near Junction City, at west of Canyon Creek Bridge. Install rockfall drapery system ~~7 Location(s)~~ **1 Location(s)**	19-20 201.150	PA&ED	$330	$330
			PS&E	$580	$580
			R/W Sup	$200	$200
			Con Sup	$630	$630
			R/W Cap	~~$15~~	**$32**
			Const Cap	~~$2,495~~	**$3,000**
			Total	~~$4,250~~	**$4,772**

List of 2016 SHOPP Amendments
(Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs ($1,000)	
6 03-But-99 ~~15.4~~ **14.9/15.7** 2425 0314000101 0F290	Near Richvale, at Cottonwood Creek Bridge No. 12 -0120**, from 0.3 mile south to 0.5 mile north of Nelson Avenue**. Replace **and realign** scour-critical bridge. 1 Bridge(s)	19-20 201.111	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$700 $1,390 $270 $2,200 $590 ~~$6,200~~ ~~$11,350~~	$700 $1,390 $270 $2,200 $590 **$6,814** **$11,964**
7 03-ED-50 ~~22.0/24.3~~ **21.9/24.5** 3290 0314000039 4E620	Near Placerville and Camino, from ~~0.1~~ **0.2** mile west of Still Meadows Road to ~~0.1~~ **0.4** mile east of Upper Carson Road. Install median barrier, widen shoulders**,** ~~and~~ construct acceleration/deceleration lane, **construct an undercrossing, and construct access to the undercrossing from local roads.** ~~108 Collision(s) Reduced~~ **117 Collision(s) Reduced**	18-19 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$2,500 $3,500 $1,200 $5,800 ~~$2,000~~ $32,000 ~~$47,000~~	$2,500 $3,500 $1,200 $5,800 **$3,000** $32,000 **$48,000**
8 03-Nev-80 0.0/20.0 4288 0314000228 4F600	In and near Truckee, from east of Kingvale Undercrossing to west of Union Mills Bridge and Overhead. Replace guardrail with concrete barrier. 24 Collision(s) Reduced	18-19 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$410 $660 $30 ~~$770~~ ~~$62~~ ~~$6,220~~ ~~$8,152~~	$410 $660 $30 **$950** **$5** **$12,308** **$14,363**
9 03-Nev-174 9.7/10.1 4450 0313000047 3F680	In Grass Valley, from Park Street to Route 20. Upgrade pedestrian infrastructure to meet ADA requirements. 85 Curb Ramp(s)	~~18-19~~ **20-21** 201.361	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$180 $330 $86 $360 $150 $1,660 $2,766	
10 03-Pla-80 2.8 5113 0315000174 0H460	In Roseville, at the Atlantic Street/Eureka Road westbound onramp. Install ramp meters and widen ramp for storage capacity. (G13 Contingency Project) 563 1,000 Vehicle Hour(s)/Yr * Phase NOT Authorized.	~~18-19~~ **19-20** 201.310	PA&ED PS&E R/W Sup * Con Sup R/W Cap * Const Cap Total	$700 $700 $130 ~~$850~~ ~~$650~~ ~~$5,500~~ ~~$8,530~~	$700 $700 $130 **$900** **$270** **$6,440** **$9,140**

List of 2016 SHOPP Amendments
(Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs ($1,000)	
11 03-Sac-51 ~~2.6/3.0~~ **2.0/3.5** 6402 0312000054 3F070	In the city of Sacramento, at the American River Bridge No. 24-0003 **from north of B Street Underpass to north of Exposition Boulevard Overcrossing.** Widen and replace bridge deck. (G13 Contingency Project) 1 Bridge(s) * Phase NOT Authorized.	~~19-20~~ **21-22** 201.110	PA&ED PS&E R/W Sup * Con Sup R/W Cap * Const Cap Total	$4,340 ~~$10,130~~ ~~$360~~ ~~$16,120~~ ~~$1,000~~ ~~$105,300~~ ~~$137,250~~	$4,340 **$12,000** **$600** **$22,000** **$2,000** **$123,000** **$163,940**
12 03-Sac-99 21.9/23.6 6923B 0317000153 0H342	In the city of Sacramento, at 21st Avenue Undercrossing No. 24-0154. Replace bridge deck. 1 Bridge(s)	19-20 201.110	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$210 $240 $3 ~~$580~~ $5 ~~$2,240~~ ~~$3,278~~	$210 $240 $3 **$825** $5 **$4,560** **$5,843**
13 03-Sie-49 0.0/15.9 7778 0314000231 4F630	In Sierra, ~~Nevada,~~ and El Dorado Counties on Routes 49, 89 and 193 at various locations. Upgrade guard rail to current standards. ~~4 Collision(s) Reduced~~ **13 Collision(s) Reduced**	18-19 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$85 $605 $10 $590 $60 $1,410 $2,760	
14 03-Yol-5 ~~5.5/R17.6~~ **R6.5/R17.6** 5833 0312000072 3F140	In and near Woodland, from ~~County Road 102~~ **East Main Street** to County Road 13 at various locations; also, in the city of Sacramento, from Seamas Avenue to Richards Boulevard (PM 19.3/24.7) at various locations. Upgrade ADA facilities. (G13 Contingency Project) ~~54 Curb Ramp(s)~~ **23 Curb Ramp(s)** * Phase NOT Authorized.	18-19 201.361	PA&ED PS&E R/W Sup * Con Sup R/W Cap * Const Cap Total	$110 $140 $30 $170 $0 ~~$690~~ ~~$1,140~~	$110 $140 $30 $170 $0 **$410** **$860**
15 03-Yub-20 ~~13.3/R17.6~~ **13.3/R17.8** 9579 0300020593 0A570	Near Marysville, from Marysville Road to Yuba River (Parks Bar) ~~b~~**B**ridge. Rehabilitate roadway. (G13 Contingency Project) 9.9 Lane Mile(s) * Phase NOT Authorized.	18-19 201.120	PA&ED PS&E R/W Sup * Con Sup R/W Cap * Const Cap Total	$3,700 $2,210 $2,300 $6,900 ~~$6,800~~ $38,100 ~~$60,010~~	$3,700 $2,210 $2,300 $6,900 **$9,400** $38,100 **$62,610**

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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)	
16 03-Yub-70 16.2/25.8 9819 0314000153 4F380	Near Marysville, from Laurellen Road to South Honcut Creek Bridge. Widen shoulders and improve clear recovery zone. 80 Collision(s) Reduced	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$3,906 $4,884 $6,227 ~~$6,094~~ $9,858 $70,735 ~~$101,704~~	$3,906 $4,884 $6,227 **$9,030** $9,858 $70,735 **$104,640**
17 04-Ala-84 ~~17.2~~ **17.0/17.4** 0481M 0414000012 0J550	Near Sunol, at Arroyo De La Laguna Bridge No. 33 -0043. **Replace/rehabilitate bridge for** ~~Bridge~~ scour mitigation**,** ~~and~~ bridge rail upgrade**, and seismic retrofit**. 1 Bridge(s)	~~19-20~~ **21-22** 201.111	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,863 ~~$2,392~~ ~~$23~~ ~~$2,461~~ ~~$5~~ ~~$6,970~~ ~~$13,714~~	$1,863 **$3,600** **$250** **$3,600** **$500** **$13,000** **$22,813**
18 04-CC-4 ~~Var~~. **R16.4/R20.7** 1480F ~~0414000412~~ **0418000183** ~~2J000~~ **2J00A**	In and near Concord **and Pittsburg**, from ~~Route 680~~ **west of Willow Pass Road** to east of Bailey Road at ~~three~~ **two** locations. Install safety lighting, high reflective striping and markings. ~~56 Collision(s) Reduced~~ **62 Collision(s) Reduced**	17-18 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$830 $830 $125 $747 $217 ~~$3,933~~ ~~$6,682~~	$830 $830 $125 $747 $217 **$2,837** **$5,586**
19 **04-CC-4** **12.9/R14.4** **1480Z** **0418000182** **2J001**	**In and near Concord, from Route 680 to Route 242. Install safety lighting, high reflective striping and markings.** **23 Collision(s) Reduced**	**17-18** **201.010**	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total		**$0** **$0** **$0** **$0** **$0** **$1,096** **$1,096**
20 04-Mrn-1 28.5 0756K 0413000350 0G642	Near Point Reyes Station, at Lagunitas Creek Bridge No. 27-0023. Replace bridge. (G13 Contingency Project) 1 Bridge(s) * Phase NOT Authorized.	~~19-20~~ **20-21** 201.113	PA&ED PS&E R/W Sup * Con Sup R/W Cap * Const Cap Total	$4,187 ~~$1,400~~ ~~$685~~ ~~$1,756~~ ~~$2,691~~ $11,552 ~~$22,271~~	$4,187 **$2,850** **$750** **$2,500** **$6,500** $11,552 **$28,339**

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(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)	
21 **04-Nap-121** **0.5/1.0** **0775H** **0418000217** **4G21A**	**Near Napa, at Huichica Creek (PM 0.75). Mitigation planting, monitoring. and reporting for EA 4G211.** **0 Collision(s) Reduced**	**21-22** **201.010**	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total		**$0** **$0** **$0** **$900** **$0** **$1,000** **$1,900**
22 04-Nap-121 ~~0.7~~ **0.5/1.0** 0775G ~~0412000310~~ **0418000216** ~~4G210~~ **4G211**	Near Napa, at Huichica Creek (PM 0.75). Roadway widening. 0 Collision(s) Reduced	~~18-19~~ **19-20** 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,750 $1,530 $90 ~~$900~~ ~~$220~~ ~~$8,700~~ ~~$13,190~~	$1,750 $1,530 $90 **$3,000** **$1,852** **$12,247** **$20,469**
23 04-SCl-152 7.6/M10.2 1452D 0417000019 2K750	In Gilroy, from 0.3 miles west of Santa Teresa Boulevard to Route 101. Rehabilitate pavement. 7.9 Lane Mile(s)	19-20 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,400 $1,600 $58 $1,800 ~~$10~~ $14,165 ~~$19,033~~	$1,400 $1,600 $58 $1,800 **$125** $14,165 **$19,148**
24 04-SF-1 Var 1489B 0415000221 3J890	In the City and County of San Francisco, on Routes 1, 35, 80, 101 and 280 at various locations. Crosswalk safety enhancements. ~~252 Collision(s) Reduced~~ **55 Collision(s) Reduced**	~~18-19~~ **19-20** 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$440 $914 $91 $914 $5 ~~$7,060~~ ~~$9,424~~	$440 $914 $91 $914 $5 **$5,800** **$8,164**
25 04-SM-280 R0.2/R3.4 0481J 0414000024 0J670	In and near Woodside, at various locations (also Santa Clara County PM 20.4); also in the City and County of San Francisco on Route 101 at San Bruno Avenue off-ramp (PM 1.7). Construct maintenance worker safety improvements. 61 Locations	18-19 201.235	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$440 $880 ~~$110~~ $770 $10 ~~$2,678~~ ~~$4,888~~	$440 $880 **$40** $770 $10 **$5,286** **$7,426**

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(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)	
26 05-Mon-101 R36.9/~~43.2~~ **47.7** 2548 0514000050 1F750	In and near King City, from **0.2 mile** south of Wild Horse Road to ~~north of Jolon Road~~ **Teague Avenue**. Rehabilitate pavement. 17.2 Lane Mile(s)	17-18 201.122	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $2,382 $70 $8,177 $15 $56,260 $66,904	
27 05-SB-101 56.0 2561 0514000061 1F790	Near Buellton, at Nojoqui Creek Bridge No. 51 -0018L/R. Bridge rail replacement and widening. ~~768 Linear Feet~~ **773 Linear Feet**	19-20 201.112	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$910 ~~$1,490~~ ~~$130~~ ~~$1,000~~ ~~$412~~ ~~$4,890~~ ~~$8,832~~	$910 **$1,789** **$211** **$1,218** **$99** **$5,304** **$9,531**
28 05-SCr-9 0.1/7.5 2569 0514000075 1F920	In and near the city of Santa Cruz, from Route 1 to north of Fall Creek Drive. Stormwater improvements. ~~7.96 Acre(s) Treated/Pollutant~~ **6.3 Acre(s) Treated/Pollutant**	19-20 201.335	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$745 $1,192 $1,287 $812 ~~$214~~ ~~$2,356~~ ~~$6,606~~	$745 $1,192 $1,287 $812 **$86** **$2,024** **$6,146**
29 06-Ker-99 ~~0.0/19.5~~ **0.0/11.2** 6731 0615000035 0T200	In and near Bakersfield, from Route 5 to ~~Panama Lane~~ **0.3 mile north of Old US 99 Overcrossing.** Roadway rehabilitation. ~~58.5 Lane Mile(s)~~ **33.0 Lane Mile(s)**	18-19 201.122	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,160 $1,600 $100 ~~$3,600~~ $120 ~~$31,500~~ ~~$38,080~~	$1,160 $1,600 $100 **$5,200** $120 **$48,000** **$56,180**
30 06-Ker-99 ~~19.5/21.1~~ **10.4/21.2** 6681 0614000010 0Q920	In **and near** Bakersfield, ~~at Panama Lane Overcrossing and White Lane Overcrossing. Lower highway profile below overcrossings to accommodate clearance requirement for permit vehicles.~~ **from 0.5 mile south of Old US 99 Overcrossing to 0.1 mile north of White Lane. Rehabilitate pavement.** ~~2 Bridge(s)~~ **41.4 Lane Mile(s)**	19-20 ~~201.322~~ **201.122**	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$700 ~~$1,200~~ $20 ~~$1,100~~ $30 ~~$8,173~~ ~~$11,223~~	$700 **$2,300** $20 **$4,800** $30 **$45,440** **$53,290**

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(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)	
31 06-Ker-166 17.3/17.7 6726 0615000047 0S050	Near Mettler, at California Aqueduct Bridge (No. 50 -0323). Bridge rehabilitation. 1 Bridge(s)	~~18-19~~ **20-21** 201.110	PA&ED	$1,045	$1,045
			PS&E	~~$1,650~~	**$5,100**
			R/W Sup	~~$100~~	**$600**
			Con Sup	~~$2,100~~	**$6,200**
			R/W Cap	~~$130~~	**$1,100**
			Const Cap	~~$7,300~~	**$30,000**
			Total	~~$12,325~~	**$44,045**
32 06-Kin-Var Var 6797 0616000027 0U300	In Kings and Tulare Counties, on Routes 63, 99,137, 198 and 216. Repair and replace stolen and damaged electrical systems and protect electrical and irrigation facilities. The work is required to restore incident management, emergency readiness, mobility, functionality, and operation efficiency. 296 Location(s)	19-20 201.131	PA&ED	$640	$640
			PS&E	$1,880	$1,880
			R/W Sup	$1,000	$1,000
			Con Sup	$1,850	$1,850
			R/W Cap	~~$60~~	**$130**
			Const Cap	$15,000	$15,000
			Total	~~$20,430~~	**$20,500**
33 07-LA-1 35.1/35.4 4903 0715000227 31690	In Santa Monica, at McClure Tunnel Bridge No. 53 -0008. Enhance safety lighting inside tunnel. 150 Lighting Fixture(s)	18-19 201.170	PA&ED	$150	$150
			PS&E	~~$0~~	**$592**
			R/W Sup	~~$0~~	**$50**
			Con Sup	$1,903	$1,903
			R/W Cap	~~$0~~	**$15**
			Const Cap	$5,180	$5,180
			Total	~~$7,233~~	**$7,890**
34 07-LA-1 37.7/62.8 4846 0715000090 31350	In the cities of Los Angeles and Malibu, from south of Tenescal Canyon Road to Ventura County line; also in Ventura County, from Los Angeles County line to Tonga Street (PM 0.0/0.9). Rehabilitate culverts. 20 Drainage System(s)	~~18-19~~ **20-21** 201.151	PA&ED	$1,950	$1,950
			PS&E	~~$2,000~~	**$3,250**
			R/W Sup	~~$70~~	**$1,850**
			Con Sup	~~$1,535~~	**$2,750**
			R/W Cap	~~$182~~	**$8,200**
			Const Cap	~~$4,384~~	**$7,900**
			Total	~~$10,121~~	**$25,900**
35 07-LA-1 56.5/56.9 4498 0712000094 29140	In Malibu, from Guernsey Avenue to Trancas Canyon Road/Broad Beach Road. Replace bridge. 1 Bridge(s)	18-19 201.110	PA&ED	$2,342	$2,342
			PS&E	$2,123	$2,123
			R/W Sup	$740	$740
			Con Sup	~~$1,251~~	**$3,100**
			R/W Cap	~~$2,021~~	**$30,000**
			Const Cap	~~$5,488~~	**$11,628**
			Total	~~$13,965~~	**$49,933**

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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)	
36 07-LA-5 R59.7/R73.7 5013 0716000064 32340	Near Castaic and Valencia, from 0.2 mile north of Lake Hughes Road Undercrossing to 0.7 mile south of Vista Del Lago Road Overcrossing. Cold plane pavement and place Rubberized Hot Mix Asphalt concrete (RHMA), repair drainage systems, and perform upgrades to overhead signs, drainage curbs and guardrail. 112 Lane Mile(s) * Phase NOT Authorized.	17-18 201.121	PA&ED * PS&E * R/W Sup * Con Sup * R/W Cap * Const Cap Total	$100 ~~$2,549~~ ~~$50~~ ~~$4,006~~ ~~$55~~ $43,080 ~~$49,840~~	$100 **$6,000** **$250** **$7,200** **$250** $43,080 **$56,880**
37 07-LA-14 R24.8/R31.4 4809 0715000007 31080	In and near Santa Clarita, from Route 5 to Canyon Park Boulevard. Construct roadside safety improvements. ~~95 Location(s)~~ **102 Location(s)**	18-19 201.235	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$118 ~~$429~~ ~~$5~~ ~~$548~~ ~~$0~~ ~~$2,552~~ ~~$3,652~~	$118 **$1,100** **$48** **$1,400** **$30** **$3,152** **$5,848**
38 07-LA-101 7.7/27.7 4709 0714000035 30370	In the city of Los Angeles, from Highland Avenue to south of Parkway Calabasas. Upgrade median concrete barrier to meet the current standards. 60 Collision(s) Reduced	~~19-20~~ **18-19** 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$550 ~~$2,325~~ ~~$15~~ ~~$3,050~~ ~~$20~~ ~~$20,100~~ ~~$26,060~~	$550 **$4,800** **$27** **$6,000** **$27** **$35,300** **$46,704**
39 07-LA-210 R0.0/R9.7 4801 0714000299 30960	In the city of Los Angeles, from Route 5 to North Wheatland Avenue. Rehabilitate roadway. 51.7 Lane Mile(s)	18-19 201.122	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$500 $6,000 $500 ~~$14,000~~ ~~$358~~ ~~$104,084~~ ~~$125,442~~	$500 $6,000 $500 **$16,500** **$490** **$120,000** **$143,990**
40 08-Riv-10 0.0/R156.4 3005C 0815000162 1F372	In Riverside County, on Routes 10, 15, 71 and 215 at various locations. Replace existing guide signs with Type XI reflectivity. (G13 Contingency Project) ~~307 Sign(s)~~ **758 Sign(s)** * Phase NOT Authorized.	18-19 201.170	PA&ED PS&E R/W Sup * Con Sup R/W Cap * Const Cap Total	$333 $722 $45 ~~$508~~ $10 ~~$3,449~~ ~~$5,067~~	$333 $722 $45 **$1,214** $10 **$9,069** **$11,393**

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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)	
41 08-Riv-10 27.7 3002F 0814000051 1E570	Near Palm Springs, at Whitewater River Bridge No. 56 -0004 L/R. Bridge rehabilitation and scour mitigation. 2 Bridge(s)	18-19 201.110	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$953 $1,645 $8 ~~$2,076~~ $20 ~~$10,431~~ ~~$15,133~~	$953 $1,645 $8 **$2,300** $20 **$12,399** **$17,325**
42 08-Riv-10 R110.5 3002L 0814000216 1F410	Near Desert Center, at Palen Ditch Bridge No. 56-0040 R/L. Bridge rail replacement. ~~440 Linear Feet~~ **520 Linear Feet**	18-19 201.112	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$139 $342 $10 ~~$119~~ $10 ~~$592~~ ~~$1,212~~	$139 $342 $10 **$1,567** $10 **$1,846** **$3,914**
43 08-Riv-15 38.2/51.5 3003M 0815000233 1F143	In and near Corona, from south of Ontario Avenue to Route 60. Concrete pavement slab replacement. 79.8 Lane Mile(s)	~~18-19~~ **19-20** 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,022 $930 $10 $4,771 $10 $24,040 $30,783	
44 08-Riv-74 13.2/34.0 3002C 0812000343 1C680	In and near the cities of Lake Elsinore, Perris, Menifee and Hemet, at Leach Canyon Channel Bridge No. 56 -0750 and Blue Ridge Wash Bridge No. 56-0257; also on Routes 79 and 371, at Arroyo Seco Bridge **No. 56 -0189**, Temecula Creek Bridge, and Cahuilla Bridge **No. 56-0490**. Bridge rail replacement**, replace two bridges, and extend one culvert**. ~~1391 Linear Feet~~ **800 Linear Feet**	19-20 201.112	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$505 ~~$859~~ ~~$11~~ ~~$532~~ ~~$20~~ ~~$2,884~~ ~~$4,811~~	$505 **$2,700** **$80** **$2,800** **$50** **$6,245** **$12,380**
45 08-Riv-74 36.9/43.6 3003P 0814000256 1F590	In Hemet, from Warren Avenue to Soboba Street. Construct and upgrade pedestrian facilities to current ADA standards. ~~121 Curb Ramp(s)~~ **93 Curb Ramp(s)**	19-20 201.361	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$710 $1,815 $467 ~~$1,100~~ ~~$246~~ ~~$2,188~~ ~~$6,526~~	$710 $1,815 $467 **$1,320** **$30** **$2,753** **$7,095**

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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)	
46 08-SBd-15 12.8/14.8 3003T 0815000245 0K121	**In and near** ~~Near~~ Fontana **and Rialto**, from Sierra Avenue to ~~Devore Road~~ **Glen Helen Parkway**. Rehabilitate roadway. 16 Lane Mile(s)	19-20 201.122	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$570 $900 $10 ~~$2,350~~ $10 ~~$22,104~~ ~~$25,944~~	$570 $900 $10 **$2,850** $10 **$26,073** **$30,413**
47 08-SBd-15 R96.1/R124.3 3002E 0813000003 1C720	Near Barstow, from **0.3 mile south of** Harvard Road to Rasor Road. Re-grade and flatten median cross slope. 87 Collision(s) Reduced	19-20 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$890 $920 $50 $3,160 $10 ~~$12,248~~ ~~$17,278~~	$890 $920 $50 $3,160 $10 **$15,058** **$20,088**
48 08-SBd-62 121.5/142.7 3004A 0816000003 1F133	Near Vidal, from **3.8 miles** west of Route 95 to Arizona State line; ~~also on Route 95 at various locations~~. Rehabilitate pavement and upgrade guardrail. 42.4 Lane Mile(s)	19-20 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$400 ~~$300~~ ~~$10~~ ~~$1,400~~ $65 ~~$8,666~~ ~~$10,841~~	$400 **$515** **$87** **$2,660** $65 **$11,314** **$15,041**
49 08-SBd-210 10.5/12.7 3003X 0815000170 1G210	In Rancho Cucamonga and Fontana, from East Avenue to west of Beech Avenue; also on Route 15 at Route 210/15 Separation. Install Transportation Management System elements. 4 Field Element(s)	18-19 201.315	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$135 $390 $10 $450 ~~$10~~ ~~$2,295~~ ~~$3,290~~	$135 $390 $10 $450 **$19** **$2,692** **$3,696**
50 08-SBd-210 R21.7/R33.2 3005A 0816000011 1F362	~~i~~In San Bernardino County, on Routes 71, 210, 215 and 259 at various locations. Replace existing guide signs with Type XI reflectivity. (G13 Contingency Project) ~~89 Sign(s)~~ **149 Sign(s)** * Phase NOT Authorized.	18-19 201.170	PA&ED PS&E R/W Sup * Con Sup R/W Cap * Const Cap Total	$301 $614 $32 ~~$425~~ $10 ~~$1,846~~ ~~$3,228~~	$301 $614 $32 **$625** $10 **$2,069** **$3,651**

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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)	
51 08-SBd-330 37.1/39.8 3002H 0814000103 1E780	Near Smiley Park, from 6.9 miles south of Running Spring to 3.4 miles east of Fork City Creek Bridge. Construct rockfall barrier to stabilize hillside slopes. 2 Location(s)	18-19 201.150	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$370 $400 $20 ~~$470~~ ~~$20~~ ~~$2,011~~ ~~$3,291~~	$370 $400 $20 **$600** **$30** **$2,955** **$4,375**
52 10-Alp-4 Var 3142 1014000100 0S680	In Alpine County, on Routes 4, 88, and 89 at various locations. Rehabilitate culverts. ~~32 Drainage System(s)~~ **36 Drainage System(s)**	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$870 $1,176 $359 $851 $71 $3,319 $6,646	
53 10-Alp-88 0.0 3138 1014000099 0S750	In Alpine County, on Routes 4, 88 and 207; in Amador County on Routes 16 and 49; and in Tuolumne County on Route 108; at various locations. Rehabilitate culverts. ~~50 Drainage System(s)~~ **39 Drainage System(s)**	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$698 $1,043 $317 $762 $269 $4,290 $7,379	
54 10-Mer-152 Var 3139 1015000005 0S120	In Merced County, on Routes 152, 59, and 99 and in San Joaquin County on Routes 5 and 12, at various locations. Rehabilitate culverts. ~~20 Drainage System(s)~~ **19 Drainage System(s)**	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$622 $743 $124 $765 $151 $1,768 $4,173	
55 10-SJ-5 10.7 3235B 1018000078 1H342	In and near Lathrop, at Deuel Overhead No. 29 -0262R/L. Improve to standard truck capacity. ~~(PA&ED Only)~~ 2 Bridge(s)	17-18 201.322	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$498 ~~$0~~ ~~$0~~ ~~$0~~ ~~$0~~ ~~$0~~ ~~$498~~	$498 **$925** **$70** **$1,700** **$440** **$7,700** **$11,333**

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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)	
56 10-SJ-88 22.1 3207 1016000031 1E531	Near Clements, at Liberty Road. Improve intersection. 18 Collision(s) Reduced	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$434 ~~$1,068~~ ~~$154~~ ~~$948~~ ~~$266~~ ~~$972~~ ~~$3,842~~	$434 **$1,400** **$460** **$1,200** **$715** **$5,500** **$9,709**
57 10-SJ-99 30.9/31.3 3145 1014000134 1C280	In Lodi, from south of Route 12 (Victor Road) to south of Turner Road. Realign northbound onramp, ~~lower mainline ramp vertical profile for increased vertical clearance~~ **increase bridge vertical clearance**, and construct auxiliary lane. 80 1,000 Vehicle Hour(s)/Yr	18-19 201.310	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$910 ~~$1,296~~ $75 ~~$1,575~~ $92 ~~$7,136~~ ~~$11,084~~	$910 **$1,417** $75 **$2,199** $92 **$11,110** **$15,803**
58 10-SJ-205 ~~L0.0/R13.4~~ **R4.5/R9.0** 3146 1014000146 1C330	In ~~and near~~ Tracy ~~and Lathrop, from Route 580 to Route 5~~ **from Byron Road Undercrossing to Paradise Road Overcrossing**. Install ramp meters and other Intelligent Transportation System (ITS) elements. ~~7 Field Element(s)~~ **14 Field Element(s)**	~~19-20~~ **20-21** 201.315	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,057 ~~$1,772~~ ~~$6~~ ~~$2,333~~ ~~$10~~ ~~$10,857~~ ~~$16,035~~	$1,057 **$2,512** **$979** **$2,831** **$4,830** **$13,257** **$25,466**
59 10-Sta-5 ~~0.0~~ **27.0/27.5** ~~3209~~ **3209B** ~~1017000033~~ **1018000068** ~~1G720~~ **1G722**	At Northbound (NB) and Southbound (SB) Westley Safety Roadside Rest Area (SRRA) ~~(PM 27.0/27.5); also in Merced County at NB and SB John "Chuck" Erreca SRRA (PM 0.4/0.9), and in San Joaquin County on Route 99 at Lodi Park-and-Ride lot~~. Transportation infrastructure improvement for zero-emission vehicle charging. ~~5 Location(s)~~ **2 Location(s)**	17-18 201.999	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$154 ~~$0~~ ~~$0~~ ~~$0~~ ~~$0~~ ~~$0~~ ~~$154~~	$154 **$189** **$6** **$201** **$3** **$1,070** **$1,623**

List of 2016 SHOPP Amendments
(Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs ($1,000)	
60 12-Ora-1 ~~4.7/14.1~~ **4.9/5.5** 2246 ~~1216000055~~ **1218000056** ~~0H150~~ **0H152**	~~In Laguna Beach and Newport Beach, from south of Vista Del Sol to Newport Coast Drive. Cold plane pavement and place rubberized hot mix asphalt concrete (RHMA).~~ **In Laguna Beach and Newport Beach, from 1,000 feet south of Vista Del Sol to Moss Street; also, from Ledroit Street to Newport Coast Drive (PM 10.5/14.1). Remove and replace existing pavement with Rubberized Hot Mix Asphalt (RHMA).** ~~36 Lane Mile(s)~~ **15.6 Lane Mile(s)**	19-20 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $3,200 ~~$0~~ ~~$2,950~~ $65 ~~$12,160~~ ~~$18,375~~	$0 $3,200 **$400** **$1,739** $65 **$7,071** **$12,475**
61 **12-Ora-1** **5.5/7.9** **2246A** **1218000057** **0H151**	**In Laguna Beach, from 7th Street to Moss Street. Remove and replace pavement and with Rubberized Hot Mix Asphalt (RHMA).** **9.5 Lane Mile(s)**	**20-21** **201.121**	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total		**$0** **$0** **$0** **$779** **$0** **$3,206** **$3,985**
62 **12-Ora-1** **7.9/10.5** **2246B** **1218000058** **0H153**	**In Laguna Beach, from south of Ruby Street to Ledroit Street. Remove and replace pavment with Rubberized Hot Mix Asphalt (RHMA).** **10.8 Lane Mile(s)**	**19-20** **201.121**	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total		**$0** **$0** **$0** **$832** **$0** **$3,473** **$4,305**
63 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 ADA standards. 187 Curb Ramp(s)	19-20 201.378	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,225 $1,825 ~~$1,450~~ $1,600 ~~$815~~ ~~$3,566~~ ~~$10,481~~	$1,225 $1,825 **$2,715** $1,600 **$2,100** **$8,328** **$17,793**
64 12-Ora-1 24.9 2527 1214000116 0N850	In Huntington Beach, at 6th Street; also in Seal Beach at Seal Beach Boulevard (PM 32.7). Modify traffic signals and install additional lighting. 47 Collision(s) Reduced	~~19-20~~ **18-19** 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$150 $412 ~~$221~~ ~~$386~~ ~~$67~~ ~~$835~~ ~~$2,071~~	$150 $412 **$750** **$490** **$172** **$960** **$2,934**

List of 2016 SHOPP Amendments
(Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs ($1,000)	
65 12-Ora-1 29.9/33.7 2499A 1215000149 0P590	In Huntington Beach, from Warner Avenue to Los Angeles County line. Upgrade ADA curb ramps, cold plane pavement, and place Rubberized Hot Mix Asphalt concrete (RHMA). 14.9 Lane Mile(s)	~~19-20~~ **20-21** 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$1,720 $2,932 $1,245 $2,358 $111 $8,770 $17,136	
66 12-Ora-22 R6.9 2930 1216000070 0P980	In Garden Grove, at westbound on ramp from Euclid Street. Overlay with open graded friction course. 17 Collision(s) Reduced	18-19 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$0 $381 $0 ~~$251~~ $0 ~~$430~~ ~~$1,062~~	$0 $381 $0 **$327** $0 **$559** **$1,267**
67 12-Ora-39 19.4 3279 1216000122 0Q290	In the city of La Habra, at Fashion Square Lane. Modify traffic signal and add lighting. 25 Collision(s) Reduced	18-19 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$185 ~~$320~~ $0 ~~$260~~ $10 ~~$709~~ ~~$1,484~~	$185 **$575** $0 **$400** $10 **$820** **$1,990**
68 12-Ora-73 24.0 4096R 1214000123 0N860	In Newport Beach, on the Route 73 southbound off-ramp to MacArthur Boulevard. Widen ramp, install traffic signal and guardrail. 82 Collision(s) Reduced	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$500 $1,500 ~~$30~~ ~~$1,052~~ ~~$19~~ ~~$4,202~~ ~~$7,303~~	$500 $1,500 **$130** **$1,531** **$388** **$7,347** **$11,396**
69 12-Ora-142 3.5/4.7 5380A 1214000095 0N730	In Brea, from east of Chino Hills State Park entrance to east of Olinda Drive. Storm water mitigation. 1.74 Acre(s) Treated/Pollutant	19-20 201.335	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	$456 ~~$800~~ $380 ~~$785~~ $200 ~~$3,100~~ ~~$5,721~~	$456 **$1,250** $380 **$920** $200 **$3,400** **$6,606**

List of 2016 SHOPP Amendments
(Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs ($1,000)		
70 12-Ora-405 6.9/10.3 4995A 1215000053 0P220	In Irvine and Costa Mesa, from Jamboree Road to Route 73. Replace existing temporary railing with permanent concrete barrier. 8 Collision(s) Reduced	18-19 201.010	PA&ED	$200	$200
			PS&E	$1,300	$1,300
			R/W Sup	$0	$0
			Con Sup	~~$1,000~~	**$1,200**
			R/W Cap	$0	$0
			Const Cap	~~$2,710~~	**$3,170**
			Total	~~$5,210~~	**$5,870**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 73

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31 - February 1, 2018

Reference No: 2.5a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP MINOR PROJECTS RESOLUTION FP-17-33**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $2,158,000 for two State Highway Operation and Protection Program (SHOPP) Minor projects?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of $2,158,000 for two SHOPP Minor projects.

BACKGROUND:

The attached vote list describes two SHOPP Projects totaling $2,158,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $1,838,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-302-0042 and 2660-302-0890 for construction and $320,000 for construction engineering for two SHOPP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	EA Project ID Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5a. Minor Projects				**Resolution FP-17-33**
1 $760,000 Shasta 02-Sha-5 3.4/21.4	In Shasta County, at various location on Routes 5 and 273 in Redding and Anderson. Install glare fence. **Outcome/Output:** Increase effectiveness of headlight screening to increase safety for the traveling public. (This project will be funded from the projected savings in the district's Minor Program.)	3H420 0217000109 SHOPP	001-0890 FTF 20.10.201.015 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.015	$120,000 $13,000 $627,000 $640,000
2 $1,398,000 Mono 09-Mno-395 63.5	In Mono County, about 12.0 miles north of Lee Vining at Virginia Lakes Road. **Outcome/Output:** Improve the operations and safety, improve sight distance and reduce the potential for left-turn collosions. (This is a substitute project for EA 09-35250.)	36420 0914000035 SHOPP	001-0890 FTF 20.10.201.015 2017-18 302-0042 SHA 302-0890 FTF 20.20.201.015	$200,000 $24,000 $1,174,000 $1,198,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 74

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No: 2.5b.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**
RESOLUTION FP-17-34

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $149,112,000 for 16 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 $149,112,000 for 16 SHOPP projects.

BACKGROUND:

The attached vote list describes 16 SHOPP Projects totaling $149,112,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $123,807,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-302-0042, 2660-302-0890 and Non-Budget Act Items 2660-802-0890, 2660-802-3290 for construction and $25,305,000 for construction engineering for 16 SHOPP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-34**
1 $3,019,000 Modoc 02-Mod-299 23.1/23.6	Near Alturas, from 0.3 mile west to 0.3 mile east of Caldwell Creek Bridge No. 03-0028. Outcome/Output: Construct a new bridge, realign creek channel to historic location, upgrade guardrail, and replace conform pavement. Performance Measure: Planned: 1, Actual: 1 Bridge(s) Preliminary Engineering Budget Expended PA&ED $572,000 $563,995 PS&E $704,000 $618,312 R/W Supp $90,000 $13,590 (CEQA - MND, 07/29/2016; Re-validation 10/12/2017) (NEPA - CE, 07/26/2016; Re-validation 10/12/2017) (Future consideration of funding approved under Resolution E-16-67; October 2016.) (EA 4F570, PPNO 02-3513 combined with EA 4F770, PPNO 02-3522 for construction under EA 4F77U, Project ID 0217000022.)	02-3513 SHOPP/17-18 CON ENG $985,000 CONST $1,850,000 0213000008 4 4F570	001-0890 FTF 20.10.201.111 2017-18 802-3290 RMRA 802-0890 FTF 20.20.201.111	$985,000 $1,017,000 $1,017,000 $2,034,000
2 $18,705,000 Modoc 02-Mod-299 24.5/33.5	Near Alturas, from 1.1 miles east of Caldwell Creek Bridge to 1.7 miles west of County Road 75. Outcome/Output: Rehabilitate pavement to improve the ride quality and service life of existing roadway. Performance Measure: Planned: 18.7, Actual: 18.7 Lane Miles Preliminary Engineering Budget Expended PA&ED $750,000 $806,198 PS&E $760,000 $651,971 R/W Supp $325,000 $110,170 (CEQA - MND, 07/29/2016; Re-validation 10/12/2017) (NEPA - CE, 07/26/2016; Re-validation 10/12/2017) (Future consideration of funding approved under Resolution E-16-67; October 2016.) (EA 4F770, PPNO 02-3522 combined with EA 4F570, PPNO 02-3513 for construction under EA 4F77U, Project ID 0217000022.)	02-3522 SHOPP/17-18 CON ENG $2,295,000 CONST $14,100,000 0213000031 4 4F770	001-0890 FTF 20.10.201.120 2017-18 802-3290 RMRA 802-0890 FTF 20.20.201.120	$2,295,000 $328,000 $16,082,000 $16,410,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				**Resolution FP-17-34**
3 $11,250,000 Shasta 02-Sha-5 R28.0/R29.0	Near the city of Shasta Lake, from 0.2 mile south to 0.9 mile north of Pitt River Bridge Overhead No. 06-0021. Outcome/Output: Overlay bridge deck, replace catwalk, repair cracks, and place Hot Mix Asphalt (HMA) and High Friction Surface Treatment (HFST). Performance Measure: Planned: 1, Actual: 1 Bridge(s) Preliminary Engineering / Budget / Expended PA&ED $596,000 $568,062 PS&E $1,100,000 $699,248 R/W Supp $70,000 $9,326 (CEQA - CE, 09/08/2016; Re-validation 12/11/2017) (NEPA - CE, 09/08/2016; Re-validation 12/11/2017)	02-3548 SHOPP/17-18 CON ENG ~~$1,900,000~~ **$1,950,000** CONST $9,300,000 0214000022 4 4G520	001-0890 FTF 20.10.201.119 2017-18 802-3290 RMRA 802-0890 FTF 20.20.201.119	$1,950,000 $4,650,000 $4,650,000 $9,300,000
4 $1,510,000 Sacramento 03-Sac-Var	In Sacramento County on Routes 51, 80, 99, 160, and 244 at various locations. Outcome/Output: Remove existing sign lighting and upgrade sign panels with higher reflective design. Performance Measure: Planned: 315, Actual: 239 Lighting Fixture(s) Preliminary Engineering / Budget / Expended PA&ED $113,000 $102,198 PS&E $300,000 $277,561 R/W Supp $11,000 $0 (CEQA - CE, 12/15/2016; Re-validation 11/14/2017) (NEPA - CE, 12/15/2016; Re-validation 11/14/2017)	03-3711 SHOPP/17-18 CON ENG ~~$267,000~~ **$310,000** CONST $1,105,000 0315000199 4 0H490	001-0890 FTF 20.10.201.170 2017-18 302-0042 SHA 802-0890 FTF 20.20.201.170	$310,000 $24,000 $1,176,000 $1,200,000
5 $3,833,000 Marin 04-Mrn-1 24.7	Near Olema, 1.8 miles south of Sir Francis Drake Boulevard. Outcome/Output: Replace failing culvert with a bridge. Performance Measure: Planned: 2, Actual: 1 Location(s) Preliminary Engineering / Budget / Expended PA&ED $400,000 $200,277 PS&E $3,720,000 $3,201,831 R/W Supp $100,000 $85,159 (CEQA - ND, 08/26/2016; Re-validation 12/11/2017) (NEPA - CE, 07/21/2016; Re-validation 12/11/2017) (Future consideration of funding approved under Resolution E-17-60; October 2017.)	04-0315D SHOPP/17-18 CON ENG ~~$700,000~~ **$833,000** CONST $2,650,000 0400020145 4 4S780	001-0042 SHA 001-0890 FTF 20.10.201.131 2017-18 802-3290 RMRA 802-0890 FTF 20.20.201.131	$17,000 $816,000 $833,000 $1,500,000 $1,500,000 $3,000,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-34**
6 $344,000 Monterey 05-Mon-101 53.2	In Greenfield, near Maple Avenue. Outcome/Output: This project is to provide landscape mitigation for safety project 05-1E050 which will remove fixed objects within the Clear Recovery Zone necessary to reduce the severity and number of collisions. Performance Measure: Planned: 0, Actual: 0 Collisions Reduced Preliminary Engineering Budget Expended PA&ED $0 $0 PS&E $407,000 $105,371 R/W Supp $18,000 $3,229 (CEQA - CE, 7/18/2014) (NEPA - CE, 7/18/2014)	05-2470Y SHOPP/17-18 CON ENG $246,000 CONST $122,000 0515000079 4 1E051	001-0890 FTF 20.10.201.015 2017-18 302-0042 SHA 802-0890 FTF 20.20.201.015	$246,000 $2,000 $96,000 $98,000
7 $4,029,000 Monterey 05-Mon-VAR	In and near Carmel, Monterey, and Seaside, on Routes 1 and 68 at various locations. Outcome/Output: Construct and install maintenance vehicle pullouts, thrie beam barrier openings in median, gates, surface treatment at areas beyond gore, relocate electroliers, and pull boxes. The project will improve safety for highway workers. Performance Measure: Planned: 63.0, Actual: 63.0 Location(s) Preliminary Engineering Budget Expended PA&ED $619,000 $618,033 PS&E $935,000 $868,523 R/W Supp $30,000 $6,616 (CEQA - CE, 6/27/2017) (NEPA - CE, 6/27/2017)	05-2458 SHOPP/17-18 CON ENG ~~$901,000~~ **$929,000** CONST $3,057,000 0513000022 4 1C990	001-0890 FTF 20.10.201.235 2017-18 302-0042 SHA 802-0890 FTF 20.20.201.235	$929,000 $62,000 $3,038,000 $3,100,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-34**
8 $4,070,000 Fresno 06-Fre-168 R36.0/65.4	Near Shaver Lake, from west of Prather Pond Road to west of Rancheria Creek Bridge. Outcome/Output: Rehabilitate existing deteriorated drainage systems by replacing, repairing and lining. Performance Measure: Planned: 22, Actual: 59 Drainage Systems Preliminary Engineering Budget Expended PA&ED $1,355,000 $1,729,231 PS&E $1,036,000 $0 R/W Supp $590,000 $392 (CEQA - MND, 6/26/2017; Re-validation 12/11/2017) (NEPA - CE, 6/26/2017; Re-validation 12/11/2017) (Future consideration of funding approved under Resolution E-17-63; October 2017.) (EA 0H11U, PPNO 06-6326 combined with EA 0U090, PPNO 06-6754 for construction under EA 0U09U, Project ID 0616000243.)	06-6326 SHOPP/17-18 CON ENG $1,370,000 CONST $6,000,000 0616000132 4 0H11U	001-0890 FTF 20.10.201.151 2017-18 802-3290 RMRA 802-0890 FTF 20.20.201.151	$1,370,000 $1,350,000 $1,350,000 $2,700,000
9 $11,625,000 Fresno 06-Fre-168 45.8/65.9	In and near Shaver Lake, from east of Warbler Lane to Kaiser Pass Road. Outcome/Output: Rehabilitate pavement to strengthen structural section and address asphalt cracking. This project will extend pavement service life and improve ride quality. Performance Measure: Planned: 40.2, Actual: 40.2 Lane Mile(s) Preliminary Engineering Budget Expended PA&ED $512,000 $516,328 PS&E $1,160,000 $1,025 R/W Supp $6,000 $0 (CEQA - MND, 6/26/2017; Re-validation 12/11/2017) (NEPA - CE, 6/26/2017; Re-validation 12/11/2017) (Future consideration of funding approved under Resolution E-17-63; October 2017.) (EA 0U090, PPNO 06-6754 combined with EA 0H11U, PPNO 06-6326 for construction under EA 0U09U, Project ID 0616000243.)	06-6754 SHOPP/17-18 CON ENG $1,125,000 CONST $12,700,000 0615000210 4 0U090	001-0890 FTF 20.10.201.121 2017-18 802-3290 RMRA 302-0890 FTF 20.20.201.121	$1,125,000 $210,000 $10,290,000 $10,500,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				**Resolution FP-17-34**
10 $27,042,000 Kern 06-Ker-58 R52.4/R55.5	In Bakersfield from Route 99 to Cottonwood Road. Outcome/Output: Rehabilitate pavement using Continuous Reinforced Concrete Pavement (CRCP) and construct auxiliary lane. This project will improve safety, ride quality, and traffic operations. Performance Measure: Planned: 10.4, Actual: 10.4 Lane Mile(s) Preliminary Engineering / Budget / Expended PA&ED $0 $0 PS&E $2,300,000 $2,286,562 R/W Supp $35,000 $6,208 (CEQA - CE, 9/17/2013; Re-validation 8/15/2017) (NEPA - CE, 9/17/2013; Re-validation 8/15/2017)	06-6678 SHOPP/17-18 CON ENG ~~$3,410,000~~ **$4,055,000** CONST $21,370,000 0614000009 4 0G851	001-0890 FTF 20.10.201.120 2017-18 802-3290 RMRA 802-0890 FTF 20.20.201.120	$4,055,000 $460,000 $22,527,000 $22,987,000
11 $28,372,000 Los Angeles 07-LA-5 8.2/20.4	In Los Angeles County, on various routes and at various locations. Outcome/Output: Repair and rehabilitate Ramp Metering System (RMS) and Vehicle Detection System (VDS) elements to increase the efficiency of the existing Traffic Management System (TMS). Work to be completed by Service Contract. Performance Measure: Planned: 602.0, Actual: 602.0 Field Elements Preliminary Engineering / Budget / Expended PA&ED $0 $0 PS&E $2,962,000 $283,931 R/W Supp $18,000 $0 (CEQA - CE, 4/13/2017) (NEPA - CE, 4/13/2017)	07-5247 SHOPP/17-18 CON ENG ~~$4,704,000~~ **$4,702,000** CONST $23,670,000 0717000172 4 34040	001-0890 FTF 20.10.201.315 2017-18 802-3290 RMRA 802-0890 FTF 20.20.201.315	$4,702,000 $473,000 $23,197,000 $23,670,000
12 $19,158,000 Los Angeles 07-LA-10 S0.2/47.7	In Los Angeles County, on various routes and at various locations. Outcome/Output: Repair and rehabilitate Ramp Metering System (RMS) elements, Vehicle Detection System (VDS) elements, and supporting communication system to increase the efficiency of the existing Traffic Management System (TMS). Work to be completed by Service Contract. Performance Measure: Planned: 384.0, Actual: 384.0 Field Elements Preliminary Engineering / Budget / Expended PA&ED $0 $0 PS&E $2,295,000 $396,129 R/W Supp $18,000 $0 (CEQA - CE, 4/12/2017) (NEPA - CE, 4/12/2017)	07-5246 SHOPP/17-18 CON ENG $3,645,000 CONST $15,515,000 0717000173 4 34050	001-0890 FTF 20.10.201.315 2017-18 802-3290 RMRA 802-0890 FTF 20.20.201.315	$3,645,000 $310,000 $15,203,000 $15,513,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				**Resolution FP-17-34**
13 $7,822,000 Mono 09-Mno-395 93.4/95.7	Near Bridgeport, from 0.3 mile south of Route 108 to 2 miles north of Route 108. Outcome/Output: Widen shoulders, install rumble strips, replace guardrail, improve roadway cross-slope and stopping sight distance, and install rock-fall protection to reduce the severity and number of collisions. Performance Measure: Planned: 28.0, Actual: 28.0 Collisions Reduced Preliminary Engineering Budget Expended PA&ED $270,000 $300,122 PS&E $1,962,000 $1,051,148 R/W Supp $286,000 $103,211 (CEQA - MND, 7/29/2015; Re-validation 8/29/2017) (NEPA - CE, 7/30/2015; Re-validation 8/29/2017) (Future consideration of funding approved under Resolution E-16-23; May 2016.)	09-0615 SHOPP/17-18 CON ENG ~~$1,100,000~~ **$1,310,000** CONST $5,455,000 0913000007 4 35780	001-0890 FTF 20.10.201.015 2017-18 302-0042 SHA 802-0890 FTF 20.20.201.015	$1,310,000 $130,000 $6,382,000 $6,512,000
14 $3,218,000 Mariposa 10-Mpa-140 22.1/25.3	Near Mariposa, from the north Junction of Route 140 and 49 to Whitlock Road. Outcome/Output: Rehabilitate pavement to strengthen structural section and address asphalt cracking. Performance Measure: Planned: 6.4, Actual: 6.4 Lane Mile(s) Preliminary Engineering Budget Expended PA&ED $208,000 $166,240 PS&E $611,000 $520,601 R/W Supp $2,000 $0 (CEQA - CE, 12/30/2015; Re-validation 11/28/2017) (NEPA - CE, 12/30/2015; Re-validation 11/28/2017)	10-4736 SHOPP/17-18 CON ENG ~~$314,000~~ **$375,000** CONST $3,126,000 1013000078 4 0G340	001-0890 FTF 20.10.201.121 2017-18 802-3290 RMRA 802-0890 FTF 20.20.201.121	$375,000 $57,000 $2,786,000 $2,843,000
15 $2,175,000 Tuolumne 10-Tuo-108 R16.1/R18.1	Near Long Barn, from Lyons Dam Road to 0.4 mile east of Long Barn Connection. Outcome/Output: Rehabilitate pavement to strengthen structural section and address asphalt cracking by overlaying with rubberized asphalt and repairing localized distressed areas of traveled lanes by grinding and asphalt replacement. This project will extend pavement service life and improve ride quality. Performance Measure: Planned: 4.0, Actual: 4.0 Lane Mile(s) Preliminary Engineering Budget Expended PA&ED $0 $0 PS&E $434,000 $319,434 R/W Supp $11,000 $0 (CEQA - CE, 8/3/1999; Re-validation 7/27/2017) (NEPA - CE, 8/3/1999; Re-validation 7/27/2017)	10-0126 SHOPP/17-18 CON ENG $333,000 CONST $2,046,000 1013000049 4 40160	001-0890 FTF 20.10.201.121 2017-18 802-3290 RMRA 302-0890 FTF 20.20.201.121	$333,000 $37,000 $1,805,000 $1,842,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1)	**SHOPP Projects**			**Resolution FP-17-34**
16 $2,940,000 San Diego 11-SD-52 3.9/6.6	In the city of San Diego from Route 805 to Route 163. Outcome/Output: Repair median erosion and implement storm water quality measures/mitigation to stabilize eroding soil and reduce sediment runoff. Performance Measure: Planned: 3.6, Actual: 3.6 Acres treated/ pollutant Preliminary Engineering / Budget / Expended PA&ED / $246,000 / $241,549 PS&E / $778,000 / $570,778 R/W Supp / $11,000 / $0 (CEQA - CE, 5/24/2016; Re-validation 9/8/2017) (NEPA - CE, 5/24/2016; Re-validation 9/8/2017)	11-1088 SHOPP/17-18 CON ENG $842,000 CONST $2,751,000 1113000044 4 29280	001-0890 FTF 20.10.201.335 2017-18 302-0042 SHA 802-0890 FTF 20.20.201.335	$842,000 $42,000 $2,056,000 $2,098,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 75

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No: 2.5b.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**
PA&ED, PS&E AND R/W SUPPORT
RESOLUTION FP-17-35

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $46.8 million for Project Approval and Environmental Document (PA&ED), Plans, Specifications and Estimate (PS&E) and Right-of-Way (R/W) support for 60 phases programmed in the 2016 State Highway Operation and Protection Program (SHOPP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation for the following phases for the amounts and number of projects listed below programmed in the 2016 SHOPP:

- $3.6 million for PA&ED for 5 projects
- $40.8 million for PS&E for 31 projects and
- $2.4 million for R/W support for 24 projects.

The attached list describes 60 SHOPP phases totaling $46.8 million for PA&ED, PS&E and R/W support costs that are ready now.

BACKGROUND:

The 2016 SHOPP details both support and construction capital for rehabilitation projects on the State Highway System. The passage of the Road Repair and Accountability Act (SB 1) necessitates that the Department and the Commission establish baseline budgets for each phase of each project in the 2016 SHOPP, and requires an allocation of each support phase on or after July 1, 2017.

FINANCIAL RESOLUTION:

Resolved, that $46.8 million be allocated for PA&ED, PS&E and R/W support for SHOPP projects described on the attached list.

Attachment

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-35**
Phase: PA&ED								
1	03-But-70	2293 0318000012	Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Restore and repair damaged roadway by raising the existing vertical alignment by approximately five feet and protecting the embankment against future flooding with Rock Slope Protection (RSP) or a retaining structure.	3H540	201.131	PA&ED	$1,700,000	$1,700,000
2	03-Sac-5	5870 0318000015	In Sacramento, Yolo, Placer, and Glenn Counties on Routes 5, 16, 45, 49, 50, 65, 80, 99, 113, and 174 at various locations. Install traffic operations elements such as queue warning systems, flashing beacons, and lighting, and modify existing signals to new standards.	3H570	201.010	PA&ED	$40,000	$40,000
3	03-Sac-Var	3855 0318000128	Near Paso Robles, at Route 46 West intersection with Vineyard Drive. Construct roundabout.	4H020	201.010	PA&ED	$330,000	$330,000
4	03-Yol-16	8668 0318000002	Near Esparto, west of Cache Creek Bridge No. 22 -0019. Install rock fall barrier to stabilize slope and minimize rock fall onto the traveled way.	3H460	201.131	PA&ED	$500,000	$500,000
5	08-SBd-215	3010E 0817000132	In the city of San Bernardino, from 0.2 mile south of Orange Show Road/ Auto Center Drive to 0.2 mile north of Inland Center Drive. Lane reconfiguration and pavement widening.	1H770	201.010	PA&ED	$1,065,000	$1,065,000
Total for PA&ED			**5 Requests**					**$3,635,000**

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-35**
Phase: PS&E								
6	01-Hum-299	2378 0113000099	Near Blue Lake, from north of Simpson Road to north of Chezem Road at various locations. Install erosion control Storm Water Mitigation measures at 3 locations. (The Department has determined this project is Categorically Exempt.)	0E030	201.335	PS&E	$880,000	$880,000
7	02-Plu-70	3599 0215000086	In Plumas and Lassen Counties, near Chilcoot, from west of Summit School Drive Road to Route 395 (Lassen PM 0.0/3.9). Roadway rehabilitation. (The Department has determined this project is Categorically Exempt.)	0H760	201.122	PS&E	$900,000	$900,000
8	04-Ala-13	0488Q 0414000003	In various cities, on Routes 13, 61, and 123 at various locations; also in Contra Costa County, on Route 123, at Eureka Avenue. Crosswalk safety enhancements. (The Department has determined this project is Categorically Exempt.)	0J470	201.015	PS&E	$1,393,000	$1,393,000
9	04-Ala-84	0448R 0414000287	In Oakland, San Leandro, Hayward and Fremont on Routes 84, 92, 112, 185 and 238 at various locations. Crosswalk safety enhancements. (The Department has determined this project is Categorically Exempt.)	1J600	201.015	PS&E	$657,000	$777,000
10	04-Ala-580	0480J 0414000009	Near Livermore, near Greenville Road at Greenville Overhead Bridge No. 33 -0121R. Rehabilitate westbound structure. (The Department has determined this project is Categorically Exempt.)	0J520	201.110	PS&E	$900,000	$900,000
11	04-SM-1	0482K 0413000444	Near Pigeon Point, at 0.3 mile north of the Santa Cruz County line. Construct Rock Slope Protection (RSP) and install drainage system. (The Department has determined this project is Categorically Exempt.)	0J210	201.131	PS&E	$165,000	$191,000
12	04-SM-Var	1489C 0415000222	On Routes 92, 101 and 280 in Daly City, San Bruno and San Mateo at four locations. Wet pavement conditions safety improvements. (The Department has determined this project is Categorically Exempt.)	3J900	201.010	PS&E	$500,000	$595,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-35**
13	05-SLO-46	2701 0517000017	Near Paso Robles, at Route 46 West intersection with Vineyard Drive. (The Department has determined this project is Categorically Exempt.)	1H930	201.010	PS&E	$1,895,000	$1,895,000
14	06-Fre-180	6766 0614000047	Near Squaw Valley, at Mill Creek Bridge No. 42-0080; also near Cedar Grove at South Fork Kings River Bridge No. 42 -0024 (PM 130.1). Bridge rail upgrade. (The Department has determined this project is Categorically Exempt.)	0Q900	201.112	PS&E	$923,000	$923,000
15	06-Ker-Var	6878 0616000133	In Kern, Tulare and Fresno Counties, on various routes and at various locations. Remove dead trees. (The Department has determined this project is Categorically Exempt.)	0U940	201.131	PS&E	$945,000	$750,000
16	06-Tul-190	3032A 0618000088	Near Porterville, from west of Route 65 to S. Plano Road. Landscape mitigation. (Future consideration of funding approved under Resolution E-16-71; October 2016.)	0S311	201.010	PS&E	$330,000	$330,000
17	07-LA-1	5239 0717000160	Near Needles, from 2.7 miles to 3.1 miles north of Havasu Lake Road. Widen shoulders and install ground-in rumble strips. (The Department has determined this project is Categorically Exempt.)	33980	201.010	PS&E	$1,040,000	$1,040,000
18	07-LA-57	4718 0714000067	In and near Diamond Bar, from the Orange County line to Route 60. Pavement rehabilitation. (G13 Contingency Project) (The Department has determined this project is Categorically Exempt.)	30450	201.122	PS&E	$9,900,000	$9,900,000
19	07-LA-101	4915 0715000277	Near Encino, at Encino Pedestrian Overcrossing. Replace pedestrian overcrossing. (The Department has determined this project is Categorically Exempt.)	31790	201.110	PS&E	$3,205,000	$3,205,000
20	07-LA-405	4724 0714000097	In Van Nuys, near Saticoy Street. Replace and install Weight In Motion System. (The Department has determined this project is Categorically Exempt.)	30510	201.321	PS&E	$983,000	$983,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-35**
21	08-Riv-215	3005N 0816000094	In Murrieta, from 0.2 mile north of Clinton Keith Road Overcrossing to 0.5 mile south of Scott Road Overcrossing. Install concrete barrier at edge of shoulder. (The Department has determined this project is Categorically Exempt.)	1G870	201.010	PS&E	$732,000	$732,000
22	08-Riv-Var	3006W 0817000074	In Riverside and San Bernardino Counties, on various routes and at various locations. Repair and replace vehicle detection equipment impacting the operations of the District TMC. (The Department has determined this project is Categorically Exempt.)	1H530	201.315	PS&E	$912,000	$1,000,000
23	08-SBd-10	3003F 0817000219	In Loma Linda and Redlands, from Richardson Street Overcrossing to 0.1 mile west of Wabash Avenue Overcrossing. Roadside safety improvements. (The Department has determined this project is Categorically Exempt.)	1C29U	201.235	PS&E	$695,000	$695,000
24	08-SBd-38	3008W 0817000232	At various locations, from Eagle Mountain Drive to Route 38/18 Separation. Sediment control and stabilization. (The Department has determined this project is Categorically Exempt.)	0R432	201.335	PS&E	$86,000	$86,000
25	08-SBd-95	3006H 0815000047	Near Needles, from Route 62 to 0.8 mile south of Route 40. Construct ground-in shoulder and centerline rumble strips. (The Department has determined this project is Categorically Exempt.)	1F780	201.010	PS&E	$700,000	$700,000
26	10-Mer-99	5431 1013000259	In and near Atwater, from 0.4 mile south of Buhach Road to south of Westside Boulevard. Roadway rehabilitation. (Future consideration of funding approved under Resolution E-17-74; December 2017.)	3A720	201.122	PS&E	$5,200,000	$5,200,000
27	10-Mpa-41	3158 1015000113	Near Fish Camp, from south of Miami Mountain Road to south of Yosemite National Park boundary; also, in Madera County (PM D0.639/D1.841). Rehabilitate culverts. (Future consideration of funding approved under Resolution E-17-74; December 2017.)	1E770	201.151	PS&E	$929,000	$929,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-35**
28	10-SJ-4	3198 1016000023	In Stockton, at Crosstown Freeway Viaduct No. 29-0269. Reconstruct hinge 32 (left and right) and three ramp joint seals. (The Department has determined this project is Categorically Exempt.)	1C860	201.119	PS&E	$848,000	$848,000
29	10-SJ-5	3235B 1018000078	In and near Lathrop, at Deuel Overhead No. 29-0262R/L. Improve to standard truck capacity. (The Department has determined this project is Categorically Exempt.)	1H342	201.322	PS&E	$925,000	$925,000
30	10-SJ-5	3235 1018000077	Near Lathrop, at Mathews Road Undercrossing 29-0218L. Improve to standard truck capacity. (The Department has determined this project is Categorically Exempt.)	1H341	201.322	PS&E	$300,000	$300,000
31	10-SJ-120	3120 1013000247	In and near Manteca, from east of McKinley Avenue to Route 99. Highway worker safety improvements. (The Department has determined this project is Categorically Exempt.)	0X710	201.235	PS&E	$723,000	$723,000
32	10-Sta-5	3209B 1018000068	At Northbound (NB) and Southbound (SB) Westley Safety Roadside Rest Area (SRRA). Transportation infrastructure improvement for zero-emission vehicle charging. (The Department has determined this project is Categorically Exempt.)	1G722	201.999	PS&E	$189,000	$189,000
33	10-Tuo-120	0335 1013000254	Near Buck Meadows, from Elder Lane to Yosemite National Park boundary. Pavement rehabilitation. (The Department has determined this project is Categorically Exempt.)	0E960	201.121	PS&E	$1,070,000	$1,158,000
34	11-SD-78	1125 1114000027	In Oceanside, from 0.8 mile to 0.6 mile west of College Boulevard. Stormwater mitigation and slope erosion repair. (The Department has determined this project is Categorically Exempt.)	41740	201.335	PS&E	$651,000	$757,400
35	11-SD-94	1177 1115000041	In the city of San Diego, from Spring Street to Route 54. Pavement rehabilitation. (The Department has determined this project is Categorically Exempt.)	42000	201.121	PS&E	$1,252,000	$1,252,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-35**
36	11-SD-Var	1221 1116000144	In San Diego County, at various locations. Apply methacrylate to bridge decks, replace joint seals, repair unsound concrete and replace approach slabs. (The Department has determined this project is Categorically Exempt.)	42690	201.119	PS&E	$663,000	$663,000
Total for PS&E			**31 Requests**					**$40,819,400**
Phase: R/W Sup								
37	01-Hum-299	2378 0113000099	Near Blue Lake, from north of Simpson Road to north of Chezem Road at various locations. Install erosion control Storm Water Mitigation measures at 3 locations.	0E030	201.335	R/W Sup	$89,000	$89,000
38	04-Ala-13	0488Q 0414000003	In various cities, on Routes 13, 61, and 123 at various locations; also in Contra Costa County, on Route 123, at Eureka Avenue. Crosswalk safety enhancements.	0J470	201.015	R/W Sup	$200,000	$200,000
39	04-Ala-84	0448R 0414000287	In Oakland, San Leandro, Hayward and Fremont on Routes 84, 92, 112, 185 and 238 at various locations. Crosswalk safety enhancements.	1J600	201.015	R/W Sup	$23,000	$23,000
40	04-SM-1	0482K 0413000444	Near Pigeon Point, at 0.3 mile north of the Santa Cruz County line. Construct Rock Slope Protection (RSP) and install drainage system.	0J210	201.131	R/W Sup	$165,000	$188,000
41	04-SM-Var	1489C 0415000222	On Routes 92, 101 and 280 in Daly City, San Bruno and San Mateo at four locations. Wet pavement conditions safety improvements.	3J900	201.010	R/W Sup	$10,000	$10,000
42	05-SLO-46	2701 0517000017	Near Paso Robles, at Route 46 West intersection with Vineyard Drive.	1H930	201.010	R/W Sup	$105,000	$105,000
43	06-Fre-180	6766 0614000047	Near Squaw Valley, at Mill Creek Bridge No. 42-0080; also near Cedar Grove at South Fork Kings River Bridge No. 42 -0024 (PM 130.1). Bridge rail upgrade.	0Q900	201.112	R/W Sup	$10,000	$10,000
44	06-Ker-Var	6878 0616000133	In Kern, Tulare and Fresno Counties, on various routes and at various locations. Remove dead trees.	0U940	201.131	R/W Sup	$30,000	$30,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-35**
45	07-LA-1	5239 0717000160	Near Needles, from 2.7 miles to 3.1 miles north of Havasu Lake Road. Widen shoulders and install ground-in rumble strips.	33980	201.010	R/W Sup	$16,000	$16,000
46	07-LA-57	4718 0714000067	In and near Diamond Bar, from the Orange County line to Route 60. Pavement rehabilitation. (G13 Contingency Project)	30450	201.122	R/W Sup	$10,000	$10,000
47	07-LA-101	4915 0715000277	Near Encino, at Encino Pedestrian Overcrossing. Replace pedestrian overcrossing.	31790	201.110	R/W Sup	$500,000	$500,000
48	08-Riv-215	3005N 0816000094	In Murrieta, from 0.2 mile north of Clinton Keith Road Overcrossing to 0.5 mile south of Scott Road Overcrossing. Install concrete barrier at edge of shoulder.	1G870	201.010	R/W Sup	$10,000	$10,000
49	08-Riv-Var	3006W 0817000074	In Riverside and San Bernardino Counties, on various routes and at various locations. Repair and replace vehicle detection equipment impacting the operations of the District TMC.	1H530	201.315	R/W Sup	$90,000	$90,000
50	08-SBd-10	3003F 0817000219	In Loma Linda and Redlands, from Richardson Street Overcrossing to 0.1 mile west of Wabash Avenue Overcrossing. Roadside safety improvements.	1C29U	201.235	R/W Sup	$30,000	$30,000
51	08-SBd-38	3008W 0817000232	At various locations, from Eagle Mountain Drive to Route 38/18 Separation. Sediment control and stabilization.	0R432	201.335	R/W Sup	$50,000	$50,000
52	08-SBd-95	3006H 0815000047	Near Needles, from Route 62 to 0.8 mile south of Route 40. Construct ground-in shoulder and centerline rumble strips.	1F780	201.010	R/W Sup	$30,000	$30,000
53	10-Mer-99	5431 1013000259	In and near Atwater, from 0.4 mile south of Buhach Road to south of Westside Boulevard. Roadway rehabilitation. (G13 Contingency Project)	3A720	201.122	R/W Sup	$677,000	$677,000
54	10-Mpa-41	3158 1015000113	Near Fish Camp, from south of Miami Mountain Road to south of Yosemite National Park boundary; also, in Madera County (PM D0.639/D1.841). Rehabilitate culverts.	1E770	201.151	R/W Sup	$84,000	$84,000

2.5 Highway Financial Matters

No.	Dist-Co-Route	PPNO Project ID	Location/Description	EA	Program Code	Phase	Programmed Amount	Allocation Amount
2.5b.(2)	**Support Allocations for SHOPP Projects**							**Resolution FP-17-35**
55	10-SJ-4	3198 1016000023	In Stockton, at Crosstown Freeway Viaduct No. 29-0269. Reconstruct hinge 32 (left and right) and three ramp joint seals.	1C860	201.119	R/W Sup	$37,000	$37,000
56	10-SJ-5	3235B 1018000078	In and near Lathrop, at Deuel Overhead No. 29-0262R/L. Improve to standard truck capacity.	1H342	201.322	R/W Sup	$70,000	$70,000
57	10-Sta-5	3209B 1018000068	At Northbound (NB) and Southbound (SB) Westley Safety Roadside Rest Area (SRRA). Transportation infrastructure improvement for zero-emission vehicle charging.	1G722	201.999	R/W Sup	$6,000	$6,000
58	10-Tuo-120	0335 1013000254	Near Buck Meadows, from Elder Lane to Yosemite National Park boundary. Pavement rehabilitation.	0E960	201.121	R/W Sup	$55,000	$55,000
59	11-SD-78	1125 1114000027	In Oceanside, from 0.8 mile to 0.6 mile west of College Boulevard. Stormwater mitigation and slope erosion repair.	41740	201.335	R/W Sup	$50,000	$55,000
60	11-SD-94	1177 1115000041	In the city of San Diego, from Spring Street to Route 54. Pavement rehabilitation.	42000	201.121	R/W Sup	$10,000	$10,000
Total for R/W Sup			**24 Requests**					**$2,385,000**
Grand Total			**60 Requests**					**$46,839,400**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 76

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No: 2.5c.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMININSTERED STIP PROJECTS OFF THE STATE HIGHWAY SYSTEM**
RESOLUTION FP-17-36

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $1,423,000 for four projects programmed in the State Transportation Improvement Program (STIP)?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $1,423,000 for four projects programmed in the STIP, as follows:

- $1,356,000 for two STIP projects and
- $67,000 for two STIP Programming, Planning, and Monitoring projects.

BACKGROUND:

The attached vote list describes four STIP projects totaling $1,423,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $1,423,000 be allocated from the Budget Act of 2016, Budget Act Item 2660-101-0042 for four locally administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a)	**Locally Administered STIP Project Off the State Highway System**			**Resolution FP-17-36**
1 $732,000 City of Yreka SCLTC 02-Siskiyou	Oregon Street Rehabilitation. In Yreka on Oregon Street from Miner Street to No. end. Rehabilitate approximately 3,750 linear feet of roadway. (CEQA - CE, 9/28/2017.) (Right of Way Certification - 10/9/2017.) (Agency is requesting additional funds for cost escalation and additional necessary pedestrian facilities identified during the design process. Additional $135,000 for the project was approved by the Siskiyou County Local Transportation Commission and will come from its County shares.) Outcome/Output: The rehabilitation of approximately 3,750 linear feet of the pavement surface will extend the useful life of the facility for 10-15 years before costly and difficult full reconstruction of the roadway is required.	02-2518 RIP/17-18 CONST ~~$597,000~~ **$732,000** 0216000023 S	2016-17 101-0042 SHA 20.30.600.621	$732,000
2 $624,000 City of Willows GCTC 03-Glenn	Sycamore Street Rehabilitation. Within the city limits of Willows from Lassen Street to Tehama Street. Resurface roadway, complete curb, gutter and sidewalk improvements in the area and reconstruct pedestrian ramp. (CEQA - CE, 11/28/2017.) (Contribution from other sources: $248,000.) Right of Way Certification: 11/29/2017 (Time Extension for FY 16-17 CONST expires on 02/28/2018.) Outcome/Output: Pedestrian usage will be improved through repair of sidewalks and implementation of ADA compliant curb ramps. Roadway drainage will be improved through replacement of dilapidated curb and gutters. The roadway resurfacing will provide a new lifecycle for the roadway.	03-1322 RIP/16-17 CONST $624,000 0317000299 S	2016-17 101-0042 SHA 20.30.600.621	$624,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-17-36**
1 $57,000 Plumas County Transportation Commission PCTC 02-Plumas	Planning, Programming and Monitoring	02-2057 RIP/17-18 CONST $57,000 0218000086 S	2016-17 101-0042 SHA 20.30.600.670	$57,000
2 $10,000 Trinity County Transportation Commission TrinityCTC 02-Trinity	Planning, Programming and Monitoring	02-2066 RIP/17-18 CONST $10,000 0218000090 S	2016-17 101-0042 SHA 20.30.600.670	$10,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 77

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.5s.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR THE SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM PROJECT**
RESOLUTION LPP-A-1718-01

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $907,000 for the 7th Street Grade Separation (East) project (PPNO 2103D) programmed in the Local Partnership Program (LPP)?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $907,000 for the 7th Street Grade Separation (East) project (PPNO 2103D) programmed in the LPP.

BACKGROUND:

The attached vote list describes one LPP project totaling $907,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved that $907,000 be allocated from the Budget Act of 2017, Non-Budget Act Item 2660-601-3290 for the locally administered LPP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5s.(1)	**Local Partnership Program**			**Resolution LPP-A-1718-01**
1 $907,000 Alameda County Transportation Commission MTC 04-Alameda	7th Street Grade Separation (East). Within the Port of Oakland along 7th Street, beginning on the east side of the intersection of 7th Street and Maritime Street and continuing toward, and concluding west of I-880. The reconstruction of the existing underpass, multi-use path, and tracks and other rail infrastructure at the Union Pacific Railroad (UPRR) mainline. (Contribution from other sources: $6,593,000.) (Concurrent Local Partnership Program - Programming Amendment under Resolution G-18-04; January 2018.) Outcome/Output: Grade separations/ rail crossing improvements	04-2103D LPP/17-18 PA&ED $907,000 0418000252 S	2017-18 601-3290 RMRA 20.30.210.200	$907,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 78

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.1c.(5)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **TRADE CORRIDORS IMPROVEMENT FUND BASELINE AGREEMENT AMENDMENT RESOLUTION TCIF-P-1718-09, AMENDING RESOLUTION TCIF-P-1112-40**

ISSUE:

Should the California Transportation Commission (Commission) approve a Project Baseline Agreement Amendment for Proposition 1B Trade Corridors Improvement Fund (TCIF) Project 68, Segment 2: State Route 11 and Commercial Vehicle Enforcement Facility (CVEF) (PPNO 0999B) in San Diego County to program $7,825,000 in TCIF regional savings to segmented project Segment 2A: SR 11- Construct 4-lane highway project (PPNO 0999D).

RECOMMENDATION:

The California Department of Transportation (Department) and the San Diego Association of Governments (SANDAG) recommend the Commission amend the TCIF Project Baseline Agreement and establish it as the basis for project delivery and monitoring.

The proposed amendment will program $7,825,000 in TCIF funds to Construction Support on TCIF Project 68, Segment 2A: SR 11- Construct 4-lane highway project (PPNO 0999D) in San Diego County.

BACKGROUND:

The Route 11 CVEF project – Segment 2 scope consists of constructing a four-lane highway, including the Siempre Viva Interchange, the CVEF and the tolling and border wait time systems. When completed (along with the new Otay Mesa Port of Entry), the project will increase capacity to the regional border-crossing infrastructure and also create a link between the United States regional highway system and the Mexico free-and-toll road system.

Segment 2A includes the four-lane highway portion of Segment 2 at a construction cost estimate of $60,453,000. The project is currently in the design phase and will be ready for project delivery in early Fiscal Year 2018-19. In April 2016, the Department received a $49,278,000 federal grant from the Nationally Significant Freight and Highway Projects (NSFHP) program, as established by the Federal Highway Administration's FAST Act, for construction of this segment. In a concurrent request on this month's agenda, the Department is asking approval for the programming of

$3,350,000 in Border Infrastructure Program (BIP) funding (from the enacted Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Program) for Construction Support.

In order to fully fund the Construction Support component, it is proposed to program $7,825,000 in TCIF funds from regional savings. The proposed funding plan is as follows:

Revise Segment 2A: State Route 11 – Construct 4-lane highway project (PPNO 0999D)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
San Diego County	11	0999D	5636	CO	2018-19	1.2	2.7	11

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans
	R/W	Caltrans	**CON**	Caltrans

RTPA/CTC:	San Diego Association of Governments
Project Title:	Route 11 - Enrico Fermi Drive to Otay Mesa Port of Entry
Location:	On Route 11 from 0.1 mile west of Enrico Fermi Drive to 1.2 mile east of Enrico Fermi Drive.
Description:	Construct 4-lane highway

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	16/17	17/18	18/19	19/20	20/21+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Federal Discretionary (FAST Act) Grant													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	49,278	0	0	0	49,278	0	0	0	49,278	0	0	0	0
Proposed	**49,278**	**0**	**0**	**0**	**49,278**	**0**	**0**	**0**	**49,278**	**0**	**0**	**0**	**0**
Federal Discretionary (Coordinated Border Infrastructure - SAFETEA-LU) - Proposed													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	3,350	0	0	0	3,350	0	0	0	0	0	0	0	3,350
Proposed	**3,350**	**0**	**0**	**0**	**3,350**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,350**
Trade Corridors Improvement Fund (TCIF) - Proposed													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	7,825	0	0	0	7,825	0	0	0	0	0	0	0	7,825
Proposed	**7,825**	**0**	**0**	**0**	**7,825**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7,825**
Total													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	60,453	0	0	0	60,453	0	0	0	49,278	0	0	0	11,175
Proposed	**60,453**	**0**	**0**	**0**	**60,453**	**0**	**0**	**0**	**49,278**	**0**	**0**	**0**	**11,175**

RESOLUTION TCIF-P-1718-09, AMENDING RESOLUTION TCIF-P-1112-40:

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1B Trade Corridors Improvement Fund Baseline Agreement for TCIF Project 68, Segment 2A: SR 11- Construct 4-lane highway project (PPNO 0999D) in San Diego County, in accordance with the changes described and illustrated above.

M e m o r a n d u m

Tab 79

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31 - February 1, 2018

Reference No.: 4.16
Action

Published Date: January 19, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Teri Anderson, P.E.
Assistant Deputy Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND PROGRAM AMENDMENT - ADD THE STATE ROUTE 99 AUXILIARY LANES PROJECT INTO THE PROGRAM - RESOLUTION TCIF P-1718-07**

ISSUE:

Should the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund Program to add the State Route 99 Auxiliary Lanes Project (Project), from the Interstate 5 (I-5) Connector to West Elkhorn Blvd Overcrossing in Sacramento County, as Trade Corridors Improvement Fund Project 127 at a cost of $900,000 in Trade Corridors Improvement Funds?

RECOMMENDATION:

Commission staff recommends that the Commission approve the proposed Trade Corridors Improvement Fund Program Amendment to add into the Trade Corridors Improvement Fund Program Project 127, the State Route 99 Auxiliary Lanes Project.

BACKGROUND:

With the support of the Northern California Trade Corridors Coalition, the Sacramento Area Council of Governments proposes to amend the Trade Corridors Improvement Fund Program by including the State Route 99 Auxiliary Lanes Project as Project 127.

The proposed Project will construct auxiliary lanes on State Route 99 (SR 99) in the northbound direction between the southbound I-5 to northbound SR 99 connector and the off-ramp to West Elkhorn Blvd and in the southbound direction between the westbound West Elkhorn Blvd loop on-ramp and the southbound SR 99 to northbound I-5 connector.

I-5 and SR 99 provide intraregional freight network connectivity within the greater Sacramento Metropolitan area, as well as interregional freight network connectivity between greater Sacramento and the San Francisco Bay Area Regions. The purpose of this project is to reduce congestion on SR 99 in Sacramento County by adding auxiliary lanes to improve merging by reducing weaving conflicts between traffic from I-5 connector ramps and SR 99 mainline traffic exiting to and entering from West Elkhorn Blvd. This project will improve goods movement and

air quality by decreasing existing and forecasted vehicle idle and delay caused by recurrent congestion on SR 99 in Sacramento County.

RESOLUTION TCIF P-1718-07

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Program by adding the State Route 99 Auxiliary Lanes Project from the I-5 Connector to West Elkhorn Blvd Overcrossing in Sacramento County as Project 127.

Attachments:

- Attachment A: Trade Corridors Improvement Fund Consensus Letter

METROPOLITAN
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Deputy Executive Director, Operations

June 29, 2017

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

Dear ~~Ms. Bransen~~ Susan:

The Northern California Trade Corridors Coalition (Coalition) supports the Sacramento Area Council of Governments' (SACOG), Placer County Transportation Planning Agency (PCTPA), and Caltrans's two projects, the I-80/SR-65 Interchange Phase 1 project, and the SR-99 West Elkhorn Auxiliary Lanes at I-5 project.

I-80/SR-65 Interchange Phase 1 Project

PCTPA and Caltrans request programming of the I-80/SR-65 Interchange Phase 1 project in the Proposition 1B Trade Corridors Improvement Fund (TCIF) Northern California program. The project will add a third northbound lane on SR-65 and improve the Galleria Blvd. ramps to eliminate a pinch point and improve the merge from I-80 to SR-65. I-80 is a major interstate freight route and is also on the National Highway Freight Network. The total project construction cost is $44 million, and the sponsors request $3.6 million in TCIF to fully fund the project.

SR-99 West Elkhorn Auxiliary Lanes at I-5

SACOG and Caltrans request programming the SR-99 West Elkhorn Auxiliary Lanes at I-5 project in Northern California's TCIF program. The project would add north- and southbound auxiliary lanes on SR-99 from the I-5 junction to West Elkhorn Blvd. to increase merge length and reduce congestion. Both I-5 and SR-99 are major freight routes supporting nearby agricultural hubs, as well as the Sacramento Airport and the Port of West Sacramento. The total project cost is $7.4 million, and the sponsors request $0.9 million in TCIF to fully fund the project.

The Coalition supports the proposed projects in the Northern California TCIF program. The Coalition recommends that sponsors work with the CTC and Caltrans to program and approve baseline amendment for consideration at the August or October 2017 CTC meeting.

Should you have any questions regarding the Coalition's position, please contact Kenneth Kao, Coalition Coordinator, at (415) 778-6768, or via email at kkao@mtc.ca.gov.

Sincerely,

Anne Richman

Anne Richman
Director, Programming and Allocations

AR: KK
J:\PROJECT\Funding\Infastructure Bond\I-Bond\TCIF - Trade Corridors\Applications\Amendments\SACOG - Jul 17\Ltr-Coalition SACOG 80-65 99-5 Support.docx

M e m o r a n d u m

Tab 80

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31 - February 1, 2018

Reference No.: 4.17
Action

Published Date: January 19, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Teri Anderson, P.E.
Assistant Deputy Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND - APPROVE THE BASELINE AGREEMENT FOR THE STATE ROUTE 99 AUXILIARY LANES PROJECT - RESOLUTION TCIF P-1718-08B**

ISSUE:

Should the California Transportation Commission (Commission) approve the Project Baseline Agreement for the Trade Corridors Improvement Fund Project 127, the State Route 99 Auxiliary Lanes Project (Project), from the Interstate 5 (I-5) Connector to West Elkhorn Blvd Overcrossing in Sacramento County?

RECOMMENDATION:

Commission staff recommends that the Commission approve the Trade Corridors Improvement Fund Project Baseline Agreement and establish this agreement as the basis for project delivery and monitoring for Trade Corridors Improvement Fund Project 127, the State Route 99 Auxiliary Lanes Project.

BACKGROUND:

In accordance with the Commission's Trade Corridors Improvement Fund Guidelines, the project's sponsor agency, the Sacramento Area Council 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 Trade Corridors Improvement Fund Guidelines, and includes the required signatures.

RESOLUTION TCIF P-1718-08B

Be it Resolved, that the California Transportation Commission does hereby approve the Project Baseline Agreement for Trade Corridors Improvement Fund Project 127, the State Route 99 Auxiliary Lanes Project from I-5 Connector to West Elkhorn Blvd Overcrossing in Sacramento County.

Memorandum

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To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31 - February 1, 2018

Reference No.: 4.18
Action

Published Date: January 19, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Teri Anderson, P.E.
Assistant Deputy Director

Subject: **STATE ROUTE 99 BOND PROGRAM AMENDMENT – ADD THE STATE ROUTE 99 AUXILIARY LANES PROJECT INTO THE PROGRAM - RESOLUTION R99-P-1718-02**

ISSUE:

Should the California Transportation Commission (Commission) amend the State Route 99 (SR 99) Bond Program to add the State Route 99 Auxiliary Lanes Project from Interstate 5 (I-5) Connector to West Elkhorn Blvd Overcrossing in Sacramento County as SR 99 Bond Program Project 24 at a cost of $5,295,000 in SR 99 funds?

RECOMMENDATION:

Commission staff recommends that the Commission approve the proposed SR 99 Program Amendment to add into the SR 99 Program the State Route 99 Auxiliary Lanes Project as Project 24.

BACKGROUND:

The Department of Transportation (Department) and the Sacramento Area Council of Governments propose to amend the SR 99 Program by including the State Route 99 Auxiliary Lanes Project.

The proposed Project will construct auxiliary lanes on SR 99 in the northbound direction between the southbound I-5 to northbound SR 99 connector and the off-ramp to West Elkhorn Blvd and in the southbound direction between the westbound West Elkhorn Blvd loop on-ramp and the southbound SR 99 to northbound I-5 connector.

I-5 and SR 99 provide intraregional freight network connectivity within the greater Sacramento Metropolitan area, as well as interregional freight network connectivity between greater Sacramento and the San Francisco Bay Area Regions. The purpose of this project is to reduce congestion on SR 99 in Sacramento County by adding auxiliary lanes to improve merging by reducing weaving conflicts between traffic from I-5 connector ramps and SR 99 mainline traffic exiting to and entering from West Elkhorn Boulevard. This project will improve goods movement

and air quality by decreasing existing and forecasted vehicle idle and delay caused by recurrent congestion on SR 99 in Sacramento County.

RESOLUTION R99-P-1718-02

Be it Resolved, that the California Transportation Commission does hereby amend the SR 99 Bond Program by adding the SR 99 Auxiliary Lanes Project from the I-5 Connector to West Elkhorn Blvd Overcrossing in Sacramento County as Project 24.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31 - February 1, 2018

Reference No.: 4.19
Action

Published Date: January 19, 2018

From: SUSAN BRANSEN
Executive Director

Prepared By: Teri Anderson, P.E.
Assistant Deputy Director

Subject: **STATE ROUTE 99 BOND PROGRAM - APPROVE THE BASELINE AGREEMENT FOR THE STATE ROUTE 99 AUXILIARY LANES PROJECT – RESOLUTION R99-P-1718-03**

ISSUE:

Should the California Transportation Commission (Commission) approve the Project Baseline Agreement for the State Route 99 (SR 99) Bond Program for Project 24, State Route 99 Auxiliary Lanes Project from Interstate 5 (I-5) Connector to West Elkhorn Blvd Overcrossing in Sacramento 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 Sacramento Area Council 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-1718-03

Be it Resolved, that the California Transportation Commission does hereby approve the Project Baseline Agreement for the SR 99 Program Project 24, the SR 99 Auxiliary Lanes Project from the I-5 Connector to West Elkhorn Blvd Overcrossing in Sacramento County.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 83

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No: 2.5g.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR A STATE ADMINISTERED MULTI-FUNDED PROPOSITION 1B STATE ROUTE 99/TRADE CORRIDOR IMPROVEMENT FUND PROJECT**
RESOLUTION R99-AA-1718-02
RESOLUTION TCIF-A-1718-03

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $5,400,000 for the State administered multi-funded Proposition 1B State Route 99 (SR99)/Trade Corridor Improvement Fund (TCIF) State Route 99 Auxiliary Lanes Project, from I-5 Connector to West Elkhorn Boulevard Overcrossing project (PPNO 6928/TCIF Project 127), in Sacramento County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of $5,400,000 for the State administered multi-funded Proposition 1B SR99/TCIF State Route 99 Auxiliary Lanes Project, from I-5 Connector to West Elkhorn Boulevard Overcrossing project (PPNO 6928/TCIF Project 127), in Sacramento County.

BACKGROUND:

The attached vote list describes one State administered multi-funded Proposition 1B SR99/TCIF project totaling $5,400,000. The Department is ready to proceed with this project and is requesting an allocation at this time. The allocation is contingent upon the approval of a budget revision by the Department of Finance.

FINANCIAL RESOLUTION:

Resolved that $3,300,000 be allocated from the Budget Act of 2016, Budget Act Item 2660-304-6072, and $900,000 be allocated from the Budget Act of 2016, Budget Act Item 2660-304-6056 for construction and $1,200,000 for construction engineering for the State administered multi-funded Proposition 1B SR99/TCIF project described in the attached vote list.

Be it further resolved, that a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B State Route 99 Program and Trade Corridor Improvement Fund.

Attachment

2.5 Highway Financial Matters

Project # / Allocation Amount / Recipient / RTPA/CTC / County / Dist-Co-Rte / Postmile	Project Title / Location / Project Description / Project Support Expenditures	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5g.(2)	**Multi-Funded Proposition 1B SR99/TCIF Project**			**Resolution R99-A-1718-02** **Resolution TCIF-A-1718-03**
1 $5,400,000 Department of Transportation SACOG Sacramento 03-Sac-99 32.5/33.5	**State Route 99 Auxiliary Lanes Project, from I-5 Connector to West Elkhorn Boulevard Overcrossing**. In the city of Sacramento from the I-5 Connector to the West Elkhorn Boulevard overcrossing. Construct auxiliary lanes. (TCIF Project 127) Final Project Development: N/A Final Right of Way: N/A (CEQA - CE, 12/28/2017.) (Concurrent Proposition 1B State Route 99 and TCIF Programming Amendments under Resolution R99-P-1718-02 and Resolution TCIF-P-1718-07; January 2018.) (Concurrent Proposition 1B State Route 99 and TCIF Baseline Agreements under Resolution R99-P-1718-03 and Resolution TCIF-P-1718-08B; January 2018.) (Right of Way Certification 1: 7/28/2017.) Outcome/Output: Increase the number of daily vehicles from 53,000 to 79,000 per day and the number of 5+ axle trucks from 2,200 to 3,200 per day in 2035. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.**	03-6928 SR99/2017-18 CON ENG $1,200,000 CONST $3,300,000 TCIF/2017-18 CONST $900,000 0316000141 4 1H380	004-6072 SR99 20.10.722.000 2016-17 304-6072 SR99 20.20.722.000 2016-17 304-6056 TCIF 20.20.723.000	$1,200,000 $3,300,000 $900,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 84

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No: 2.5w.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS RESOLUTION FATP-1718-11**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $12,715,000 for 32 projects programmed in the Active Transportation Program (ATP)?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $12,715,000 for 32 projects programmed in the ATP, as follows:

- $4,931,000 for 16 ATP projects and
- $7,784,000 for 16 ATP projects (SB1 Augmentation).

BACKGROUND:

The attached vote list describes 32 ATP projects totaling $12,715,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $12,715,000 be allocated from the Budget Act of 2016 and 2017, Budget Act Items 2660-108-0042, 2660-108-0890 and 2660-108-3290 for 32 ATP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a)	**Active Transportation Program Projects**			**Resolution FATP-1718-11**
1 $140,000 City of Rio Dell HCAOG 01-Humboldt	**K-8 Schools Safe Routes to School Safety Improvement and Community Outreach Project**. Install curb ramps, buffered bike lanes, striping, sidewalk and crosswalk improvements and modifications to calm traffic. Implement a program to educate students about active transportation and safety. (Statewide) (CEQA - NOE, 04/04/2017.) (PPNO 01-2443A is the Infrastructure component to PPNO 01-2443B) Outcome/Output: Create safe non-motorized , pedestrian, and bicycle infrastructure throughout the project area.	01-2443A ATP/17-18 PS&E $140,000 0116000084 S	2016-17 108-0042 SHA 20.30.720.100	$140,000
2 $184,000 Mendocino Council of Governments MCOG 01-Mendocino	**Covelo State Route 162 Corridor Multi - Purpose Trail Phase 1 (Infrastructure)**. Construct a multi-use Class I trail, 10 feet wide with 2 foot shoulders. Phase I will run parallel to SR 162 from Howard Street to Biggar Lane (1.05 miles), and east-west connecting to Henderson Lane (0.5 mile). (Statewide) (CEQA - MND, 12/04/2017.) (Concurrent Consideration of Funding under Resolution E-18-08; January 2018.) (PPNO 4610B in the infrastructure component to PPNO 4610A.) (Time extension for FY 15-16 PS&E expires on 12/31/2017) Outcome/Output: Reduce potential conflicts between bicyclists, pedestrians and vehicles within the SR162 corridor and increase mobility options in the community. This project will provide both safety and public health benefits by removing non-motorized traffic from the vehicle lanes.	01-4610B ATP/15-16 PS&E $184,000 0115000023 S	2016-17 108-0042 SHA 20.30.720.100	$184,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a)	**Active Transportation Program Projects**			**Resolution FATP-1718-11**
3 $40,000 Mendocino Council of Governments MCOG 01-Mendocino	**State Route 162 Corridor Multi - Purpose Trail - Phase II** . Construct a Class I multi-purpose paved trail (10 feet wide with 2 foot shoulders) along the State Route 162. (Statewide) (CEQA - MND, 12/04/2017.) (Concurrent Consideration of Funding under Resolution E-18-08; January 2018.) Outcome/Output: Provide Class I multi-use class I trail for pedestrians and bicyclists.	01-4632 ATP/17-18 PS&E $40,000 0116000079 S	2016-17 108-0042 SHA 20.30.720.100	$40,000
4 $352,000 Sacramento County SACOG 03-Sacramento	**Power Inn Road Sidewalk Improvements**. Power Inn Road from 450 feet south of Loucreta Drive to Florin Road. Construct continuous sidewalks and bike lanes; installation of street lights and traffic signal modification at the intersection of Power Inn Road and Florin Road. (Statewide) (CEQA - MND, 11/14/2017) (NEPA - CE, 12/01/2017) (Concurrent Consideration of Funding under Resolution E-18-13, January 2018.) (Contribution from other sources: $49,000.) Outcome/Output: Improve safety access for children and residents to nearby schools and surrounding commercial services; reduce number of accidents.	03-1684 ATP/17-18 PS&E $159,000 R/W $193,000 0316000104 S	2016-17 108-0890 FTF 108-0890 FTF 20.30.720.100	$159,000 $193,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a)	**Active Transportation Program Projects**			**Resolution FATP-1718-11**
5 $639,000 City of Woodland SACOG 03-Yolo	**West Woodland Safe Routes to School** . Various streets on the west side of Woodland, including West Woodland Avenue, California Street, and West Court Street. Provide gap closures on bicycle and pedestrian networks to access schools, parks, and other facilities. (MPO) (CEQA - CE, 11/07/2017.) (NEPA - CE, 11/15/2017) (Contribution from other sources: $1,693,000.) Right of Way Certification 1: 12/11/2017 Outcome/Output: ADA compliant curb ramps installed along SRTS route and signage, striping and pavement markings for new bike lanes.	03-1923 ATP/17-18 CONST $639,000 0316000160 S	2016-17 108-0890 FTF 20.30.720.100	$639,000
6 $250,000 Alameda County Public Works Agency MTC 04-Alameda	**Castro Valley Elementary Safe Routes to School**. Installing sidewalks, curbs, gutters, & crosswalks. (MPO) (CEQA - CE, 08/23/2017.) (NEPA - CE, 11/09/2017) (Contribution from local match funds: $60,000.) Outcome/Output: Provide a safety pedestrian environment for children and parents walking to and from the Castro Valley Elementary School	04-2190S ATP/17-18 PS&E $250,000 0418000118 S	2016-17 108-0890 FTF 20.30.720.100	$250,000
7 $300,000 Alameda County Public Works Agency MTC 04-Alameda	**Stanton Elementary School Safe Routes to School**. Installing sidewalks, curbs, gutters, crosswalks & Class III bike routes. (MPO) (CEQA - CE, 08/23/2017.) (NEPA - CE, 11/09/2017) (Contribution from local match funds: $94,000.) Outcome/Output: Provide a safety pedestrian environment for childrend and parents walking to and from the Stanton Elementary School.	04-2190U ATP/17-18 PS&E $300,000 0418000117 S	2016-17 108-0890 FTF 20.30.720.100	$300,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a)	**Active Transportation Program Projects**			**Resolution FATP-1718-11**
8 $560,000 Contra Costa County MTC 04-Contra Costa	**Rio Vista Elementary School Pedestrian Connection Project**. Install 525 feet of sidewalk, curb, gutter, and bike lane on the north side of Pacifica Avenue. This will include pavement repair and widening of the road embankment. (Statewide) (CEQA - CE, 10/07/2015.) (Right of Way Certification: 08/21/2017) Outcome/Output: Safety improvements for pedestrians and cyclists.	04-2124A ATP/17-18 CONST $560,000 0417000277 S	2016-17 108-0042 SHA 20.30.720.100	$560,000
9 $5,000 City of Santa Barbara SBCAG 05-Santa Barbara	**City of Santa Barbara: Safe Routes to School Pedestrian Improvement Project**. This Project is located in the City's Eastside neighborhood near Franklin Elementary School at the intersection of Carpinteria and Voluntario Streets and along Voluntario Street from Cacique to Mason Streets. Project is to design and construct curb extensions at the intersection of Carpinteria and Voluntario Streets to improve visibility and compliance to stop at the intersection. Install pedestrian-scale lighting along Voluntario Street from Cacique to Mason Streets. (Small Urban and Rural) (CEQA - NOE, 3/21/2017.) Outcome/Output: Construction of curb extensions and pedestrian-scale lighting will provide permanent and safe crossing at a busy intersection to reduce pedestrian and/or bicycle injuries and fatalities in the City of Santa Barbara.	05-2675 ATP/17-18 R/W $5,000 0516000124 S	2016-17 108-0042 SHA 20.30.720.100	$5,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a)	**Active Transportation Program Projects**			**Resolution FATP-1718-11**
10 $398,000 City of Goleta SBCAG 05-Santa Barbara	**Old Town Sidewalks Infill**. Design and construct sidewalk infill for the residential areas of Old Town Goleta. (Statewide) (CEQA - MND, 11/8/2017.) (Concurrent Consideration of Funding under Resolution E-18-09; January 2018.) (Contribution from other sources: $99,000.) Outcome/Output: Remove pedestrian access barriers and improve walkability for connections to business and alternative modes of transportation.	05-2695 ATP/17-18 PS&E $270,000 R/W $128,000 0516000100 S	2016-17 108-0042 SHA 108-0042 SHA 20.30.720.100	$270,000 $128,000
11 $52,000 City of Fresno FCOG 06-Fresno	**Traffic Signal; Cedar and Woodward Intersection**. Install a traffic signal at the intersection of Cedar and Woodward Avenues. (MPO) (CEQA - CE, 10/23/2017.) (NEPA - CE, 1/3/2018) Outcome/Output: Project will reduce the number of collisions at the intersection, while also providing safe and ADA compliant crosswalks.	06-6832 ATP/17-18 PS&E $34,000 R/W $18,000 0617000150 S	2016-17 108-0890 FTF 108-0890 FTF 20.30.720.100	$34,000 $18,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a)	**Active Transportation Program Projects**			**Resolution FATP-1718-11**
12 $29,000 City of Turlock StanCOG 10-Stanislaus	**Christoffersen Parkway Pedestrian and Bike Improvements with Connectors**. Install Class II buffered bike lanes with thermoplastic striping, signs, traffic signal modifications, minor demolition and minor concrete (ramps), adjacent Class I and Class II facilities, along with four non-infrastructure components. (Statewide) (PPNO 3184B is the non-infrastructure component to PPNO 3184A.) (CEQA - CE, 01/09/2018.) (NEPA - CE, 12/04/2017.) (Time extension for FY 16-17 PS&E expires on March 31, 2018.) Outcome/Output: This project will increase pedestrian and bicyclist safety	10-3184A ATP/16-17 PS&E $29,000 1017000085 S	2016-17 108-0042 SHA 20.30.720.100	$29,000
13 $602,000 City of Encinitas SANDAG 11-San Diego	**El Portal Pedestrian and Bike Underpass**. The project is located within the LOSSAN rail corridor adjacent to El Portal Street in the City of Encinitas in San Diego County. The project will construct a grade-separated pedestrian and bike underpass beneath the LOSSAN rail corridor between North Coast Higway 101 and Vulcan Avenue. (Statewide) (CEQA - MND, 06/25/2008.) (NEPA - CE, 11/29/2017) (Future Consideration of Funding approved under Resolution E-17-76; December 2017.) PPNO 11-1211A is the infrastructure component to PPNO 11-1211B. Outcome/Output: Provide pedestrian, bike, and crosswalk improvements to connect to adjacent active transportation routes to the facility. Improve active transportation uses in the community by allowing safe crossing of the rail line.	11-1211A ATP/17-18 PS&E $602,000 1116000124 S	2016-17 108-0890 FTF 20.30.720.100	$602,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a)	**Active Transportation Program Projects**			**Resolution FATP-1718-11**
14 $65,000 City of La Mesa SANDAG 11-San Diego	**West La Mesa Pedestrian and Bicycle Connectivity Project**. Completing more than 4.8 miles of bicycle and pedestrian enhancements, and an educational campaign. (MPO) (CEQA - ND, 5/27/2015.) (Future Consideration of Funding approved under Resolution E-16-47; June 2016.) PPNO 11-1229A is for Infrastructure component PPNO 11-1229B is for non-Infrastructure component Outcome/Output: The project will enhance safety in West La Mesa by completing more than 4.8 miles of bicycle and pedestrian enhancements linking four schools and city park. An educational campaign will further promote active transportation as a viable mode and promote safety. Traffic calming measures such as bulbouts, enhanced high visibility pedestrian crossings and improve signage will be implemented to create a safe and accessible active transportation route.	11-1229B ATP/17-18 CONST $65,000 1116000155 S	2016-17 108-0042 SHA 20.30.720.100	$65,000
15 $1,025,000 ~~San Diego Association of Governments~~ **Department of Transportation** SANDAG 11-San Diego	~~**Coastal Rail Trail, Chesterfield to G Street Encinitas, CA**~~ **Encinitas Coastal Rail Trail Chesterfield to Santa Fe Undercrossing Western Alignment**. Construct approximately two miles of Class I Bicycle facility connecting downtown Cardiff-by-the-Sea with downtown Encinitas. (MPO) (CEQA - CE, 7/5/2017.) (NEPA - CE, 8/7/2017) (Contribution from other sources: $4,646,000.) Time extension for FY 15-16 CONST expires on 2/28/2018. Right of Way Certification 2: 12/14/2017 Outcome/Output: Construction of two miles of a Class I bicycle coastal trail.	11-7421Y RIP/15-16 CONST $1,025,000 1112000121 S	2016-17 108-0042 SHA 20.30.720.100	$1,025,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a)	**Active Transportation Program Projects**			**Resolution FATP-1718-11**
16 $290,000 City of La Habra OCTA 12-Orange	**La Habra Guadalupe Park Reconstruction Project**. Extension of OC Bicycle Loop through Guadalupe Park. (MPO) (CEQA - NOE, 11/03/2017.) Time extension for FY 16-17 PS&E expires on 02/28/2018. Outcome/Output: This project will extend the bicycle trail by 0.75 miles to provide a connection to other bicycle facilities, increase overall safety for bicyclists and encourage bicycling as a mode of transportation.	12-1003 ATP/16-17 PS&E $290,000 1217000113 S	2016-17 108-0042 SHA 20.30.720.100	$290,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b)	**Active Transportation Program Projects (SB1 Augmentation)**			**Resolution FATP-1718-11**
1 $120,000 City of Blue Lake HCAOG 01-Humboldt	**Blue Lake Annie & Mary Trail, Phase 1**. This project will construct a paved walking and biking trail through the disadvantaged City of Blue Lake, connecting neighborhoods and destinations, serving as the first phase of the Annie & Mary Rail-Trail planned to connect Blue Lake to Arcata. (Small Urban and Rural) (PPNO 2505A is the Infrastructure component to PPNO 2505B) (SB1 Augmentation) Outcome/Output: Increase walking and biking between Arcata and Blue Lake.	01-2505A ATP/17-18 PA&ED $120,000 0118000121 S	2017-18 108-3290 RMRA 20.30.720.100	$120,000
2 $350,000 City of Citrus Heights SACOG 03-Sacramento	**Citrus Heights Electric Greenway (Class I Multi-Use Trail)**. In the City of Citrus Heights and Orangevale (an unincorporated community in Sacramento County). The project connects several suburban neighborhoods to seven parks, several schools and the City's regional shopping/employment destination. The project is a 3-mile Class I trail largely following an electric transmission tower corridor. (Statewide) (Contribution from other sources: $286,000.) (PPNO 1693A is the infrastructure component to PPNO 1693B) (SB1 Augmentation) Outcome/Output: Construct a Class I Multi-Use Path providing direct, off-street non-motorized connections to various destinations. Reduce vehicle trips and greenhouse gas emissions. Increase the number of non-motorized users accessing schools, park and retail.	03-1693A ATP/17-18 PA&ED $350,000 0318000188 S	2017-18 108-3290 RMRA 20.30.720.100	$350,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b)	**Active Transportation Program Projects (SB1 Augmentation)**			**Resolution FATP-1718-11**
3 $109,000 City of Citrus Heights SACOG 03-Sacramento	**Mariposa SRTS (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, bike lanes, and associated improvements. (MPO) (Contribution from other sources: $26,000.) (PPNO 1694A is the infrastructure component to PPNO 1694B) (SB1 Augmentation) Outcome/Output: 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.	03-1694A ATP/17-18 PA&ED $109,000 0318000191 S	2017-18 108-3290 RMRA 20.30.720.100	$109,000
4 $41,000 Elk Grove SACOG 03-Sacramento	**Elk Grove Florin Rd Sidewalk Infill SRTS**. The project is located in Elk Grove California on Elk Grove Florin Road, between Valley Oak Lane and East Stockton Blvd. The education programs will be provided in three schools within half a mile of the proposed infrastructure; Florence Marofer Elementary, Joseph Kerr Middle School and Elk Grove High School. The Elk Grove Florin Sidewalk Infill SRTS Project will eliminate sidewalk gaps in the sidewalk network as well as improve ADA access, bicycle and pedestrian crossings, and overall safety in the corridor. Along with infrastructure, walking and biking education will be provided for students, parents and community members. (MPO) (PPNO 1769A is the infrastructure component to PPNO 1769B) (SB 1 Augmentation) Outcome/Output: The project provides connectivity and safety increase for residents and students while encouraging the use of the existing routes to nearby destinations. Improvements will also provide access to pedestrian facilities for people with disabilities.	03-1769A ATP/17-18 PA&ED $41,000 0318000192 S	2017-18 108-3290 RMRA 20.30.720.100	$41,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b)	**Active Transportation Program Projects (SB1 Augmentation)**			**Resolution FATP-1718-11**
5 $210,000 City of Rancho Cordova SACOG 03-Sacramento	**Cordova Park Safe Routes to School Project**. On Coloma Road, Dolecetto Drive, Ellenbrook Drive and Malaga Way, in the Cordova Park neighborhood, in the City of Rancho Cordova. This project will construct curb, gutter, and sidewalk to close gaps in the existing pedestrian network, and install curb ramps and crosswalks to improve pedestrian access and safety. A bulbout, Rectangular Rapid Flashing Beacons (RRFB), crosswalks, signage, pedestrian lighting and shade trees will also be added along Coloma Road. (MPO) (CEQA - CE, 10/18/2017.) (Contribution from other sources: $35,000.) (SB 1 Augmentation) Outcome/Output: Allocating the funds will allow the City to begin preliminary design and environmental documentation.	03-1770 ATP/17-18 PS&E $210,000 0318000190 S	2017-18 108-3290 RMRA 20.30.720.100	$210,000
6 $245,000 City of Rancho Cordova SACOG 03-Sacramento	**City of Rancho Cordova-Safe Routes to School Plan**. The project will gather appropriate stakeholders from the City, school districts, schools, students and parents to establish a priority list and develop a Safe Routes to School Plan to provide a safe and connected network that will promote walking and bicycling to school and enhance public health. (MPO) (CEQA - CE, 12/01/2017.) (Contribution from other sources: $32,000.) (SB 1 Augmentation.) Outcome/Output: Allocating the funds for this project will allow the City to begin design documentation.	03-1773 ATP/17-18 CONST $245,000 0318000189 S	2017-18 108-3290 RMRA 20.30.720.100	$245,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b)	**Active Transportation Program Projects (SB1 Augmentation)**			**Resolution FATP-1718-11**
7 $2,350,000 San Francisco Municipal Transportation Agency MTC 04-San Francisco	**Geneva Avenue Pedestrian and Bicycle Safety Improvement Project**. As part of the San Francisco Vision Zero program, this project will implement pedestrian and bicycle safety improvements and enhance access to education, recreation, transit stations and shopping destinations along the Geneva corridor. (Statewide) (CEQA - EIR, 03/27/2014.) (Concurrent Consideration of Funding under Resolution E-18-12; January 2018.) (Contribution from other sources: $1,176,000.) Right of Way Certification: 11/08/2017 (SB 1 Augmentation) Outcome/Output: This project will improve the safety for people who walk and bicycle in the project area and encourage more residents and visitors to use active transportation modes.	04-2319 ATP/17-18 CONST $2,350,000 0418000239 S	2017-18 108-3290 RMRA 20.30.720.100	$2,350,000
8 $2,002,000 San Francisco Municipal Transportation Agency MTC 04-San Francisco	**Vision Zero SF: Safer Intersections**. Vision Zero education and outreach program targeting unsafe left turns at intersections, which are responsible for 28 percent of auto collisions and pedestrians and 16 percent for bicyclists in San Francisco. The SFMTA will use media and direct engagement with drivers to make left turns and intersections safer, encouraging active transit modes. (Non Infrastructure) (Statewide) (CEQA - CE, 10/05/2017.) (Contribution from other sources: $60,000.) (SB 1 Augmentation.) Outcome/Output: This goal is to decrease collisions that result from unsafe vehicle left turns with a goal of making San Francisco streets safer for walking and bicycling, which will increase active transportation trips.	04-2328 ATP/17-18 CONST $2,002,000 0418000248 S	2017-18 108-3290 RMRA 20.30.720.100	$2,002,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b)	**Active Transportation Program Projects (SB1 Augmentation)**			**Resolution FATP-1718-11**
9 $500,000 City of Santa Barbara SBCAG 05-Santa Barbara	**Las Positas Road Multiuse Path**. The project includes planning, environmental and design for a dedicated and protected space (Class 1 multiuse path) for bicyclists, runners and pedestrian of all ages and abilities. The project begins where the regional Coast bike Route merges into the regional Cross town bike route at Modoc road. The project continues east for approximately 1 mile towards the intersection of Modoc and Las Positas road and veers south for approximately 1.6 miles along Las Positas Road to Cliff Drive. (Small Urban and Rural) (CEQA - MND, 02/16/2017.) (NEPA - CE, 03/06/2017) (Future Consideration of Funding approved under Resolution E-17-30; May 2017.) (SB 1 Augmentation.) Outcome/Output: Provide a dedicated pathway for bicyclists and pedestrians separated from high-speed roadways.	05-2601 ATP/17-18 R/W $500,000 0515000024 S	2017-18 108-3290 RMRA 20.30.720.100	$500,000
10 $375,000 Kern County KCOG 06-Kern	**Rexland Acres Community Sidewalk Project**. Construction of storm drain lines, sidewalks, curbs, gutters and bike lanes throughout the major transportation corridors of the community. In addition, high visibility cross walks, solar-lighted safety signs, solar-powered street lights and a pedestrian refuge island (Statewide) (CEQA - CE, 11/15/2017.) (SB 1 Augmentation) Outcome/Output: Increased pedestrian safety, mobility, and accessability.	06-6900 ATP/17-18 PA&ED $25,000 R/W $350,000 0618000127 S	2017-18 108-3290 RMRA 108-3290 RMRA 20.30.720.100	$25,000 $350,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b)	**Active Transportation Program Projects (SB1 Augmentation)**			**Resolution FATP-1718-11**
11 $66,000 Palmdale LACMTA 07-Los Angeles	**City of Palmdale - Civic Center Complete Streets** . The improvements would consist of implementing a "Complete Streets" element that includes crosswalk enhancements, bulb-out crossings, new Class II bike lanes, the upgrade of a Class II bike lane to a Class IV facility, mini-roundabouts, sidewalk gap closure. (Statewide) (SB 1 Augmentation) Outcome/Output: This project will provide improved pedestrian, bicycle and transit facilities to key traffic generators. This phase will prepare Environmental clearance(PAED) and construction drawings(PSE).	07-5423 ATP/17-18 PA&ED $66,000 0718000199 S	2017-18 108-3290 RMRA 20.30.720.100	$66,000
12 $461,000 Kern County KCOG 09-Kern	**Boron/Desert Lake Pedestrian Path**. Design of a paved multi-use path for 1.5 miles & 1 mile of sidewalks connecting Desert Lake to Boron & community destinations, including ADA compliant sidewalks, high visibility crosswalks & solar-powered street lights. Pedestrian crossings with safety features will be designed over two dangerous, heavily utilized railroads. (Statewide) (CEQA - NOE, 11/15/2017.) (SB 1 Augmentation) Outcome/Output: This project will increase and encourage Kern County residents to walk or bike by providing them a safe and comfortable corridor from Desert Lakes to Boron.	09-2650 ATP/17-18 PS&E $268,000 R/W $193,000 0918000046 S	2017-18 108-3290 RMRA 108-3290 RMRA 20.30.720.100	$268,000 $193,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b)	**Active Transportation Program Projects (SB1 Augmentation)**			**Resolution FATP-1718-11**
13 $125,000 City of Turlock StanCOG 10-Stanislaus	**SRTS ADA Pedestrian Improvements**. Various locations along routes to Public K-8 schools within the City of Turlock. Install curb, gutter, sidewalk, curb ramps, stripping and related improvements along routes to multiple public K-8 schools within the community, as well as education, encouragement and enforcement elements. (MPO) (CEQA - CE, 11/14/2017.) (Contribution from other sources: $16,000.) (SB 1 Augmentation.) Outcome/Output: This project will increase pedestrian and bicyclist safety.	10-3270 ATP/17-18 PA&ED $125,000 1018000121 S	2017-18 108-3290 RMRA 20.30.720.100	$125,000
14 $303,000 City of Imperial beach SANDAG 11-San Diego	**Imperial Beach Boulevard Improvement Project**. New Class II bikeway, sidewalk widening, new mid-block marked/beaconed crosswalks. NI will educate Parents to feel confident in their child's safety to walk and bike to school. (Statewide) (CEQA - NOE, 12/13/2017.) (Contribution from other sources: $312,000.) (SB 1 Augmentation) PPNO 11-1296A is for Infrastructure component PPNO 11-1296B is for non-Infrastructure component. Outcome/Output: This project enhances safety, connectivity, and mobility along Imperial Boulevard. This project will also reduce storm water pollution entering the Tijuana Estuary and reduce greenhouse gas emissions.	11-1296A ATP/17-18 PS&E $303,000 1118000130 S	2017-18 108-3290 RMRA 20.30.720.100	$303,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b)	**Active Transportation Program Projects (SB1 Augmentation)**			**Resolution FATP-1718-11**
15 $500,000 City of El Cajon SANDAG 11-San Diego	**Cajon Valley Union School District SRTS Plan (Phase 2)** . This "NI" SRTS project entails educational, encouragement, evaluation activities (Phase 2) in the City of El Cajon. (Statewide) (CEQA - NOE, 12/06/2017.) (SB1 Augmentation) Outcome/Output: To create a safer walking and bicycling environment in the vicinity of the six project schools in the city.	11-1298 ATP/17-18 CONST $500,000 1118000131 S	2017-18 108-3290 RMRA 20.30.720.100	$500,000
16 $27,000 City of Seal Beach OCTA 12-Orange	**Lampson Avenue Bike Lane Gap Closure Project 2016**. Construct Class II bicycle lanes and associated improvements on Lampson Avenue from Seal Beach Boulevard to Basswood Street. (MPO) (SB 1 Augmentation) (Concurrent programming action for ATP Augmentation MPO component under Resolution G-18-02; January 2018.) Outcome/Output: The project will close a gap in the City's bicycle lanes plan.	12-2180 ATP/17-18 PA&ED $27,000 1218000060 S	2017-18 108-3290 RMRA 20.30.720.100	$27,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 85

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No: 2.5w.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR AN ACTIVE TRANSPORTATION PROGRAM PROJECT (ADVANCEMENT - SB1 AUGMENTATION)**
RESOLUTION FATP-1718-12

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $746,000 for the Rexland Acres Community Sidewalk Active Transportation Program (ATP) project (PPNO 6900), programmed in Fiscal Year (FY) 2018-19 in Kern County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission defer an allocation of $746,000 for the Rexland Acres Community Sidewalk ATP project programmed in FY 2018-19 to ensure funding is available for projects programmed in FY 2017-18, the current fiscal year.

BACKGROUND:

The attached vote list describes one ATP project programmed in FY 2018-19 totaling $746,000. Although the local agency is ready to proceed with this project, it is recommended that the Commission defer this allocation.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(2)	**Active Transportation Program Projects**			**Resolution FATP-1718-12**
1 $746,000 Kern County KCOG 06-Kern	**Rexland Acres Community Sidewalk Project**. Construction of storm drain lines, sidewalks, curbs, gutters and bike lanes throughout the major transportation corridors of the community. In addition, high visibility cross walks, solar-lighted safety signs, solar-powered street lights and a pedestrian refuge island (Statewide) (CEQA - CE, 11/15/2017.) (SB 1 Augmentation) Outcome/Output: Increased pedestrian safety, mobility, and accessability. **THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.**	06-6900 ATP/18-19 PS&E $746,000 0618000127 S	2017-18 108-3290 RMRA 20.30.720.100	$746,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 86

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31−February 1, 2018

Reference No: 2.7c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **FINANICAL ALLOCATION AMENDMENT FOR LOCALLY-ADMINISTERED AERONAUTICS PROJECT AT PUBLIC-USE AIRPORT RESOLUTION FDOA-2018-03, AMENDING RESOLUTION FDOA-2014-09**

ISSUE:

Should the California Transportation Commission (Commission) approve the following amendment to de-allocate $135,000 from the Jacqueline Cochran Airport project (Riv-2-15-1) in Riverside County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the approval of the amendment to de-allocate $135,000 from the Jacqueline Cochran Airport project (Riv-2-15-1) in Riverside County.

BACKGROUND:

At its June meeting, the Commission approved Resolution FDOA-2014-09 for $135,000 for the Jacqueline Cochran Airport project (Riv-2-15-1), in Riverside County, which would amend the regional ALUCP, incorporate additional compatibility policies for the community of Vista Santa Rosa, and amend Countywide Policies.

The County of Riverside has requested, as shown in the attached letter dated October 16, 2017, that this California Aid to Airports Program (CAAP) Acquisition and Development (A&D) Project be officially withdrawn from the program. The proposed change is reflected in strikethrough and bold in accordance with the following revised vote box.

FINANCIAL RESOLUTION:

Be it Resolved, that the CAAP funds originally allocated for $135,000 for the Jacqueline Cochran Airport project (Riv-2-15-1) to amend the regional ALUCP, incorporate additional compatibility policies for the community of Vista Santa Rosa, and amend Countywide Policies be hereby amended to $0, in accordance with the following revised vote box.

Attachments

2.7 Aeronautic Financial Matters

Project Number Allocation Amount Recipient County	Location Project Description Project Number	Budget Year Item Number Fund Type Program Code	Amount by Fund Type
2.7c. Financial Allocation Amendment: Aeronautics Program (A&D Program)		**Resolution FDOA-2018-03** Amending Resolution FDOA-2014-09	
1 ~~$135,000~~ **$0** County of Riverside Riverside	Jacqueline Cochran Airport Amend Regional Airport Land Use Compatibility Plan, Incorporate Additional compatibility Policies for the Community of Vista Santa Rosa, and Amend Countywide Policies Riv-2-15-1 **Amend Resolution FDOA–2014–09 to de-allocate $135,000 due to project withdrawal.**	2014–15 602-0041 10.10.020.200	~~$135,000~~ **$0**

(3)

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

CHAIR
Rod Ballance
Riverside

VICE CHAIRMAN
Steve Manos
Lake Elsinore

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Russell Betts
Desert Hot Springs

Steven Stewart
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STAFF

Director
Simon Housman

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St, 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

October 16, 2017

Mr. Tony Sordello
Airport Land Use Planner
Office of Aviation Planning
Department of Transportation
Division of Aeronautics-M.S. #40
1120 N. Street
Sacramento CA 94274-0001

Sent by E-mail attachment to tony.sordello@dot.ca.gov

Re: ALUCP for Jacqueline Cochran Airport and the Countywide Policies sections of the Riverside County ALUCP adopted October 2004.
Grant - CAAP# RIV-2-15-1

Dear Mr. Sordello:

This letter clarifies the situation reflected in the recent quarterly reports and responds to your correspondence of October 11, 2017 regarding the above grant.

The Riverside County Airport Land Use Commission staff is proceeding with preparation of proposed amendments to the ALUCP for Jacqueline Cochran Airport and the Countywide Policies sections of the Riverside County ALUCP adopted in October 2004. However, the Riverside County Airport Land Use Commission has elected to do so without drawing on the funds in the above referenced grant.

Therefore, on behalf of the Riverside County Airport Land Use Commission, I withdraw the request for $135,000.00 from the 2014 Aeronautics Program to prepare the proposed ALUCP amendments described above.

Your courtesy and cooperation are greatly appreciated.

Thank you,

Simon A. Housman,
Director Riverside County Airport Land Use Commission

cc: Mr. Ron Bolyard via e-mail attachment.
Danielle Morone, Esq., via e-mail attachment.
Mr. Rod Ballance, via e-mail attachment.

Y:\ALUC Grants\Jacqueline Cochran\L-SAH to Sordello re withdraw from grant

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 87

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.6g.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECTS**
RESOLUTION TIRCP-1718-02

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of $12,173,000 for two projects programmed in the Transit and Intercity Rail Capital Program (TIRCP)?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of $12,173,000 for two projects programmed in the TIRCP.

BACKGROUND:

The attached vote list describes two TIRCP projects totaling $12,173,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $12,173,000 be allocated from the Budget Act of 2016, Budget Act Item 2660-301-0046R of Reimbursement Authority for two TIRCP projects described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6g.	**Transit and Intercity Rail Capital Program Projects**			**Resolution TIRCP-1718-02**
1 $185,000 San Joaquin Regional Rail Commission SJCOG 10-San Joaquin	**Altamont Corridor Express Wayside Power**. Installation of wayside power sources at Altamont Corridor Express's new Downtown Stockton Regional Maintenance Facility. (CEQA - CE, 3/1/2016.) The programmed amount for this project is $200,000. A partial amount of $15,000 was requested for final design (PS&E) and approved at the August 2017 CTC meeting. The remaining balance of $185,000 is being requested to complete the construction phase of the Altamont Corridor Express Wayside power project. Outcome/Output: Reduced greenhouse gas emissions and reduced noise pollution in adjacent neighborhoods.	10-CP014 TIRCP/17-18 CONST $185,000 0018000170 S R351GB	2016-17 301-0046R PTA 30.20.301.100	$185,000
2 $11,988,000 San Diego Association of Governments SANDAG 11-San Diego	**Elvira to Morena Double Track**. Conversion of single track to double track, bridge replacement, and signal improvements along the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor. (NEPA - SE, 3/6/2015) Letter of No Prejudice approved under Resolution LONP TIRCP-1617-01; October 2016. The programmed amount for this project is $61,983,000 and this is the final allocation. This project is a component of the LOSSAN All Aboard: Transforming Southern California Rail Travel project. Outcome/Output: Increased ridership, reduced greenhouse gas emissions, more frequent and integrated intercity and commuter rail service, and increased mobility of people and goods.	11-CP021 TIRCP/17-18 CONST $11,988,000 0018000175 S R362GB	2016-17 301-0046R PTA 30.20.301.100	$11,988,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 88

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31- February 1, 2018

Reference No.: 2.8a.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **REQUEST TO EXTEND THE START OF PRE-CONSTRUCTION SUPPORT ALLOCATIONS FOR STATE ADMINISTERED PROJECTS ON THE STATE HIGHWAY SYSTEM, PER INTERIM SHOPP GUIDELINES**
WAIVER 18-01

ISSUE:

Should the California Transportation Commission (Commission) approve the project phase start time extensions for pre-construction support for 15 State Highway Operation and Protection Program (SHOPP) phases, for the period indicated, as described in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve a project phase start time extension, for the period indicated, for the 15 SHOPP project phases described in the attachment.

BACKGROUND:

Current Interim SHOPP Guidelines (Guidelines), stipulate that the agency implementing a project request a time extension if the start date of pre-construction support will be delayed. The Commission may approve waivers to the timely use of funds deadline, one time only, for up to 20 months.

On June 28, 2017, the Commission allocated 1,094 SHOPP pre-construction phases for a total of $1,172,000,000 of pre-construction support cost. In accordance with the Guidelines, expenditure of funds allocated for pre-construction support must incur within six months of the allocation. The deadline for phases allocated in June 2017, to begin expending pre-construction support funds is December 2017. Pre-construction support work has been delayed for 15 project phases out of those 1094 allocated phases for reasons outlined in the attachment. The Department will not be able to meet the deadlines for these projects and is requesting time extensions for the project phases start date of pre-construction support.

It is important to note that the Department had begun implementing the process of requesting allocations for pre-construction support phases prior to the adoption of SHOPP guidelines; which would provide policy direction for the allocation of preconstruction support phases. In analyzing why these phases have not started expending, it was discovered that in the transition to the new process of allocating pre-construction support phases, and not just construction capital, some of these phases were allocated too early or inadvertently allocated because of the uncertainty regarding policy direction. This uncertainty contributed to delays of preconstruction phases on eight of the 15 phases included in this book item. The Department believes this is now being addressed, and is not expected to impact allocations approved after the August 2017 meeting.

Attachment

2.8a.(1) Time Extension Request to Commence Expenditure Allocatations

Attachment

PPNO	Project Dist-EA	County-Route	Description	Original Allocation		Requested New Dates					Fund source	Reason For Delay
				Meeting Date	Amount x(1,000)	Extension (Months)	Start Date	Phase (COS) PAED	PS&E	RW		
01-2302	01-0A120	HUM-101	IN HUMBOLDT COUNTY ON ROUTES 96 & 101 AT VARIOUS LOCATIONS	Jun-17	$ 1,856	**16**	**Apr-19**		1		SHOPP	Unintentionally allocated during bulk allocations at the June 2017 CTC meeting. **Request is for PS&E support cost phase start date extension.**
03-4450	03-3F680	NEV-174	IN GRASS VALLEY, FROM PARK STREET TO ROUTE 20. UPGRADE PEDESTRIAN INFRASTRUCTURE TO MEET AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS.	Jun-17	$ 950	**12**	**Dec-18**		1		SHOPP	Unintentionally allocated during bulk allocations at the June 2017 CTC meeting. **Request is for PS&E and RW support cost phase start date extension.**
				Jun-17	$ 730	**12**	**Dec-18**			1		
03-5113	03-0H460	PLA-080	IN PLACER COUNTY ON WB 1-80 AT THE ATLANTIC BLVD. ON-RAMP	Jun-17	$ 850	**9**	**Sep-18**		1		SHOPP	The City of Roseville is developing the PAED phase of this project, and it has encountered delays related to their technical studies. Additionally, a required 180 days consultation process between the City and regulatory agencies has not commenced. The City's PAED phase completion target date is June 2018. **Request is for PS&E and RW support cost phase start date extension.**
				Jun-17	$ 130	**9**	**Sep-18**			1		
03-6916	03-3F540	SAC-99	ON ROUTE 99, AT LAGOON CREEK BRIDGE NO. 24-0045L; ALSO ON ROUTE 160 AT AMERICAN RIVER BRIDGE NO. 24-0001L, SCOUR MITIGATION AND BRIDGE REPLACEMENT.	Jun-17	$ 2,000	**9**	**Sep-18**		1		SHOPP	Biological Opinion was delayed due to NOAA's Fisheries Review delays, but has now been completed. Final Environmental Document is expected by 03/01/2018. **Request is for PS&E and RW support cost phase start date extension.**
				Jun-17	$ 50	**9**	**Sep-18**			1		
03-3290	03-4E620	ED-50	NEAR PLACERVILE AND CAMINO, STILL MEADOW RD. TO UPPER CARSON RD. INSTALL MEDIAN BARRIER, WIDEN SHOULDERS AND CONSTRUCT ACCELERATION/DECELERATION LANE.	Jun-17	$ 3,500	**9**	**Sep-18**		1		SHOPP	Draft Environmental Document circulation/public comments delays. Final Environmental Document is expected by 02/01/2018. **Request is for PS&E and RW support cost phase start date extension.**
				Jun-17	$ 1,200	**9**	**Sep-18**			1		
04-0738			NEAR SCHELLVILLE, FROM NORTH TOLAY CREEK BRIDGE TO SOUTH OF YELLOW CREEK BRIDGE. WIDEN FOR STANDARD SHOULDERS, UPGRADE CURVES TO STANDARD, AND INSTALL RUMBLE STRIPS.	Jun-17	$ 1,800	**8**	**Aug-18**			1	SHOPP	Unintentionally allocated RW Support during bulk allocations at the June 2017 CTC meeting. The Final Environmental Document (PAED) is expected by June 2018**. Request is for RW support cost phase start date extension.**
04-076B	04-2A332	ALA-84	IN FREMONT FROM ROUTE 238 (MISSION BLVD) TO ROUTE 680. WIDEN SHOULDERS, INSTALL TRAFFIC SIGNALS AND UPGRADE BARRIERS.	Jun-17	$ 3,500	**3**	**Mar-18**		1		SHOPP	Project's environmental document delay due to legal challenge to an adjacent project in highly sensitive Niles Canyon corridor. PS&E phase impacted by PAED delay. **Final Environmental Document is expected by February 2018. Pre-construction support will start immediately thereafter. Request is for PS&E support cost phase statrt date extension.**
07-4810	07-31100	LA-105	IN PASADENA, AT ROUTE 210/134/710/10 INTERCHANGE. EXTEND PAVING IN AREAS BEYOND THE GORE AREA, INSTALL SLOPE PAVING, CRASH CUSHION, RELOCATE IRRIGATION FACILITIES TO MORE PROTECTED LOCATIONS TO ENHANCE WORKER SAFETY WITHIN STATE RW.	Jun-17	$ 900	**8**	**Aug-18**		1		SHOPP	Support cost for both PAED and PS&E phases was adjusted in June 2017, as part of right sizing effort. The condition that the expenditure of allocated funds should begin within 6 months of allocation, was not solidified at that time. Hence, PAED and PS&E support cost were allocated in June 2017, although PS&E was not scheduled to begin till April, 2018. **Request is for the PS&E support cost phase start date.**
07-4893	07-31640	LA-105	IN DOWNEY, GARFIELD AVE. TO WOODRUFF AVE. UPGRADE TO SMART IRRIGATION CONTROLLERS, INSTALL ACCESS GATES, PLANT SHRUBS/VINES FOR GRAFFITI DETERRENCE, ENHANCE WORKER SAFETY WITHIN STATE RW.	Jun-17	$ 1,000	**12**	**Dec-18**		1		SHOPP	Support cost for both PAED and PS&E phases was adjusted in June 2017, as part of right sizing effort. The condition that the expenditure of allocated funds should begin within 6 months of allocation, was not solidified at that time. Hence, PAED and PS&E support cost were allocated in June 2017, although PS&E was not scheduled to begin till April, 2018. **Request is for PS&E support cost phase start date extension.**
09-0653	09-36340	INY-178	IN INYO COUNTY NEAR SHOSHONE AT 0.5 MILE WEST OF AND 0.3 MILE EAST OF INYO COUNTY DUMP STATION ROAD. REPLACE AND ENHANCE CULVERT SYSTEMS.	Jun-17	$ 620	**6**	**Jun-18**		1		SHOPP	Unintentionally allocated during bulk allocations at the June 2017 CTC meeting. **Request is for PS&E and RW support cost phase start date extension.**
				Jun-17	$ 150	**9**	**Sep-18**			1		
				$	**19,236**	**Total**		**0**	**9**	**6**	**NOTE**	**Shaded Phase was unintentionally allocated during bulk allocations at the June 2017 CTC meeting**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 89

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31- February 1, 2018

Reference No.: 2.8b.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR STATE ADMINISTERED PROJECTS ON THE STATE HIGHWAY SYSTEM, PER INTERIM SHOPP GUIDELINES**
WAIVER 18-03

ISSUE:

Should the California Transportation Commission (Commission) approve a time extension for six 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 six SHOPP projects described in the attachment.

BACKGROUND:

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.

On June 28, 2017, the Commission allocated $144,848,000 for Construction Capital for six SHOPP projects. In accordance with the Guidelines, the deadline to award contracts for projects allocated in June 2017 is December 31, 2017. The Department will not be able to meet the deadlines for these projects and is requesting time extensions for the period of contract award. The attachment shows the details of each project and the delays that have resulted in the time extension request.

Attachment

2.8b.(1) Time Extension / Waiver - Contract Award
Waiver 18-03

Proj No	Dist-PPNO	EA	Work Description	Fund Source	Allocation Amount	Allocation Date	Months Requested	New Award Deadline
1	07-4552	29370	In Los Angeles County, from 405/110 Interchange to Torrance Boulevard Off-ramp. Improvements and construct Auxiliary lane.	SHOPP	$24,535,000	6/28/17	6	Jun-2018

Reason for Delay: This SHOPP Collision Reduction project was advertised on August 8, 2017. An issue with the Department's electronic bid system resulted in inconsistencies in the contractor's bid file submittals for this project. Therefore, the Department rejected all bids received on the scheduled bid opening date of September 27,2017 and decided to repackage the project. The new construction contract package included addenda, bidder's questions and Department's responses from the previous advertisement period and updated Certifications and Memorandums. This project was re-packaged on October 19, 2017. This project was advertised on November 13, 2017 for a 10-week time period. Bid opening is scheduled for January 23, 2018. This six-month award time extension request will allow the Department time to re-advertise, process and award the project to the lowest responsible bidder.

The Department is also requesting a concurrent six-month extension for Phase 3 Construction Support.

2	07-4137A	20212	In Bell, Vernon, Commerce and East Los Angeles, from 0.2 mile south of Slauson Avenue Overcrossing to 0.1 mile north of 3rd Street Overcrossing. Rehabilitate roadway including widening median, lane and shoulder to meet current standard widths.	SHOPP	$96,367,000	6/28/17	6	Jun-2018

Reason for Delay: This SHOPP Roadway Preservation project was originally scheduled for October 31, 2017. However, a Federal Transportation Improvement Program Amendment had to be processed and approved due to project scope and allocation changes . Therefore, the Department delayed the advertisement by six-weeks and advertised the project on December 12, 2017 for a ten-week period. Bid opening is scheduled for January 30, 2018. This six-month award time extension will allow the Department sufficient time to process, and award the project to the lowest responsible bidder.

The Department is also requesting a concurrent six-month extension for Phase 3 Construction Support.

3	04-1487B	2J480	In San Rafael, at the Route 101/580 interchange. Repair sinking pavement and drainage systems.	SHOPP	$2,658,000	6/28/17	9	Sep-2018

Reason for Delay: This SHOPP Permanent Restoration project was advertised on August 28, 2017. Three bids were received on September 26, 2017. All bids were above the Engineer's Estimate. The first bidder did not meet Disadvantaged Business Enterprise (DBE) requirements. Subsequently, due to no Good Faith Effort, this bidder was determined to be non-responsive. The Department worked with the second bidder. However, due to concerns with proposed City of San Rafael detours and the remaining high bids, the Department has determined that rejecting all remaining bids, re-packaging and re-advertising this project is the best option. The Department will re-design the project plan sheets to better accomodate the detours in City of San Rafael and look at options to reduce the scope of the project and DBE Requirements. A nine-month award time extension will allow the Department sufficient time to reject all bids, re-package and re-advertise, process and award the project to the lowest responsible bidder.

The Department is also requesting a concurrent nine-month extension for Phase 3 Construction Support.

2.8b.(1) Time Extension / Waiver - Contract Award
Waiver 18-03

Proj No	Dist-PPNO	EA	Work Description	Fund Source	Allocation Amount	Allocation Date	Months Requested	New Award Deadline
4	11-1124	41440	In the city of San Diego at Kelton Road Overcrossing; also in Lemon Grove at Grove Street Overcrossing. Upgrade bridge rails.	SHOPP	$2,785,000	6/28/17	4	Apr-2018

Reason for Delay: This SHOPP Bridge Preservation project was advertised on August 28, 2017. Five bids were received on October 3, 2017. The apparent low bidder did not make a good faith effort to meet the Disadvantaged Business Enterprise requirements. The second lowest bidder did not extend their bid and was therefore considered non-responsive. The Department is currently working with third bidder. The four-month award time extension will allow the Department sufficient time to process and award the contract to the third lowest responsible bidder.

The Department is also requesting a concurrent four-month extension for Phase 3 Construction Support.

5	04-16543	4J370	In the Bay Area in various counties, on various routes, at various locations. On-call service contract to restore non-operational Transportation Management System elements.	SHOPP	$16,000,000	6/28/17	6	Jun-2018

Reason for Delay: Two service contracts for this SHOPP Mobility project were advertised using the Department's procurement process on October 23, 2017. Three bids were received for each contract on November 7, 2017. All bids received were higher than the Engineer's Estimate. The Department realized an opportunity to capture some savings by modifying the design and still achieve the same performance metrics of the project. The project was re-designed and then re-advertised on December 28, 2017. Bids were opened on January 18, 2018. This six-month award time extension request will allow the Department sufficient time to process and award the project to the lowest responsible bidder.

The Department is also requesting a concurrent six-month extension for Phase 3 Construction Support.

6	12-2860M	0N640	In the city of Orange and Anaheim from Santa Ana River to Harbor Boulevard. Groove existing concrete pavement.	SHOPP	$2,503,000	6/28/17	4	Apr-2018

Reason for Delay: This SHOPP Safety Improvement project was advertised on August 1, 2017. Seven bids were received on August 29, 2017. All bids received were higher than the Engineer's Estimate. The Department realized an opportunity to capture some savings by modifying the design strategy and still achieve the same performance metrics of the project. The project was re-packaged on November 9, 2017, and was re-advertised on December 4, 2017. Bids were opened on January 10, 2018. This four-month award time extension will allow the Department sufficient time to process and award the project to the lowest responsible bidder.

The Department is also requesting a concurrent four-month extension for Phase 3 Construction Support.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Tab 90

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.8b.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES WAIVER 18-02**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for the two projects listed on the attached document, for the time periods shown, in the Active Transportation Program (ATP)?

RECOMMENDATION:

The California Department of Transportation recommends the Commission extend the period of contract award for two projects listed on the attached document, for the time periods shown, in the ATP.

BACKGROUND:

The Commission allocated $1,787,000 for the construction of two ATP projects identified on the attachment. The responsible agencies have been unable to award the contract within six months of allocation. The attachment describes the details of the projects and the explanation for the delays. The respective agencies request extensions, and the planning agencies concur.

Current ATP Guidelines stipulate that the agency implementing a project, request a time extension if the project will not be awarded within six months of the allocation. The Commission may approve waivers to the timely use of funds deadline, one time only, for up to 12 months.

Attachment

Time Extension/Waiver – Project Contract Award Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount *Construction Only*	Allocation Date Resolution Number Initial Request Extended Deadline Department Recommendation
1	City of Torrance Los Angeles County PPNO: 07-5132 Downtown Torrance Active Transportation Improvement Project	$1,687,000	8/17/2017 FATP-1718-01 4 Months 6/30/2018 Support
	The City of Torrance (City) requests a four-month time extension to the period of contract award for the construction (CON) phase of the Downtown Torrance Active Transportation Improvement Project. The City experienced an unexpected delay in advertising the project. The City received the CON allocation at the August 2017 CTC meeting. The City proceeded with preparing the project for advertisement; however, the Torrance Historical Society (THS) approached the City with concerns on the potential loss of the existing antique sidewalk and curb markings. The City met with the THS on October 5, 2017, to address their concerns, and consequently agreed to re-evaluate the proposed improvements to reduce impacts to the existing antique features. This required the City to collect additional field data to assist in the reduction of impacts to these markings. The City anticipates finalizing the changes to the design features by late January 2018. This re-work has resulted in delaying the advertising and ultimately, the award of the project. The City anticipates approval of the Request for Authorization by March 2018, advertising the project in March 2018, opening bids, and awarding by the end of June 2018. Therefore, the City requests a four-month extension to award the CON phase by June 30, 2018.		
2	Imperial County Imperial County PPNO: 11-1233 Imperial County Pedestrian Master Plan	$100,000	6/29/2017 FATP-1718-01 4 Months 04/30/2018 Support
	The County of Imperial (County) requests a four-month time extension to the period of contract award for the construction (CON) Imperial County Pedestrian Master Plan (Plan). The City experienced an unexpected delay in advertising the project. The County received the CON Allocation at the June 2017 CTC Meeting and initially intended to develop the Plan using County staff. However, the County's most qualified staff left the department in October 2017. Consequently, the County had to begin the Request for Qualifications (RFQ) process to obtain a consultant to perform the work. The RFQ process typically takes two to three months to complete. The County completed the draft RFQ in December 2017 and anticipates advertising in late January 2018. The County anticipates awarding the contract by April 30, 2018. Therefore, the County is requesting four-month extension to April 30, 2018.		

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 91

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 31-February 1, 2018

Reference No.: 2.8c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR A LOCALLY-ADMINISTERED ATP PROJECT, PER ATP GUIDELINES WAIVER 18-04**

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project completion for the City of San Diego - Linda Vista Safe Routes to School NI Project (PPNO 1140), in San Diego County, totaling $500,000, programmed in the Active Transportation Program (ATP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of project completion for City of San Diego Linda Vista Safe Routes to School NI Project (PPNO 1140), in San Diego County, totaling $500,000, programmed in the Active Transportation Program (ATP).

BACKGROUND:

The Commission allocated $500,000 for the construction of the locally administered ATP project identified on the attachment. The responsible agency will be unable to complete the project by the November 30, 2018, deadline. The attachment describes the details of the project and the explanation for the delay. The respective agency requests an extension 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 20 months, in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Completion Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount *Construction Only*	Award Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	City of San Diego San Diego County PPNO: 11-1150 Linda Vista Safe Routes to School NI Project	$500,000	11/18/2015 FP-1415-04 7 Months 06/30/2019 Support

The City of San Diego (City) requests a seven-month time extension to complete construction (CON) of the City of San Diego Safe Routes to School NI project. The City has experienced an unexpected delay in coordinating with the School District's in-session calendar.

The City anticipated awarding the project in the Summer of 2015 with commencement of the project coinciding with the start of the school year since the project intends to provide evaluation, education, encouragement and enforcement programming for schoolchildren. However, due to a delay in awarding the contract, the project's timetable was pushed out and the City awarded the project in November 2015. The project's full program requires 40 months to complete. Since the City began the project in February 2016, completion is anticipated by June 30, 2019.

Therefore, the City is requesting a seven-month time extension to June 30, 2019.

California Transportation Commission

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Agenda Item #	Ref #	Extension Type	Proj #	PPNO	County	Agency	Extension Request	Staff Recommendation	Notes
88	**2.8a.(1)**	Pre-Construction Support (Plans Specifications & Estimate support)	1	01-2302	Humboldt	Caltrans	16 months	0 months	Reprogram and request allocation at completion of Project Approval & Environmental Document.
88	**2.8a.(1)**	Pre-Construction Support (Plans Specifications & Estimate and Right of Way support)	2	03-4450	Nevada	Caltrans	12 months for both allocations	0 months for both allocations	Reprogram and request allocation at completion of Project Approval & Environmental Document.
88	**2.8a.(1)**	Pre-Construction Support (Plans Specifications & Estimate and Right of Way support)	3	03-5113	Placer	Caltrans	9 months for both allocations	9 months for both allocations	Concur with the extension request
88	**2.8a.(1)**	Pre-Construction Support (Plans Specifications & Estimate and Right of Way support)	4	03-6916	Sacramento	Caltrans	9 months for both allocations	9 months for both allocations	Concur with the extension request
88	**2.8a.(1)**	Pre-Construction Support (Plans Specifications & Estimate and Right of Way support)	5	03-3290	El Dorado	Caltrans	9 months for both allocations	9 months for both allocations	Concur with the extension request
88	**2.8a.(1)**	Pre-Construction Support (Right of Way support)	6	04-0738	Sonoma	Caltrans	8 months	8 months	Concur with the extension request
88	**2.8a.(1)**	Pre-Construction Support (Plans Specifications & Estimate support)	7	04-076B	Alameda	Caltrans	3 months	3 months	Concur with the extension request
88	**2.8a.(1)**	Pre-Construction Support (Plans Specifications & Estimate support)	8	07-4810	Los Angeles	Caltrans	8 months	8 months	Concur with the extension request
88	**2.8a.(1)**	Pre-Construction Support (Plans Specifications & Estimate support)	9	07-4893	Los Angeles	Caltrans	12 months	0 months	Reprogram and request allocation at completion of Project Approval & Environmental Document.
88	**2.8a.(1)**	Pre-Construction Support (Plans Specifications & Estimate and Right of Way support)	10	09-0653	Inyo	Caltrans	6 months for PS&E 9 months for R/W	6 months for PS&E 9 months for R/W	Concur with the extension request
89	**2.8b.(1)**	Contract Award and Construction Support	1	07-4552	Los Angeles	Caltrans	6 months	3 months	Additional time requested to re-advertise, process and award the contract to the lowest responsible bidder.
89	**2.8b.(1)**	Contract Award and Construction Support	2	07-4137A	Los Angeles	Caltrans	6 months	6 months	Additional time requested to process and award the contract to the lowest responsible bidder.
89	**2.8b.(1)**	Contract Award and Construction Support	3	04-1487B	Marin	Caltrans	9 months	9 months	Additional time requested to repackage the contract, advertise, open bids, process and award the contract to the lowest responsible bidder
89	**2.8b.(1)**	Contract Award and Construction Support	4	11-1124	San Diego	Caltrans	4 months	4 months	Additional time requested to process and award the contract to the lowest responsible bidder.
89	**2.8b.(1)**	Contract Award and Construction Support	5	04-16543	Alameda	Caltrans	6 months	3 months	Additional time requested to process and award the contract to the lowest responsible bidder.
89	**2.8b.(1)**	Contract Award and Construction Support	6	12-2860M	Orange	Caltrans	4 months	4 months	Additional time requested to process and award the contract to the lowest responsible bidder.
90	**2.8b.(2)**	Contract Award - ATP	1	07-5132	Los Angeles	City of Torrance	4 Months	4 Months	The City anticipates approval of the Request for Authorization by March 2018, advertising the project in March 2018, opening bids, and awarding by the end of June 2018.

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90	**2.8b.(2)**	Contract Award - ATP	2	11-1233	Imperial	Imperial County	4 Months	4 Months	The City experienced an unexpected delay in advertising the project. The County anticipates awarding the contract by April 2018, and is therefore requesting a 4 month extension.
91	**2.8c**	Extend Period of Project Completion - ATP	1	11-1150	San Diego	City of San Diego	7 Months	7 Months	The project's full program requires 40 months to complete. Since the City began the project in February 2016, completion is anticipated by June 30, 2019.